



COLUMBIA PIKE TRANSIT INITIATIVE

PUBLIC COMMENTS FROM

FORMAL COMMENT PERIOD: MAY 22, 2012 – JUNE 21, 2012

Arlington County and Fairfax County, in conjunction with the Federal Transit Administration, issued an Alternatives Analysis/Environmental Assessment (AA/EA) for the Columbia Pike Transit Initiative. They conducted public meetings to seek comments on the document on June 6, 2012, at Patrick Henry Elementary School in Arlington and on June 7, 2012, at Goodwin House Baileys Crossroads in Falls Church. Both meetings were identical in format and were conducted from 7:00-9:00 PM.

The formal comment period for written comments on the AA/EA was from May 22, 2012 through June 21, 2012. The public submitted comments through many venues, including comment forms, registered speakers' oral comments at the public meetings, online comment form at www.piketransit.com, emails to info@piketransit.com, and mail sent to Columbia Pike Transit Initiative, P.O. Box 3915, Oakton, VA 22124.

Attached are the public comments received during the formal comment period by unique commenter identification number (ID #). An index of the commenters and their ID # is shown in Appendix A, which follows the public comments.

Columbia Pike Transit Initiative June 2012 Public Comments Received during Formal Comment Period (5/22/12-6/21/12)

ID	Comment
001.01	Although I am supportive of public transportation in the case of the streetcar I oppose the project. The streetcar is limited in routes, not flexible, extremely costly to build and maintain. The available technologies should be moving us forward not back to the early 1900's.
001.02	The infrastructure is unsightly due to the overhead wires.
001.03	The tracks are dangerous to pedestrians and cyclists.
001.04	The routing to Skyline is a mystery. Last year DISA and their 7,800 employees left Arlington and the Skyline areas to move to Ft. Meade. This negates the need to service Skyline.
001.05	I support the Articulated bus alternative. This option best serves transportation options on the Pike. The bus are flexible, can be added or eliminated more easily, and the cost is substantially less. The bus carries peak traffic during the morning and evening rush hours. During the afternoon buses are quite empty. The flexibility to remove buses as ridership increases/decreases makes them much more responsive then a streetcar could be.
002.01	Aside from the "nicey-nicey" & "look-what-we-have" aspects of the proposed streetcar system, WHY BOTHER??? Wouldn't a better dedicated bus service suffice? Or, would that not be "toney" enough for Arlington?
002.02	Frankly, with rising property taxes, a noticeable decline in the quality of County services, I vote NO. There's a better way to use the funds.
002.03	I don't see any gain, frankly, for the project other than the photo op when the ribbon gets cut.
002.04	Enough frivolous spending. Use the money to improve existing infrastructure. Arlington's street are lousy!!!
003.01	A trolley along Columbia Pike is a phenomenal waste of tax dollars.
003.02	The road is served heavily by Metrobus and there is no need to supplement that.
004.01	I am completely against the Columbia Pike Streetcar project. The cost is prohibitive and the benefit over buses has never been justified. It will not come anywhere close to being a benefit for the entire county. It is interesting that you discuss "stakeholders." The greatest stakeholders are the taxpayers that will have to pay for this "over the top" program.
004.02	Thanks for having a comment period but given the County Board's history, I have very little faith that they will care if the taxpayers are against "their" project.
004.03	You might want to check on the budget situation of the countries with these lovely streetcar systems. Europe is not doing so well after years of free spending in the name of public good. Notthing is better then living with no debt, or reasonable debt. This streetcar in Arlington is UNreasonable debt and it should be stopped!
004.04	SUrre, enhance the busses, and bus stops. Cheaper and just as good.
004.05	Environmental concerns are secondary to economic concerns. We cannot spend our way to clean air etc. It must be done in a fiscally ersponsible way.
004.06	Not sure the Arlington County Board understands those words (fiscally responsible).
005.01	I think the assessment is way off about affects on low-income people living in the area. One of the arguments in favor of a streetcar is that it encourages people to use mass transit who wouldn't dream of riding a bus. In other words, higher-income people. Attract them, and what will developers do? Tear down or renovate reasonably priced apartments, and turn them into "luxury" apartments. What happens to people who can't afford them? Tough luck, guess they'll have to move.

