

COLUMBIA PIKE STREETCAR



**Joint Subcommittee to Study the
Feasibility of Creating a Regional Rapid
Transportation Network**

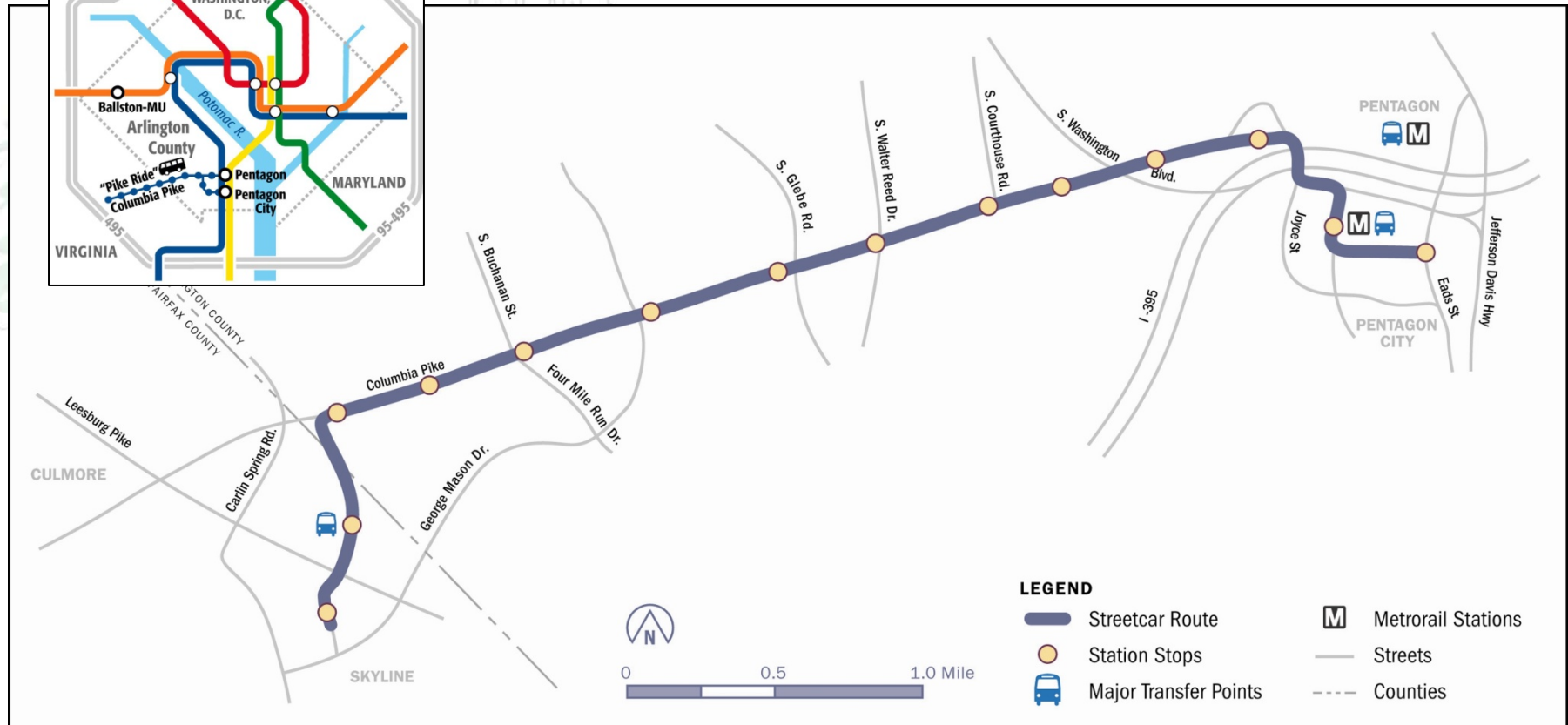
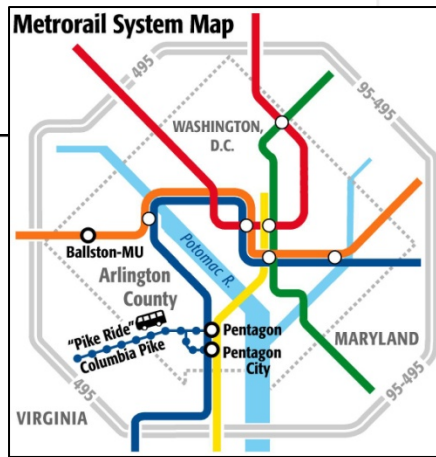
June 17, 2009

