



Washington Metropolitan Area Transit Authority

Approval to Release the *Columbia Pike Alternatives Analysis Report* to Arlington and Fairfax Counties



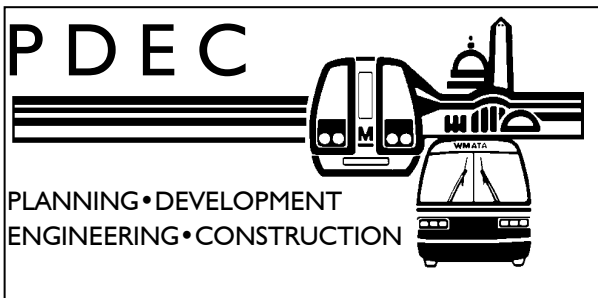
Presented to the Board of Directors:

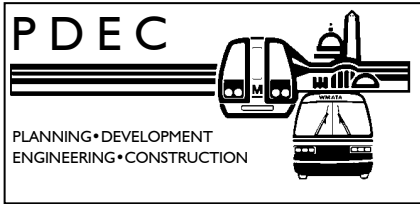
Planning & Development Committee

by

Department of Planning and
Information Technology

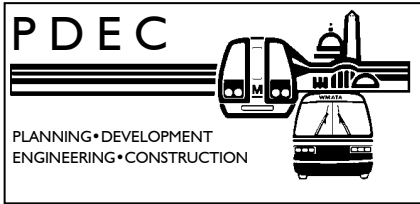
January 5, 2006





I. Purpose

- That the Planning and Development Committee concur and forward to the Board for approval release of the Columbia Pike Alternatives Analysis Report to Arlington and Fairfax Counties for selection of a locally preferred alternative.



II. Background

- Columbia Pike is a major transportation corridor (See Note) that is experiencing rapid growth.
- Over the past several years Arlington and Fairfax Counties along with regional planning bodies have identified Columbia Pike as a key corridor for transit improvements and redevelopment.
- Arlington and Fairfax Counties recognize that an effective transportation network is key in redevelopment efforts to create a pedestrian 'Main Street' environment.
- Enhanced transit is required in the corridor to support future transit demand and serve as a catalyst for redevelopment.

Note: Pike Ride bus service averages approximately 12,000 daily weekday trips and the daily traffic volumes average between 25,000 and 30,000 vehicles per day.



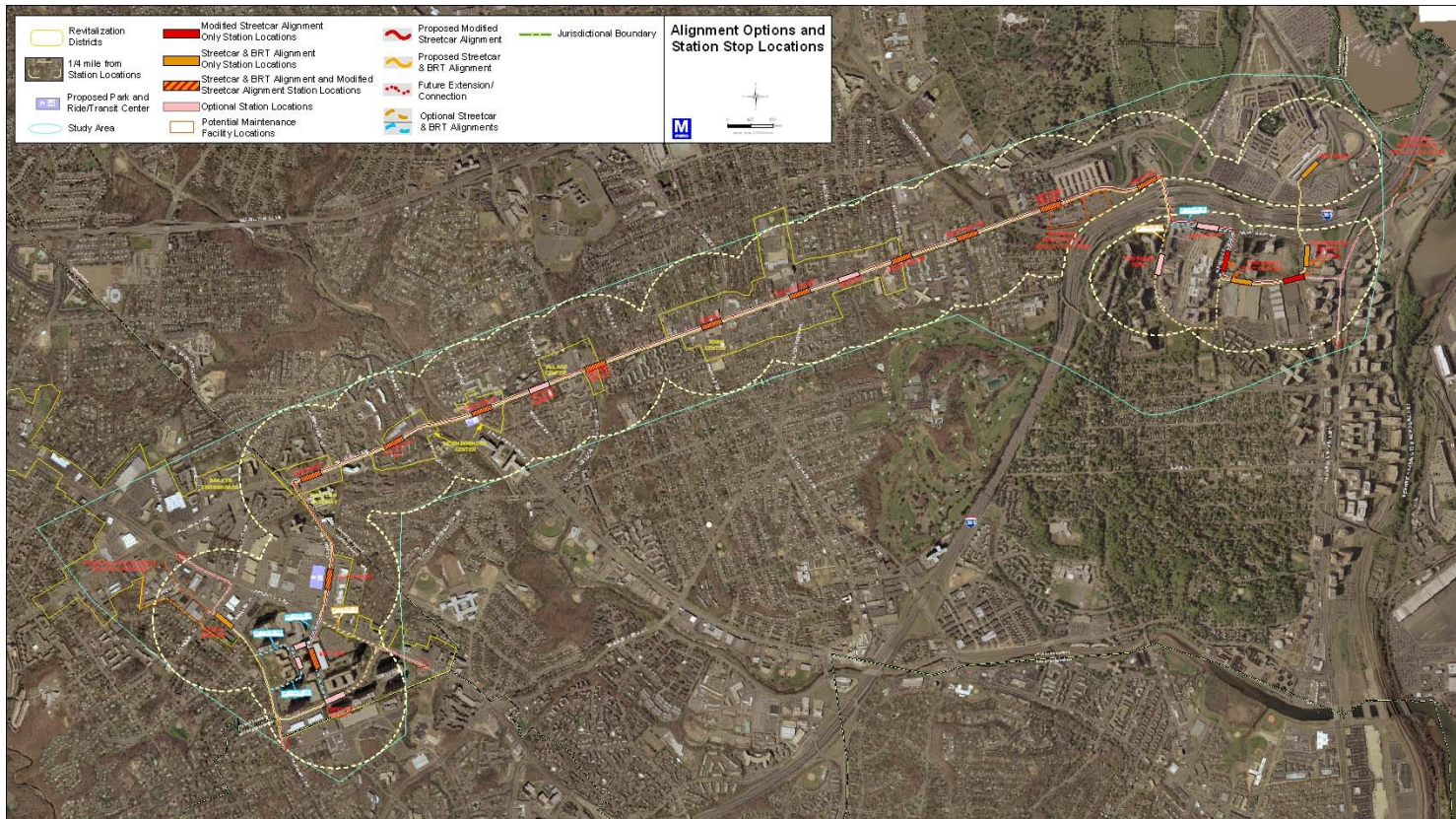
III. Columbia Pike Alternatives Analysis