ID	Comment
005.02	Without a separated transit way, I don't see how TSM-1, TSM-2, or a streetcar can improve trip times. All get stopped at the same traffic lights and stuck in the same heavy traffic. Or you can add sensors and priority traffic light timing to speed transit vehicles through the lights. But that could be applied to any of the alternatives.
005.03	Given the high costs of streetcars with little or no improvements in trip times, I don't see a benefit.
005.04	Higher capacity? I ride the 16 buses and the ART 45 regularly - they are well used, but rarely SRO. Not sure we need much more capacity, but one of the TSM alternatives can be added at any time if we do.
005.05	Smoother ride? Granted, rails offer a smoother ride than bare asphalt. On the other hand, I'd rather put money into street resurfacing, especially between George Mason Drive and Frederick Street, and improve the ride for cars too.
005.06	I've just returned from the public comment meeting for the Alternatives Analysis/Environmental Assessment (AA/EA) document for the Columbia Pike Transit Initiative. One question that the staff could not answer was "When do we get to vote on this?" The answer is probably that WE don't get to vote on this, but YOU do.
	Alright, you are my elected representatives, and will get to vote on this on my behalf.
005.07	Here's what I want you to do: First of all, ask careful questions about whether any transit improvements are really needed on Columbia Pike, and who they would benefit. I ride the buses on the Pike regularly (do you?) and they are well used at all hours of every day. Yet, there is rarely standing room only. I suspect that the major beneficiaries would be landowners, not ordinary working folks. I've seen what transit improvements did in Clarendon - sure, it is a vibrant living spot with lots of street life, but I can't afford to live there. I can afford to live along the Pike now, but will I be able to stay here?
005.08	Second, ask questions about funding and cost. I think the AA/EA is overly optimistic about both. If your answer to number one is yes it is needed, ask if the streetcar alternative - which admittedly has advantages over the other alternatives - is worth four times the cost of TSM-2. I say NO.
005.09	Third, if this is needed at all, I strongly favor TSM-2. It has the best cost/benefit ratio, yet if it doesn't work out, you can always build something else later.
005.10	As for building - if you build an expensive streetcar without the room to give it a separated guideway, it will get stuck in traffic just like the buses do now - not exactly fast. If you MUST have a track, make it a subway, EL-train, or monorail, and get it out of the traffic - if you're in for \$260M, might as well spend more and do it right.
	Thank you.
006.01	What is the benefit of a street car that requires tracks and overhead power lines? (pictured in the columbia pike initiative slides)
007.01	The streetcar project is the most lamebrained idiotic thing ever to literally come up the Pike. Give us extra buses -- thank you for the clean CNG buses we already have, and DO NOT TEAR UP COLUMBIA PIKE for the TOONERVILLE TROLLEY!!!
007.02	Enhanced bus -- YES!!!
007.03	You have already MORE THAN POLLUTED Arlington by the UBER building of condos - more people flushing toilets (do you really think I EVER want to go back to Harris Teeter at Potomac Yards after that spill???), more people driving- NOW you want to tear up ALREADY CROWDED Columbia Pike for that STUPID Streetcar-- wait til ONE gets broken down-- Whee !! Traffic jams coming out of the wazzoo!! The BUSES ARE FIINE!!