COLUMBIA PIKE STREETCAR

- Project Status - Environmental Planning and Preliminary Engineering
 - Arlington County and Fairfax County Boards have approved agreements and funding for next phase
 - Project Coordination Agreement between Counties
 - Project Agreement with WMATA for Technical Services
- Project Budget - \$4,060,000

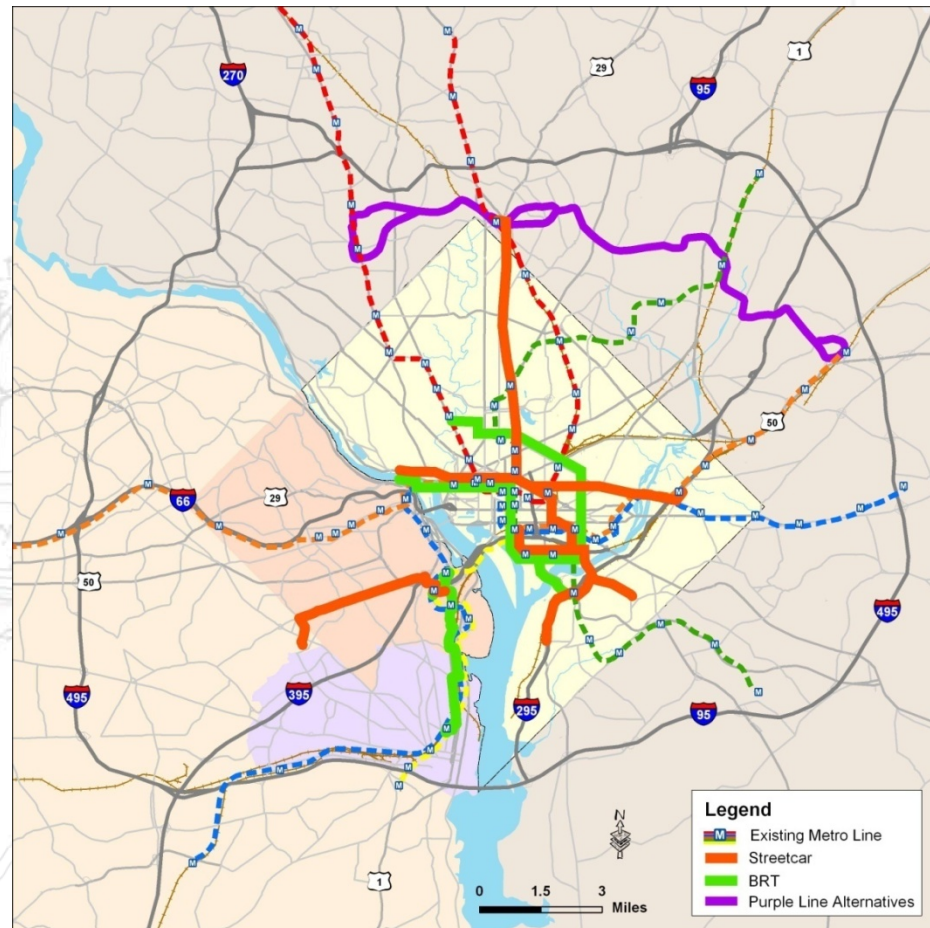


COLUMBIA PIKE STREETCAR ALIGNMENT



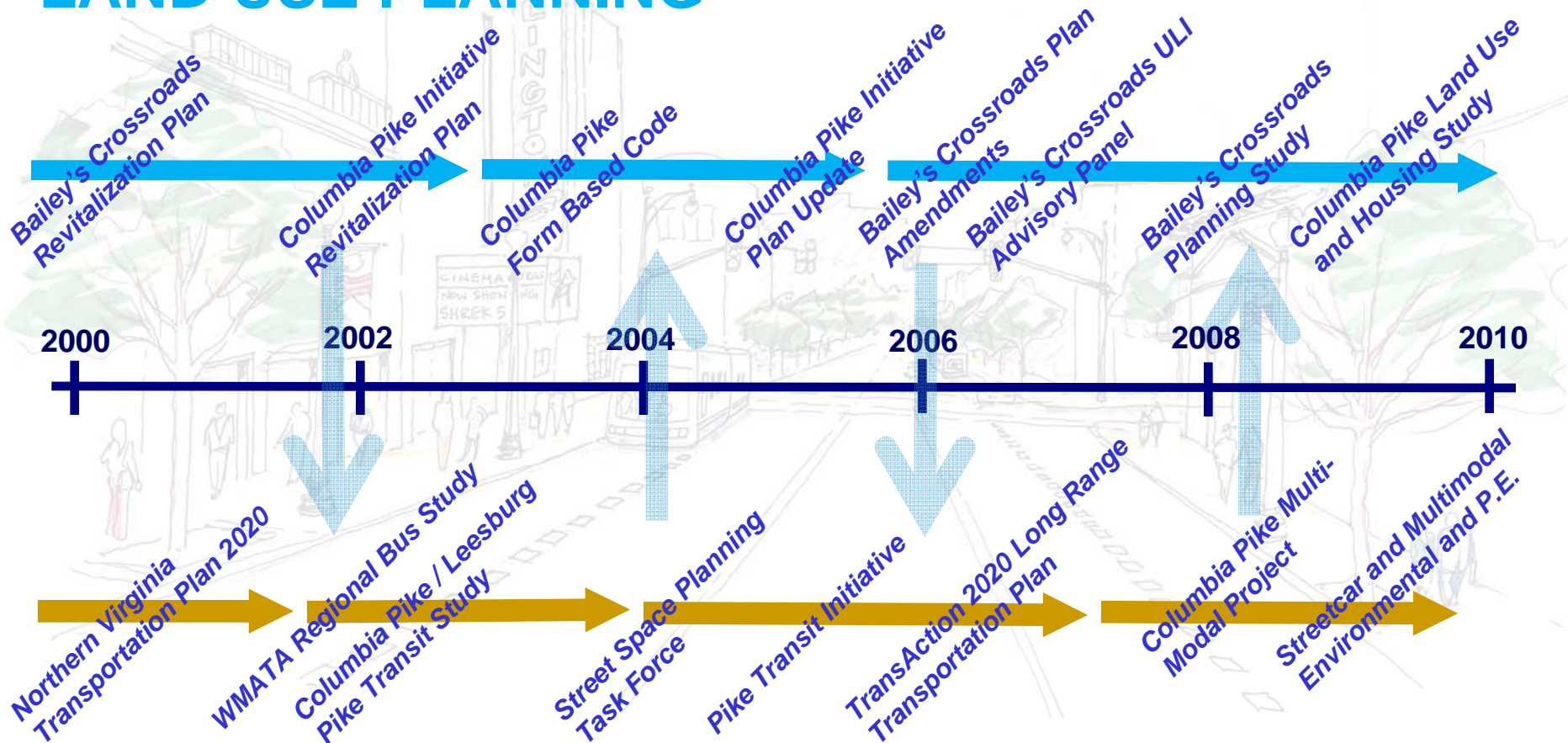
REGIONAL PROJECTS

- In the Washington Metropolitan Region light rail and streetcars are planned for corridors that have a need for higher capacity service than can be provided by standard buses.