- Columbia Pike Alternatives Analysis evaluated potential transit investments (alignment, station stop locations and technology) from the Pentagon/Pentagon City area to Bailey's Crossroads.
 - Alternatives included:
 - Baseline Alternative
 - BRT Build Alternative
 - Streetcar Build Alternative
 - Modified Streetcar Build Alternative
 - Alternatives were evaluated based on:
 - Access and Mobility
 - Community Goals (See Note) and Economic Development
 - Regional Connections
 - Safety, Reliability and Comfort
 - Estimated Costs

Note: Community goals for transit were established in Arlington County's Street Space Planning Task Force Report which include: (1) transit operating in mixed traffic, (2) transit operating in the curb lane, and (3) transit vehicle of a scale compatible with a 'Main Street' environment.

III. Columbia Pike Alternatives Analysis

Alignment and Station Stop Locations



Alignment Length: 5-6 miles depending on Alternative
 Station Stops: 14-19 depending on Alternative

III. Columbia Pike Alternatives Analysis

Technology Alternatives



- Baseline Alternative
 - 40-foot CNG Metro *Pike Ride* bus
 - 2 doors
 - Capacity: 43 seated passengers on average and 9 standees
 - Rubber-tired operation on paved way



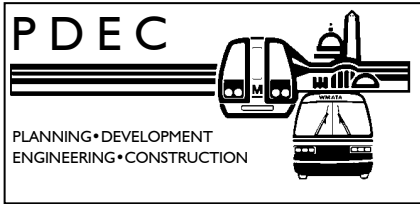
- BRT Alternative
 - 60-foot diesel electric hybrid bus
 - 4 doors
 - Capacity: 46 seated passengers and 60 standees
 - Rubber-tired operation on paved way



- Streetcar Alternative
 - 66-foot electric tram
 - 4 doors
 - Capacity: 44 seated passengers and 90 standees
 - Steel wheeled for operation on tracks



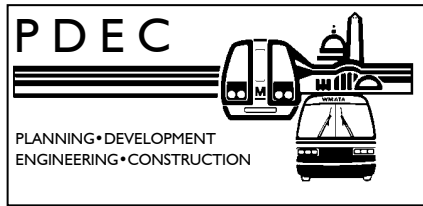
- Modified Streetcar Alternative
 - Streetcar as base service supplemented by Metro Bus during peak periods