ID	Comment
008.01	I want to express strong support for the streetcar option. It is the one that will not only provide needed transit improvements but, more importantly, will spur more development and increases in property values along the Pike. It will do so by attracting more riders than a bus option, which is not perceived as positively by large groups of potential riders, and by signalling to property owners along the Pike that the county is serious about spurring redevelopment and improvement by committing significant capital to a permanent, physical improvement of the transit infrastructure.
009.01	The streetcar project is a waste of taxpayer money. No build is the best approach. Everything else is just wasting taxpayer money.
010.01	As I "pike" resident I do not believe that building a streetcar is a viable means to enhance Columbia Pike. Enhanced or Articulated bussing is a better alternative.
010.02	Traffic is already bad during peak hours and the traffic lanes on the pike are very narrow in spots.
010.03	I would like a underground metrorail but understand the cost involved in making that happen. Thank you
011.01	I do NOT support using tax dollars for the proposed Columbia Pike Transit Initiative.
012.01	Articulated bus and enhanced bus service in general will not enhance investment in the Pike. The promise of the streetcar has drastically increased business investment into the once-languishing Columbia Pike area, and it is this investment that will truly revitalize Columbia Pike. The streetcar will provide enhanced carrying capacity, quieter operation, and will be more attractive within the streetscape. We purchased in Penrose largely because of the changes that the streetcar will bring.
012.02	Buses will continue to belch exhaust and loud sounds along the Pike if the streetcar plan is not adopted. Even small things that enhance the neighborhood like Penrose Square's attempt at doing an outdoor movie would be enhanced by not having buses spewing noise every 10 minutes along the Pike.
013.01	Use our taxpayer dollars on something that makes sense,
013.02	Columbia Pike cannot sustain trolley with all the traffic it has, this idea has been shot down for years for good reason.
013.03	Please stop wasting Arlington residents hard earned tax dollars on ridiculous/unnecessary boondoggles. Arlington resident for 44 years
014.01	Note: While I've followed the Streetcar project lightly over the past few years, I spent a good hour or more skimming over the transit options this project provides and doing my best to understand the differences and similarities between them. It is possible I have overlooked some of the information as it is quite a long document to read in such a short period of time for a person of my reading skill. I find that the TMS 1 and TMS 2 options are the most realistic possibilities, followed closely by the no build alternative.
014.02	Introduction of streetcars would not only be prohibitively expensive, it would increase my chances of moving away from the Columbia Pike corridor.
014.03	Additionally, I feel the increased service hours presented in the TMS 1 & 2 options are very much needed for the continuing growth of the Pike community in the upcoming decade and beyond that would not be solved by simply implementing streetcars. At the same time, I feel that the projects the no-build alternative would have a very positive impact on the Pike community and are nearly as important as the extended bus service.
014.04	If I had to choose one alternative, opting for the most benefit for the expense, I would have to choose the TMS 1 alternative. I feel that a combination both the projects presented in the no-build alternative and the TMS 1 options would net the highest benefit for the community. Looking at the no-build alternative project list (Table 2.1-2) I cannot find a single project that would be worth cutting. At the same time I would be hard-pressed to deem the additional service options in TMS1 to be worth cutting.