COORDINATED PLANNING FOR COLUMBIA PIKE

LAND USE PLANNING



TRANSPORTATION PLANNING

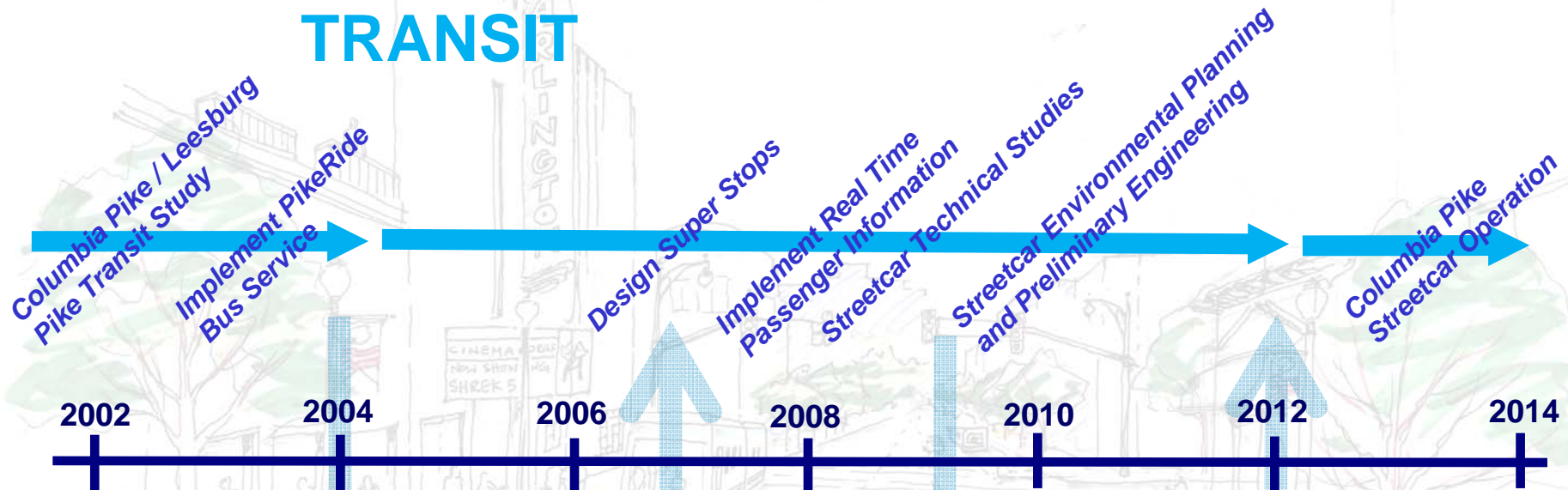


COMMUNITY PLANNING PROCESS

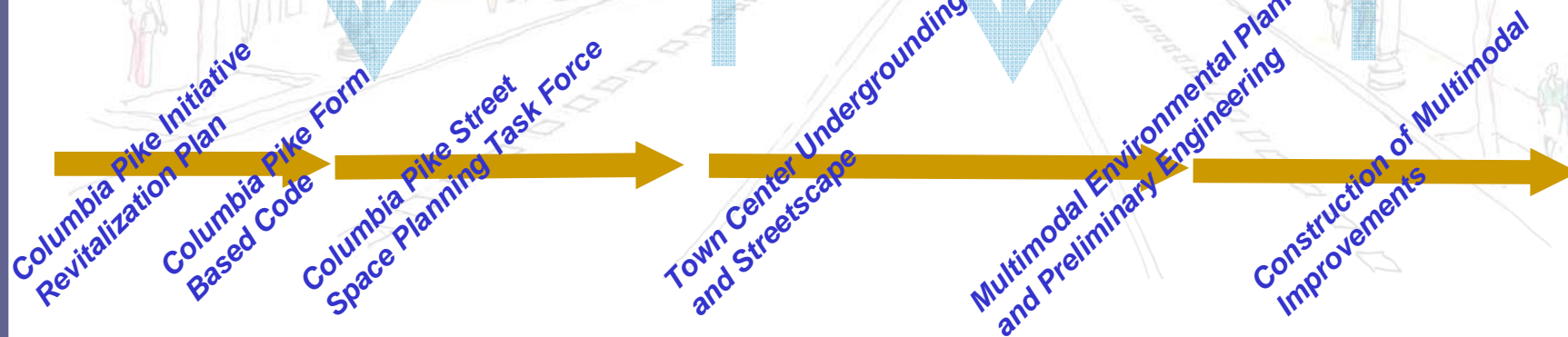
- Columbia Pike Initiative [CPI] Plan Adopted (2002)
 - Hundreds of meetings between 1998 and 2002
- Vision for Columbia Pike:
 - *A vibrant, pedestrian-friendly, “Main Street” destination for South Arlington, where people live, work, shop, and play and is the center of the community’s social and economic life*
- 2003: Form Based Code Adopted
 - More upfront buy-in and certainty by community & developers on the allowable development form due to additional community meetings and a week-long Urban Design Charrette
- “Enhanced transit” recommended for Columbia Pike