III. Columbia Pike Alternatives Analysis

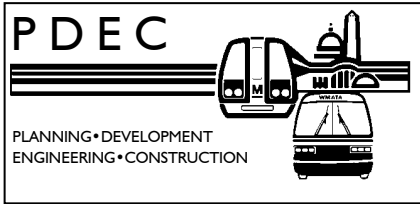
Findings

- Local Goals Best Served by the Modified Streetcar Investment
 - Greater willingness of development community to support a fixed guideway Streetcar investment
 - Pedestrian friendly 'Main Street' environment best achieved through Streetcar investment
 - Modified Streetcar Alternative more affordable and transit user benefits allocated more evenly compared with initial BRT and Streetcar Alternatives
- FTA New Starts Program
 - Project less competitive for existing FTA New Starts Program due to lack of dedicated transitway
 - Existing New Starts program does not place priority on economic development and quality of life evaluation measures
 - Project potentially more competitive for new FTA Small Starts Program authorized under SAFTEA-LU; however the rulemaking process not yet complete
- Explore Non-Federal Funding Options
 - Industry interest will be sought through an Expression of Interest to explore other forms of project funding
 - Private-Public Partnerships
 - Special Tax Assessment Districts
 - Value Capture



IV. Recommendations

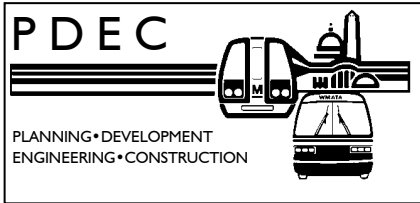
- That the Planning and Development Committee concur and forward to the Board for approval release of the Columbia Pike Alternatives Analysis Report to Arlington and Fairfax Counties for selection of a locally preferred alternative.



V. Next Steps

- Next Steps
 - Select a locally preferred alternative (Arlington and Fairfax Counties) *
 - Issue a request for an Expression of Interest to solicit industry input in innovative project financing and implementation
 - Determine organizational entity for project advancement *
 - WMATA
 - Commonwealth of Virginia
 - Private non-profit (i.e., DC Circulator, Portland Streetcar Inc.)
 - Conduct an environmental assessment
 - Identify funding strategy *
 - Update Constrained Long Range Plan to include the Columbia Pike Transit Project

* Major decision points



VI. Appendix

Evaluation Criteria

Evaluation Criteria	Measure of Effectiveness	Baseline Alternative	BRT Alternative	Streetcar Alternative	Modified Streetcar Alternative
<i>Corridor Transit Travel Time</i>	Transit Travel Time to Pentagon from Jefferson St./Leesburg Pike Transit Travel Time to Jefferson St./Leesburg Pike from Pentagon	27 min. 27 min.	19 min. 18 min.	20 min. 18 min.	19 min. 18 min.
<i>Ridership</i>	Total daily transit ridership along the corridor	15,670	22,490	23,080	20,670
	Transit passenger capacity per hour (peak period, peak direction)	1,680	2,480	2,660	2,230
	Total person through-put per hour, automobile occupants plus transit passengers (peak period, peak direction)	2,570	2,600	2,740	2,780
<i>Traffic Conditions</i>	Intersection Levels of Service	4 at LOS E or worse	7 at LOS E or worse	7 at LOS E or worse	3 at LOS E or worse
	Automobile travel time from Jefferson St./Columbia Pike to Pentagon City (eastbound a.m. peak)	15 min.	15 min.	16 min.	15 min.
	Precision docking capability	no	maybe	yes	yes
<i>Consistency with Adopted Local Plans</i>	Columbia Pike revitalization recommendations incorporated	No	yes	yes	yes
<i>Aesthetics</i>	Potential visual impacts	low	low	medium	medium
	Potential noise impacts	medium	medium	low	low
<i>Capital Costs (2005 dollars)</i>	Construction costs, including systems, facilities, and vehicle procurement; not including ROW or parking structures	\$28 million	\$110 to \$120 million	\$185 to \$200 million	\$110 to \$120 million
<i>Operating/Maintenance costs</i>	Annual operations and maintenance costs based on assumed operating plans and fleet sizes	n/a	\$6 million over Baseline	\$14 million over Baseline	\$5 million over Baseline



(Board Copy)
Washington Metropolitan Area Transit Authority
METRO ELECTRONIC ACTION DOCUMENT

IDENTIFICATION			
MEAD ID:	99177	ACTION:	N/A
AWARD VALUE:	(Not yet awarded)	CONTRACT: (Proposed)	
FUND SOURCES: (View)		CONTRACTOR:	
LAST MODIFIED:	12/23/2005		

DESCRIPTION	
SUBJECT:	Approval to Release Columbia Pike AA Report to Arl and Fairfax Co
PURPOSE:	To obtain Board approval to release the Columbia Pike Alternatives Analysis Report to Arlington and Fairfax Counties for selection of a locally preferred alternative.