ID	Comment
014.05	No build alternative: I feel that this option, while minimal, would have the most cost-benefit outcome in the long-run. The projects this alternative enabled I feel are important in the sense that they do not only allow for bus transit improvements, but also walking, running, and biking improvements which diversifies the transit options and could potentially alleviate demand on bus and car traffic. All of these are necessary.
014.06	TMS1: I find that the bus service changes to be very important and this should be the minimal change made to transit services along Columbia Pike. I am pleased to see that the No-build projects would be included. Together they make a very strong choice. My biggest problem with this option is that the consolidated stops would lead to buses stopping for extended periods of time just to load larger numbers of passengers.
014.07	TMS2: The articulated buses would benefit rush hour service, as this would allow for the growth of transit riders along the Pike with the upcoming addition of several larger housing complexes. Is this necessary? I think there is more trouble with the time it takes for large groups of people to board the bus causing backups than the amount of people on the bus, so I am undecided as to how necessary option this is. While buses are occasionally rather full, the problem is more often too many people on a bus when another bus is right behind it. I think a more informative "smart" bus stop could benefit riders more than higher-capacity buses.
014.08	Streetcar build alternative: I feel this adds nothing other than "character" to Columbia Pike, something which is not nearly as important as the transit changes discussed in TMS1 & TMS2. In fact I am concerned this would lead to more problems due to the large cost of such a project as well as the maintenance and upkeep of stops, hardware, and rails. These aren't the only options this plan has, as there are also more variables left to be decided and will take a considerably longer amount of time to realize any benefit from this plan.
014.09	I find it difficult to talk about environmental effects due to the fact that the Transit Initiative document only uses some form of "environment" 17 times, 9 of which are the footers for each page. Six other mentions of such a word are talking about "Environmental Constraints" and relocating businesses—all within the discussion of the Streetcar alternative. Of the remaining two mentions, one is used to describe the multimodal streetscape and the other is the simple mentioning of what NEPA stands for. I find it laughable that this document only addresses "environmental" concerns when it comes to the Streetcar option. There is much more research to be done if this is truly an environmental assessment.
015.01	Please continue with the Streetcar build option.
015.02	Please continue with the Streetcar build option. Please continue with the Streetcar Build option. The streetcar would provide clean and efficient transportation alternatives and will be able to provide services later into the evening than currently offered via the bus transit system. Additionally, Streetcars are desirable and will help to transform life along Columbia Pike.
015.03	With the implementation of the streetcar, newer and more expensive buildings will be constructed, and since county taxes are tied to property values, this essentially ensures greater revenues for the county and the ability to provide even more public services.
015.04	I believe the Streetcar will be clean and efficient and I fully support implementation.
016.01	I am concerned that the current street layout of Columbia Pike is not conducive to a fixed-rail system such as the proposed streetcar. With only two lanes of traffic in each direction, it seems like a bad idea to have one lane virtually dedicated to streetcar use. What happens when someone illegally parks in the street or if a delivery bust/truck stops there? Currently, buses can switch lanes and go around such obstacles, but with a streetcar system it would grind to a halt until the offender is moved/towed.
016.02	Ultimately, I think people need to seriously consider some alternative transit system, specifically one that does not require using up the already-congested roads. I am thinking along the lines of a monorail or similar elevated light rail. Given the space constraints of Columbia Pike and how developers are building right up to the road, it seems like the only way to truly alleviate traffic and provide better transit is to locate the transit UNDERGROUND. Have there been any studies for that option?
016.03	Definitely seems like the articulated buses would be better than the streetcar. They combine some elements of buses and streetcars (i.e. increased capacity of streetcar, but increased lane-changing flexibility of a bus).