TRANSPORTATION DEVELOPMENT ON THE PIKE

TRANSIT



STREETS



ALTERNATIVES ANALYSIS

- Public and stakeholder involvement
 - Workshops and open houses
 - Technical Working Group
 - Policy Advisory Committee
 - Community groups
 - Website and newsletter
- Evaluation of alternatives
 - Engineering and policy
 - Goals and objectives
 - Costs and impacts
- Completed July 2005



ALTERNATIVES ANALYSIS PROJECT GOALS

- Increase mobility
- Catalyst for economic development
- A safe environment for all modes
- Create a pedestrian-friendly main-street environment
- Improve regional connections



PREFERRED ALTERNATIVE

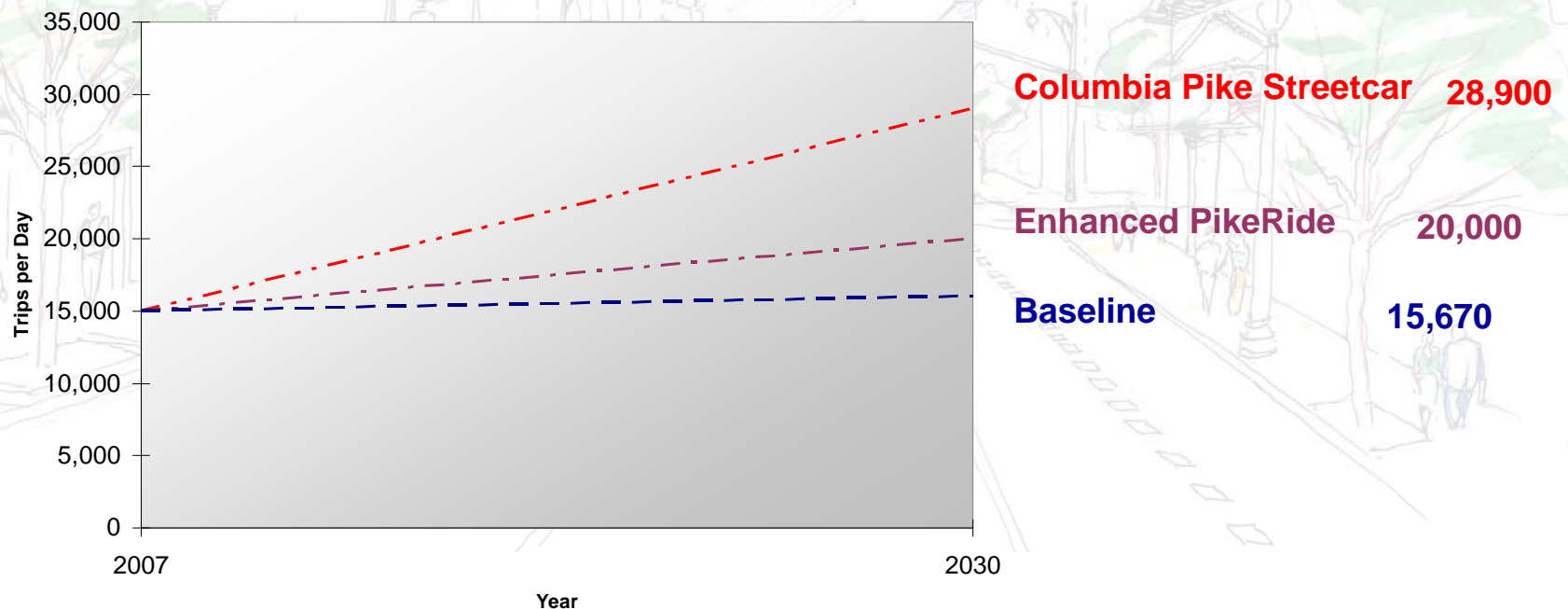
- Pentagon City to Skyline
- Modern streetcar
- Operate mostly in mixed traffic
- Supplemented by bus service
- Station spacing about 1/3 mile
- Include maintenance facility



NEED FOR ENHANCED TRANSIT

- Improve capacity within and through the corridor

Projected Ridership Growth by Mode



WHY STREETCAR?

