

**Transitway Corridor Feasibility Study**  
**Summary of Public Comments (Prior to 08/18/2011)**

**Phasing**

- Need for a multi-phased approach to implementing the transitway
- Start out with something smaller, not high capacity transit
- Look at phasing the system, starting with express bus or Bus Rapid Transit, then building a streetcar as ridership increases
- Need to understand where people are and where they want to go

**Connectivity**

- Provide connectivity to local activity centers in Alexandria, Arlington, and Fairfax
- Need to serve local residents first, then regional
- Question as to the value of serving the Pentagon
- The high capacity transit system needs to be designed to serve both local residents (to get to area activity centers) as well as regional trips
- Important to consider pedestrian and bicycle connectivity to the system

**Mode and Operation**

- Need something that is permanent, like streetcars, that will attract visitors and development
- Need to know ridership before dismissing streetcars
- Make sure that there is a seamless connection between the three corridors and modes
- The system needs to be of high quality to attract choice riders
- Need dedicated lanes for system effectiveness
- Use existing travel lanes to accommodate dedicated lanes rather than widening the road
- Transit needs to operate at high frequencies throughout the day, and not just during peak periods

## Impacts

- Do not reduce or impact current local transit services after high capacity transit is implemented
- Need to understand the impacts of the BRAC facility, especially to the roadway system. Don't worsen the traffic impacts, especially after BRAC opens.
- Sanger Avenue cannot handle a transitway – it's already constrained and there are potential environmental impacts to Holmes Run
- Concern regarding intersection of Sanger and Van Dorn which is already congested, and its ability to accommodate high capacity transit
- Concern about impacts to trees along Beauregard Street
- Need to minimize the negative impacts to the west end – it's already being affected by BRAC
- A streetcar system is too expensive
- Concern about the high cost of implementing a streetcar system in dedicated lanes