ID	Comment
017.01	The Arlington Country Streetcar system is probably one of the most idiotic ideas to have been dreamed up. We don't have the money for this. It WILL end up costing far more than it was originally planned for, and you can count on it clogging up Columbia pike far more than alleviating any congestion. I vote a resounding NO to this far getched and ill-concieved plan. We taxpayers will get the shaft.
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018.01	I look at the alternatives that are presented and to me it is clear, the only viable option is to build the street car (Option 4). The other options, while taking steps to improve the current environment (neighborhood and transit) just don't make any substantial changes. They would not encourage me to more likely buy a place in this area, or take transit in that area. Option 4 would. I also believe option 4 will spur transit growth which will be able to drive increased densities and decrease required trips. A win for all.
018.02	I look at the alternatives that are presented and to me it is clear, the only viable option is to build the street car (Option 4). The other options, while taking steps to improve the current environment (neighborhood and transit) just don't make any substantial changes. They would not encourage me to more likely buy a place in this area, or take transit in that area. Option 4 would. I also believe option 4 will spur transit growth which will be able to drive increased densities and decrease required trips. A win for all.
018.03	The environment in this area has been paved over so many times, it is almost laughable that such an assessment is required. I can only think of one place where this would make sense (near four mile run). In this case, I see the street car as far and away a more environmentally friendly option, plus it will decrease traffic and calm traffic at off hours.
019.01	Table 5.4-1 is a joke; it totally misrepresents how close TSM2 and the streetcar proposals are. All the preceding tables with actual numbers in them show that the TSM2 option gives nearly the same increases in transport capacity and traffic improvements as the streetcar. At the end of the evaluation section it is obvious that objective (or nearly so) data was discounted in favor of qualitative judgement about how the streetcar better meets the project goals. I came away with the streetcar and TSM2 in virtually a dead heat, that is until the project price is considered at which point it becomes obvious that TSM2 should win out. That's how I see it as an area resident, and if the gatekeepers of federal funds are responsible stewards I can't see them coming to any other conclusion.
019.02	The risks associated with the streetcar don't receive enough attention. If there is something wrong with a bus, it can easily be replaced. If it breaks down it can be towed. If there is a route problem it can be temporarily detoured, e.g. traffic accident. How does a dead streetcar get removed from the street? What happens if a track splits or a weld breaks? Not to mention the risks involved with having a train share a lane with drivers. I lived in SLC when the trolley first came online, and it was a rough transition, many accidents. Plus the SLC implementation was on very wide roads by Arlington standards.
020.01	I truly feel that building a street car line is absolutely the least cost effective alternative possible! Add environmentally friendly buses or small chutneys. Why tear up 5 miles of Columbia Pike over a couple of years at this astronomical cost just to add trolley tracks?
020.02	I have lived in two cities with trolleys - the tracking and the trolleys added a dangerous dimension to the traffic situation. They eventually fell into disrepair and were abandoned.
020.03	WHat about the long term maintenance cost of the tracks and the trolleys themselves??
020.04	There are many more better alternatives out there. WHere is all of this money going to come from? Oh wait...oh yes - higher taxes! Please be fiscally responsible here... Thank you for allowing us to provide comments.

ID	Comment
021.01	As a general comment I wish to express my objection to the streetcars, I prefer a cheaper more flexible alternative such as improved Bus lines.
021.02	At a time when both Counties have many new funding demands with limited revenue increases this type of expenditure should be dropped.
022.01	I think the streetcar idea is great.
022.02	An idea of cost and how this would affect driving on Columbia Pike would be nice.
022.03	I know the streetcar system in Baltimore has resulted in many accidents with pedestrians too. What is being done in regards to this? Thanks!
023.01	I do not favor a street car line. The expense is my main objection. I do not favor this additional debt/expense to the county when money is tight. We need to limit some extras so that we have enough money to maintain our excellent school system.
024.01	I live off of Columbia Pike (in the Arlington View neighborhood). I utilize Columbia Pike all of the time. The traffic is bad enough without adding a costly trolley/streetcar.
024.02	I will not pretend to know the financial information, but I can tell you that it does not make common sense to add a trolley system to this area. We have more than enough buses to get us up and down Columbia Pike without adding this costly, unnecessary headache.
024.03	Of course, you think people will park their cars and ride the trolley? NOT! Just like having HOV4 lanes—people continued to drive their own cars. So what happened? They made it HOV3. People continued to drive their own cars instead of carpooling. They knocked it down to HOV2. Why? Because the majority of us prefer the convenience of driving our own vehicles. We do not need a trolley.
024.04	You need to come up with REAL affordable housing! How about that?!
025.01	I am totally and completely opposed to building a streetcar system along Columbia Pike. To spend that kind of money on a vanity project is ridiculous. I can't see that it will be any better than a bus system.
025.02	In fact, I see it as creating more traffic slowdowns.
025.03	Our schools need so much as do so many of the other services that actually help people that it is foolhardy to expect county taxpayers to go along with this.
025.04	Enhanced bus option is the only one I can support.
025.05	Construction will be a nightmare if a streetcar option is enacted. I'm not a scientist but I imagine the building and excavating work, not to mention traffic tie ups will be extremely harmful to our air, and our underground pipes, sewers electrical and water systems.
026.01	As a resident of Arlington Heights who currently drives to work in Pentagon City, I would personally benefit greatly from the Streetcar- as, I believe, would our neighborhood. I don't view either Enhanced Buses or Articulated Buses as a significant upgrade over what now exists (i.e., regular buses). The only option I see having the potential to dramatically improve traffic, spur development, etc. is the Streetcar.
027.01	I am pleased to see that alternatives to the streetcar have been studied and are available for review. I am opposed to the streetcar option. I support the No Build, TSM 1 and TSM 2 options. All provide better solutions than the Streetcar Build which is expensive and will have a poor impact on the area. I urge the County to abandon the streetcar option and consider alternatives that will improve the flow of traffic in the corridor at a responsible cost.
028.01	Find TSM1 or TSM2 as good for Columbia Pike. The streetcar build makes no sense for the volume of traffic and the ease of the tracks being blocked by an accident and no alternative route for streetcar. Fire early this week closed Columbia Pike during evening rush hour and then for some time only one lane each direction. Tracks would have been blocked by fire trucks for a couple hours. Currently use restaurants on and near Columbia Pike. Will not go if streetcar is built. Have had experience of streetcars in other cities and have seen the problems they cause.