- Promotes a “sense of place”
- Passengers and pedestrians
- Permanent infrastructure promotes private investment
- Possibility of regional extensions



MODERN STREETCAR

- Smooth ride
- Quiet operation
- Level boarding - ease of access
- High capacity
- Off-vehicle fare collection
- Energy efficient



STREETCARS IN THE U.S.

- In the U.S., cities are looking to streetcars to fill the gap between standard bus service and high-capacity rapid rail.



Seattle, Washington (2007)



San Francisco, California (2007)



Philadelphia, Pennsylvania (2005)



New Orleans, Louisiana (2004)



Little Rock, Arkansas (2004)



Tacoma, Washington (2003)



Tampa, Florida (2002)



Portland, Oregon (2001)

STREETCARS AROUND THE WORLD

- Cities around the world are investing in streetcars as part of their regional transportation systems.



Toyama, Japan (2006)



Eskisehir, Turkey (2004)



Dublin, Ireland (2004)



Barcelona, Spain (2004)



Bilbao, Spain (2002)



Montpellier, France (2000)



Sydney, Australia (1997)



Strasbourg, France (1994)

NEED FOR ENHANCED TRANSIT

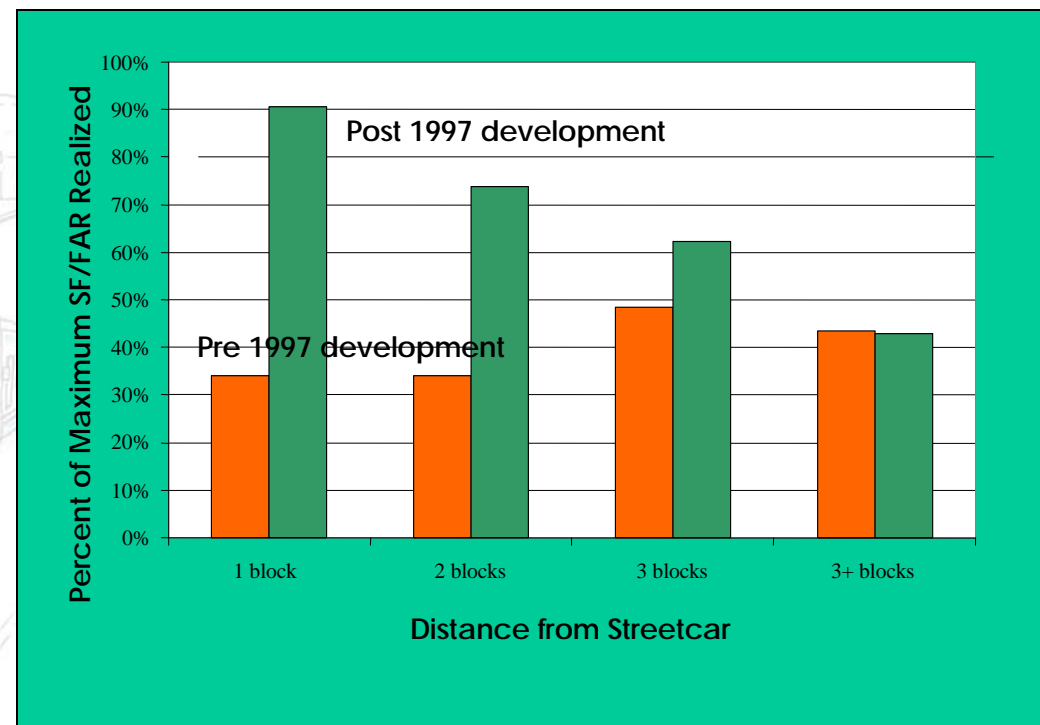
- Improve mobility and access to jobs and services
- Support economic development plans