ORIGINATION					
INITIATOR			DEPARTMENTAL APPROVAL		
ELIZABETH MCELHENNY on 12/07/2005			Approved by BYALA , LORA 12/16/2005		
PHONE:	202-962-1114	OFFICE:	BPPD	DEPT:	Planning and Strategic Pr

COORDINATION (ROUTING)		
OFFICE	NAME	ACTION/DATE
BPPD (8310)	BYALA, LORA	Approved 12/16/2005
BPPD (8310)	WASHINGTON, JOEL	Approved 12/19/2005
(8110)	THOMAS, EDWARD	Approved 12/19/2005
COUN (1410)	O'KEEFFE, CAROL	Approved 12/23/2005
OPAS (3161)	HUGHES, JAMES	Approved 12/23/2005

FINAL APPROVALS	
OFFICE	NAME/ACTION
PLN_DEV_CMTE	Approved for by PANAGIOTIS SALPEAS on 12/20/2005
OPER_CMTE	Approved for OPAS by JAMES HUGHES on 12/23/2005
BEMR	Approved for by HAROLD BARTLETT on 12/27/2005
GM	GMGR CEO <i>P. Salpeas</i>
BOARD	BOARD WMA'IA (Not Yet Approved)



Washington Metropolitan Area Transit Authority
METRO ELECTRONIC ACTION DOCUMENT

NARRATIVE

Columbia Pike is a major transportation corridor that is experiencing rapid growth as a mixed use employment, commercial and residential corridor in Arlington and Fairfax Counties. Currently the bus ridership is approximately 12,000 daily weekday trips and the traffic volumes average between 25,000 and 30,000 vehicles per day.

Over the past several years, both regional planning bodies and local governments have identified Columbia Pike as a key corridor for transit improvements and redevelopment opportunities. At the local level, Arlington and Fairfax Counties have engaged in redevelopment initiatives to create a pedestrian 'Main Street' environment recognizing the key role enhanced transit plays in realizing this vision. In addition, regional planning bodies have identified Columbia Pike as a key corridor for transit improvements and have included this corridor in: WMATA's 1999 Transit Service Expansion Plan; Northern Virginia's 2020 Transportation Plan as well as the upcoming 2030 Plan; and the Constrained Long Range Plan as a planning study.

The Columbia Pike Alternatives Analysis (AA) evaluated potential transit investments from the Pentagon/Pentagon City area to Bailey's Crossroads that would support future transit demand and serve as a catalyst for redevelopment. Four transit alternatives were evaluated: No Action/Baseline Alternative, BRT Build Alternative, Streetcar Build Alternative and Modified Streetcar Build Alternative. The Alternatives were evaluated based on: access and mobility; community goals and economic development; regional connections; safety, reliability and comfort; and estimated costs.

The AA determined that the local goals would be best served by investment in the Modified Streetcar Alternative which combined characteristics of both the streetcar and BRT alternatives at a reduced cost. This recommendation was based on several factors: (1) a greater willingness of the development community to support a fixed guideway Streetcar investment; (2) pedestrian friendly 'Main Street' environment best achieved through the streetcar investment; and (3) the Modified Streetcar Alternative allocated the transit user benefits more evenly compared with the initial BRT and Streetcar Alternatives at a more affordable cost.

The next step in this project is transmittal of the Alternatives Analysis Report to Arlington and Fairfax Counties for their consideration in selection of a locally preferred transit alternative.

PRIOR APPROVALS:

In June 2004 and 2005, the Board approved the Columbia Pike AA as part of the Project Development Program.

ALTERNATIVES:

There are no reasonable alternatives.

IMPACTS ON FUNDING:

N/A

AFFIRMATIVE ACTION:

N/A

RECOMMENDATION:

That the Board approve release of the Columbia Pike AA Report to Arlington and Fairfax Counties for selection of a locally preferred alternative.