ID	Comment
028.02	Columbia Pike has too much traffic and not enough space for tracks and streetcars to share the four lanes of traffic with cars. Buses are much safer mix with the cars as buses can maneuver through traffic.
029.01	I initially thought the street care was a good and viable options but after the info sessions and reading all the informationI think we need to punt on the streetcar and embrace the Articulated Bus. Montgomery county is seeing the light that Light rail is just to difficult. If we were to say test to the Articulated bus we would be done before all the studies are completed and funding found. The faster something major is done the less wasted funds and staff time will be spent.
029.02	IF it take 5 months to build a super bus at walter reed and columbia pike we are doomed.
029.03	Street car power requirements are too great and the substations are just not reasonable for our environment.
029.04	The plus of the street car are the lower noise pollution but not sure this is a reasonable tradeoff.
030.01	Thank you for reaching out to the Arlington County citizens. We look forward to making our County more commuter friendly! I feel that the streetcar option is the best option. Although citizens like myself will be hindered by the construction process, it will be a great service in the future.
030.02	It will help to clean up the areas along Columbia Pike and will bring more people to the area. When more people come, businesses thrive. When businesses thrive, more businesses come.
030.03	I believe the second best option would be the TSM 2 - Articulated bus. The metro buses are extremely packed during rush hour and simply adding more buses is not going to fix the problem. We would need high capacity buses to move larger amounts of commuters.
030.04	Obviously the streetcar would provide for the least environmental impact. This would also help to get funding for the project and it could be advertised as such. This would also help to bring other, green, businesses to the area. When something this large gets built based off of an idea, others will follow. Although electric streetcars have been around for centuries, the "green initiative" did not exist like it does today. People won't think about the fact that it's just another electric streetcar, they will think, wow, Arlington cares about the environment.
031.01	Having grown up in Washington D.C. in the fifties and sixties and lived on a street that had D.C. Transit trollies, I can tell you that there are definite negatives to that type of transportation. The trolley wheel/track squeaking was bothersome especially at night
031.02	but, more importantly, the presence of the tracks on the road caused erratic automobile directional stability(wiggling sensation) and lengthened stopping distances especially on wet days due to compromised friction between the rubber tires and the metal tracks. Very annoying and sometimes dangerous. It was a great day when the last of those tracks were removed from the roads years after trolley serviced ceased.
031.03	Additionally, trolley interference with auto traffic flow at times was a challenge in denser traffic areas. I'm limiting my comments to this "box" only since it seems these aforementioned points have not received the attention they deserve. Please take them seriously.
032.01	Unless the streetcar is in a dedicated ROW, it will be slower and less reliable than bus.
032.02	TSM-2 should be implemented, followed by BRT along the corridor.
032.03	I like the Joyce Street realignment.
033.01	I strongly support the Streetcar Build Alternative. It will have the greatest positive impact on economic development and will help transform that corridor into a more walkable, livable community.
034.01	I support the Streetcare Build option.
035.01	I am very opposed to adding streetcars to Columbia Pike. There are already too many vehicles on this road. I have live right off of Columbia Pike for 11 years and avoid driving on it as much as possible. Besides all the buses, there are too many cars and too many drivers with poor training. It makes for a dangerous and frustrating experience.