BENEFITS OF STREETCAR INVESTMENT

Streetcar investments have helped achieve local urban development goals

- Portland – \$2.8 billion of private investment within 2 blocks of streetcar alignment (\$1 billion/mile)



Portland experience

GROWTH ALONG THE CORRIDOR

Expected Growth 2005 – 2040

- **Pentagon City**
 - 5,200 new residents
 - 9,600 new employees
- **Columbia Pike**
 - 9,000 new residents
 - 6,500 new employees
- **Bailey's Crossroads**
 - 3,000 new residents
 - 2,000 new employees



*Penrose Square
(construction to start soon)*

GROWTH ALONG THE PIKE

- **Completed:**
 - **Townhouses at Alcova Row**
 - 22 townhouses
 - **Halstead at Arlington**
 - 269 condominium units
 - 42,000 sq. ft. retail
 - Arlington Free Clinic



Halstead at Arlington

GROWTH ALONG THE PIKE



Under Construction

- **55 Hundred (formerly Columbia Village)**
 - 10-story condominium
 - 235 units
 - 7,500 sq. ft. retail

- **Siena Park**

- 188 apartments
- 32,000 sq. ft. retail
- 14,000 sq. ft. office

- **Penrose Square**

- 299 apartments
- New 61,000 sq. ft. grocery store
- 36,000 sq. ft. additional retail

