



Summary of Discussion

- Need to have a plan for the Beauregard/Van Dorn corridor by March / April
- Future meetings on Beauregard/Van Dorn corridor should be held on the West End of the City
- Would like a briefing on how the A, B, and C corridors came to be included in the Transportation Master Plan

CWG Mission/Role

- Presentation by Abi Lerner
- CWG discussion/questions
 - Is it realistic to look at a wide corridor versus a particular street [for alignment]?
 - Response: bring all options forward so an idea is not missed
 - Presentation is telling CWG that transit mode will be bus or rail
 - Response: these are categories for a wide range of services
 - Need to complete the [transit] spoke of the regional wheel
 - Financing is a key issue, needs to be addressed before looking at systems, capital and operating costs
 - Look at high school students using transitways to get to school
 - Transportation Master Plan envisioned that circulator buses would tie into the transitway corridors

Technical Elements of Study

- Presentation by David Whyte
- CWG discussion/questions
 - Land use interaction is important
 - Would like robust discussion about maintenance facility/end of line
 - Is there an opportunity by having the end of line in Alexandria?

Transit 101

- Presentation by David Whyte
- CWG discussion/questions
 - Can BRT tell passengers where it is?
 - Response: yes, passenger information systems can be an element of BRT
 - Battery technology is evolving rapidly. How does that work?
 - Response: right now batteries are limited to a range of approximately 1 mile and used in combination with traditional power
 - Are streetcar rails live?
 - Response: no, there is no live rail
 - Interest in looking for an opportunity to piggyback on some cutting edge technology and having provider cover costs
 - Response: there may be a procurement and interoperability concern
 - Response: anything Alexandria does as part of this study should not preclude transit technology improvements
 - Finland uses underground power for streetcars
 - Can transit operate side- and median-running
 - Response: yes, but the vehicles are more expensive with doors on both sides
 - If traffic is stopped, how will the transit vehicle move? If nothing is moving, it will slow the transit.
 - Response: this is a valid point and we will be evaluating that.
 - Dedicated lanes could be used to get by traffic in the peak direction
 - Is it possible that each corridor has a different transit technology/mode
 - Response: yes



Summary of Discussion

Transitway Workshop

CWG members were asked what they have to have with the transitways, what are deal breakers, and their expectations of the system

- Councilman Rob Krupicka
 - Where the transitway is within close proximity to buildings, it will be important to minimize noise, vibration and smell impacts

- Poul Hertel
 - The system must be faster than using a car
 - Most neighborhoods in Old Town do not have off-street parking – it will be important to not eliminate on-street parking where there is a shortage of parking
 - The project must have an identified need, and a means through which the system can be achieved
 - Don't impact the quality of life, rather the system should improve the quality of life

- Dak Hardwick
 - Will be important to understand the implications to DASH and its riders
 - Keep costs as minimal as possible. For example, use off the shelf vehicles as opposed to custom
 - A central control mechanism for the entire system is important
 - The governance of the system is important, especially if it's tied to a regional system
 - Understand the cost per rider
 - What works in one neighborhood may not work in another

- Donna Fossum
 - The system must work consistently and reliably 24 hours/day
 - Most of the development is occurring in the west end
 - Existing west end transit operates in rush hour only

- John Komoroske
 - Rider convenience is important
 - System needs to be great to lure away from car
 - The system needs to be reliable and operate during evening hours
 - Make the system as "smart" as possible and make it faster than sitting in traffic
 - Do not mind supplanting some traffic with transit, specifically traffic that travels through the City
 - Alexandria is a small city – the service needs to be direct, with minimal transfers because non-rush hour driving is relatively quick

- Nancy Jennings
 - Need to coordinate with other cities
 - Not sure what the real problem is – and who are we trying to move?
 - Need to connect Alexandria residents who work outside the City with other transit/their jobs
 - Don't really understand the concept for the Beaugard / Van Dorn corridor – where is it going or serving? It may be faster to drive a car rather than make connections

- Bill Denton
 - Important to have connectivity to adjacent jurisdictions

Summary of Discussion

- Anna Bentley
 - Important that opportunities for cyclists have safe facilities in the same corridors
 - Transfer points are critical
 - The CWG must be frank about the impacts throughout the study process

- Councilman Paul Smedberg
 - Need to understand who the system is for – residents, workers? Both?
 - Consider impacts on DASH
 - Consider the Woodrow Wilson bridge, which had dedicated lanes for eventual rail
 - There is sensitivity for Corridor A, especially because of adjacent housing
 - There are opportunities to connect to Braddock Road
 - Make the best use possible of Metrorail stations
 - Aesthetics and stops are important
 - Corridor A has two sides [north and south], do not forget connections to Braddock

- Councilman Rob Krupicka
 - Who the transitway serves and regionalism are important
 - If system is tied to neighbors, it will serve a larger population
 - Alexandrians need a regional system because most leave the City every day

- Donna Fossum
 - Can we add a Braddock Road corridor?

Public Comment

- Find out what other cities missed when they built similar systems, including Sheffield and Birmingham, England
- Who will be taking the role of regional integration and understanding the demographics of where people will go?
- Calgary has a free transit system in the downtown area, which reduced the number of cars coming into downtown
- Would like to NOT have to own a car to live in Alexandria
- Would like circulator buses that operate on Beauregard Street that would go to the Van Dorn Metrorail station, Little River, and Edsall Road reliably, often, and fast
- For Corridor A, the on-street parking must not be eliminated and imperative not to effect the quality of life
- Important to look at how technologies can reduce noise and vibration
- Often, the primary motivation for these types of systems are to spur economic development, but development should not be justification for Corridor A. Concerned that higher intensity of development could destroy the character of existing neighborhoods and destroy historic buildings
- Focus on Corridors B and C
- It would be helpful to understand the experiences in other cities, in terms of redevelopment. Some corridors in Alexandria have opportunities for redevelopment.
- Important to coordinate with Arlington. Don't reinvent the wheel. Use economy of scale
- Everyone who is a staff member should wear a badge at the next meeting
- BRT is not really a proven system in the U.S. for stimulating transit oriented development
- Transit oriented development may be appropriate in some areas, but not in others.
- As the CWG proceeds, it should look at traffic management, such as timing, left-turn arrows, flashing pedestrian crossing lights, etc.
- Need a traffic signal system that is predictable, especially for the disabled
- Would like wheelchairs to be able to roll directly onto buses



Summary of Discussion

- Interested in discounted rate for students, like Arlington's One Ride program
- Like the level of discussion that is occurring
- Need to talk about land use along with the transportation and the environmental impacts. What will the City look like in the future?
- Invite Northern Virginia Streetcar Alliance to the meetings
- Quality of life on Corridors A, B and C are all important
- Keep in mind that the system should be complimentary to the local transit system. It should improve connectivity in the west end
- Future meetings should be held in the west end, especially while the Beauregard/Van Dorn corridor is being studied. Consider Landmark Mall or Southern Towers
- The purple line (in Maryland) has a bike route adjacent to it, like this feature
- Appreciate letting the public speak

Logistics and Next Steps

- A standing meeting will be made for the third Thursday of each month at 7:00pm. Meetings will only be conducted as needed, during key milestones
- Comment cards were available on the table
- Beauregard/Van Dorn corridor meetings will be moved to the west end
- An email list will be created for notification when documents are uploaded to the project website