

# Transit Alternatives



## PikeRide

- Quality bus service that accommodates existing travel demand
- Flexible service
- Significant limitation for service expansion to accommodate future corridor growth
- Low potential to serve as a catalyst for development
- Low potential for private-sector funding support
- Low capital costs

## Baseline Alternative



# Transit Alternatives



**BRT Alternative**

## Bus Rapid Transit (BRT)

- Quality service that accommodates demand
- Flexible service
- Limited capacity for service expansion to accommodate future corridor growth
- Limited potential to serve as a catalyst for development
- Limited potential for private-sector funding support
- Medium capital costs



# Transit Alternatives



**Streetcar Alternative**

## Streetcar

- High quality service that accommodates demand
- Higher capacity for service expansion to accommodate future corridor growth
- Higher potential to serve as a catalyst for development
- Higher potential for private-sector funding support
- More broadly recognized as a premium, lasting investment
- High capital costs



# Selection of Preferred Alternative



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## Modified Streetcar Alternative (Initial Phase)

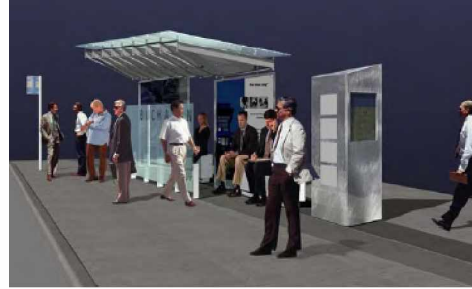


## Modified Streetcar Alternative

- Combines characteristics of streetcar and baseline alternative (with continued extensive bus service)
- Benefits evenly spread along corridor
- Achieves a more affordable initial streetcar investment
- Catalyst for development along corridor



# Selection of Preferred Alternative: Service Enhancements



## PIKE TRANSIT IMPROVEMENTS



# Selection of Preferred Alternative: Funding



## Preferred Alternative Would Require a Combination of Funding Sources

### Potential Federal Transit Administration (FTA) Funding

- Potential candidate for new Small Starts Program
- Emphasizes economic development and quality of life
- Less competitive for existing FTA New Starts Program

### Potential Non-Federal Funding

- State and county revenues
- Public-private partnerships
- Value capture
- Joint development
- Advertising and sponsorship

# Next Steps

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- Select a preferred alternative
  - Arlington County Board, April 22
  - Fairfax County Board of Supervisors, May 1
- Develop funding strategies
- Conduct environmental assessment and preliminary engineering
- Update Constrained Long Range Plan to include the Columbia Pike Transit Project (MWCOCG)
- Design and implement preferred alternative

# Case Studies: How Streetcars Have Worked in Other Communities



Announcing that the Tampa Streetcar project was going to be implemented resulted in heightened development activity all along the corridor.  
- Hillsborough Area Regional Transit



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High-quality transit services provide a major impetus for transit-oriented development, which results in attractive, safe, walkable, mixed-use neighborhoods that add excitement, vitality, diversity and economic value to nearby properties. - American Public Transportation Association



# Case Studies: Portland Streetcar



Since the original Portland streetcar alignment was identified in 1997:

- Over \$2.8 billion invested within two blocks of the alignment
- 7,248 new housing units and 4.6 million square feet of office, institutional, retail, and hotel space
- 55% of all downtown development has occurred within one block of the alignment

- Portland Streetcar Development Oriented Transit Report, January 2006