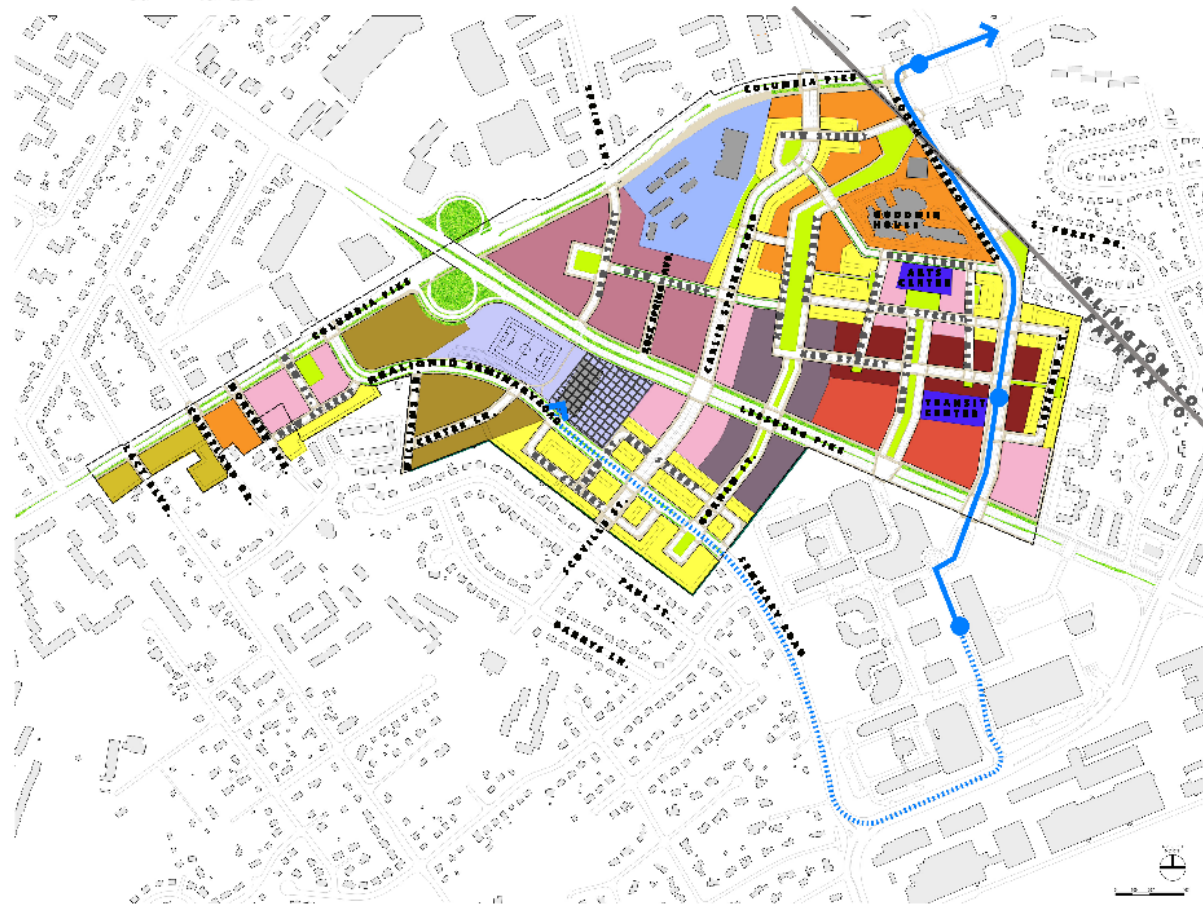
- Town Square

Approved

- **Arlington Mill Community Center**

- 192 apartments with 61 Affordable Units
- New ~40,000 sq. ft. community center & gym
- 3,000 sq. ft. additional retail
- Public Plaza

BAILEY'S CROSSROADS



BAILEY'S CROSSROADS PLANNING STUDY



Town Center
Proposed Character Areas - Land Use
July 4, 2009

Urban Core - Mixed Use 4 to 6 Floors	Urban Core 2 - Mixed Use 3 to 6 Floors	General Urban - Town Center 6 to 8 Floors Mixed Use 3 to 6 Floors	Neighborhood Commercial 3 Floors	Residential Mid- Density 4 to 6 Floors	Transit Corridor Station Area	Medium and Medium Density
Urban Core - Mid-density 4 to 6 Floors	Urban Core - Mid-density 4 to 6 Floors	General Urban - Office Use 4 to 6 Floors	Neighborhood Office	Street Car Operation 4 to 6 Floors	Transit Corridor Station Area	Medium and Medium Density
Urban Core - Mid-density 4 to 6 Floors	Urban Core - Mid-density 4 to 6 Floors	Urban Core - Mid-density 4 to 6 Floors	Neighborhood Office	Public/Private Mixed Use Area	Transit Corridor Station Area	Medium and Medium Density
Urban Core - Mid-density 4 to 6 Floors	Urban Core - Mid-density 4 to 6 Floors	Urban Core - Mid-density 4 to 6 Floors	Neighborhood Office	Public/Private Mixed Use Area	Transit Corridor Station Area	Medium and Medium Density

TECHNICAL STUDIES

- Right-of-way analysis
- Utility analysis
- Funding and delivery options
- Agency coordination



PROJECT SCOPE

- Enviromental Planning - NEPA process with WMATA, FTA & DRPT
 - Begin with approved alignment “Modified Streetcar Alternative”
 - Refine alignment
 - Location and design of maintenance and other facilities
 - Document transportation and environmental effects



PROJECT SCOPE

- Agency coordination and public process
 - Policy Advisory Committee
 - Technical Advisory Committee
 - Stakeholder meetings
 - Website, blog
 - Community meetings



PROJECT SCOPE

- Funding plan
 - Federal, state, local and private
- Delivery plan
 - Partnership with Fairfax County
 - Public-private partnership
 - Design-build, design-build-operate-and-maintain
- Preliminary Design



PROJECT SCOPE

- Coordinate streetcar planning and design with Columbia Pike Multi-Modal Planning and Design project
- The Multi-modal Project will define street and streetscape
 - 5-lane cross-section
 - Landscape and sidewalk
 - Right-of-way within existing built condition
 - Full street space achieved with private redevelopment



SCHEDULE & PRODUCTS

- Schedule
 - 18 – 24 MONTHS
- Products
 - NEPA (National Environmental Policy Act) Clearance
 - FTA/DRPT Project Concurrence
 - Decisions about Project Funding and Delivery, Operation & Maintenance
 - Location & Design of Maintenance Facility
 - Streetcar System Design sufficient for Design Build or Design Build Operate & Maintain Solicitation

NEXT STEPS

- Project initiation
 - Agency coordination
 - Scoping
 - Environmental documentation
 - Funding and delivery
 - Preliminary engineering



Columbia Pike Streetcar



For more information, visit:
www.piketransit.com