ID	Comment
035.02	The streetcar will be of no use to most residents because it's just a straight shot up the Pike.
035.03	<p data-bbox="186 163 1573 195">What if a streetcar breaks down? How do you clear it from the Pike?</p> <p data-bbox="186 237 1573 268">Very Concerned Penrose Resident</p>
036.01	This is a crazy idea! I live 100 feet from the Pike and travel it often. A streetcar would block two of the 4 lanes MUCH of the time. There WILL be more accidents as a result of cars trying to pass the trolley and because BICYCLES and MOTORCYCLES will OFTEN CRASH if they try to cross the tracks.
036.02	How about more new buses with level (roll on) wheelchair access from elevated platforms instead?
037.01	The plan to put a trolley along the Columbia Pike corridor is short sighted. It is way to expensive, will not carry any more passengers than an articulated bus and will tie up car traffic on this route badly. There is no place for the car traffic to go as an alternative. With the trolley having signal priority, traffic will be a nightmare! Columbia Pike is THE most heavily car traveled route into the District. Putting in a trolley does not solve anything and makes things worse.
037.02	And the trolley will NOT have more status than a bus. Both are public transport. Busses are much more flexible than a trolley. And the plan calls for busses to continue on the Pike anyway. So what is the point? Please choose the bus alternative. Bus service of some kind is the best alternative. I'd be fine with enhanced bus service. Never eliminate the 16Y bus, it's fantastic!
037.03	We just spent millions to underground wires to eliminate poles. Putting poles up to run the trolley is foolish, ugly and expensive. Choose busses please.
038.01	I'd like to add my voice to those in favor of the streetcar option. I agree that although the bus system is functional a streetcar will add more value to the community in the long-term (e.g., attract more business, entice more people to use public transit, improve the appearance of the neighborhood, etc.).
039.01	<p data-bbox="186 1024 1573 1056">Here are my \$0.02.</p> <p data-bbox="186 1098 1573 1413">It is much cheaper (i.e., more cost-effective) to buy a fleet of hybrid electric buses to avoid pollution and save both the environment and people's wallets. Hybrid electric buses are very cost-effective and can achieve zero or near zero-emissions, particularly when used on short routes, to improve the environment and reduce carbon footprint. As opposed to cars, electric buses have the room for a huge bank of batteries to extend range. If you haven't already done so, you should look at Denver's hybrid electric bus system used in a major downtown loop for well over a decade quite successfully. The buses were electric hybrid buses (serial design) with internal combustion engine/generator backup purely to recharge batteries if needed to return to the terminal. Capable of running extended operation in complete zero-emission mode (no gas engine regeneration) yet also had further mobility with onboard hybrid engine for further range.</p> <p data-bbox="186 1455 1573 1549">This option with a small fleet can operate on the same streets as cars (without preventing car traffic) and without the huge cost of a streetcar. Plus the buses can be used can be adaptable to modified routes (including the ability to turn around and make turns)...an option a fixed light rail design can't readily do.</p>
040.01	Street cars sound like a really cool idea, but they are not--and the Board needs to grow a conscience about taking advantage of ill-informed voters and giving misinformation to more thoughtful voters on this topic.
040.02	As a resident of the Columbia Pike corridor (822 So. Irving Street) I am extremely interested in revitalizing the neighborhood. But as an Arlington resident who would like to remain in Arlington for years to come, I must object to the street car plan. It is way too expensive even as projected to the public--never mind that streetcars generally cost twice as much as city officials advertise before groundbreaking.
040.03	Historically in the United States, streetcar projects have been the babies of local elected officials looking for personal kickbacks. Here in Arlington, the economics points to the same rationale for street cars. We can spot which Board members are more interested in kickbacks than in the county's well-being by seeing who supports the street cars.

ID	Comment
040.04	Please remember that there was no traffic problem that prompted this project--it's a ridiculously huge waste of money (even assuming costs will be in the same universe as those that are publicly projected). It's almost funny conducting traffic alternatives analysis when the project doesn't respond to any genuine need in the first place. Let's create an alternative analysis for what the project is actually intended to do--provide kickbacks to corrupt County Board members. Here's an alternative: pay off the Board members to not do the project. This will be a LOT cheaper than paying off the construction firms and the Board members. It will also save the environmental cost of the building and of driving empty street cars around while traffic on the Pike hits an all-time (CO2 emitting) high.
040.05	Any alternative seems like a better way to go.
040.06	Don't forget the environmental cost of dead weight economic loss--if the County Board members chooses fiscal responsibility over construction kickbacks, the county budget for years to come will be able to do more for the environment.
041.01	Good afternoon Sir or Ma'am, My name is Mark Birk, I am an Arlington resident and I live on Columbia Pike. I protest the street car project; I feel the streetcar will cause more accidents on Columbia pike. The four travel lanes on Columbia Pike are going to decrease in width in the next two years as part of another county project. You will cause more accidents as buses, cars, motorcycles and bicycles try to share the same lane as the streetcar.
041.02	The streetcar will basically take up two of the four lanes on Columbia Pike, causing slower traffic during rush hour.
041.03	Columbia pike recently moved wires underground, now we are asking to put in overhead power lines again to power the streetcar. I don't feel we should have both the streetcar and buses sharing Columbia pike. Thank you for your time.
041.04	Good evening. My name is Mark Birk. I live on Columbia Pike for the past four years between Quincy and Randolph; and I just have four statements and one question then to follow up with. One is I agree with the price as 250 million as a base is kind of high. I don't think we'll get the money back for it. The space alone (inaudible) is short. I don't know if you heard about the other projects going on. The street scape going on right now is going to shorten what's going on. The curb is going to stay exactly the same place that they are today, but there's going to be a big lane. Like for instance where Quincy is, it's going to be a turning lane, which would be great as you get off of the pike, but that means those lanes that the buses ride in today are going to be a lot shorter, less width if you will. The power lines, delegated power lines, that we now have to construct which we just got rid of along Columbia Pike because we have everything is underground, a lot of stuff is underground, I think is a waste. And I'm really tired of construction along Columbia Pike
041.05	My question is: As a community, do we or when do we get a chance to vote on this idea of a streetcar? Do we get to vote on this?
041.06	I do not support or agree with the AA/EA. I don't want overhead wires to be added on Columbia Pike to support the streetcar. I do not feel we should dig up the road as this will also harm the environment.
041.07	I support TSM-2, Columbia Pike is not wide enough to support both buses and the streetcar; we should have one or the other.
041.08	The cost is also high, which will effect taxes in Arlington. The cost is estimated at \$250 M, since this is an estimate, the cost will be higher. Businesses will be forced to move out fo the area.
041.09	There will be less polution w/ TSM-2 option. I do not support the streetcar. This idea is bad for Arlington and will cause more polution. The cost will be over \$250 M when done and will cost tax payers more money. I vote no streetcar.
042.01	Based on my 14 years of living along Columbia Pike, I believe either TSM 1 or TSM 2 alternatives would be best for this corridor. Either option best serves the community's transportation needs without disruption.

ID	Comment
042.02	The assessment for the Streetcar option is rather flawed. It neglects to consider any increased traffic problems from the displacement of cars, as well as the increased traffic time due to adding yet another mode of transport stopping along the route. Remember, people who don't take the bus already will not leave their cars for a streetcar. Based on my 14 years of living along Columbia Pike, the Streetcar option would be disastrous for Columbia Pike. I had lived in two foreign cities with street cars. In Brussels, they were used on wide boulevards with 6+ lanes of traffic. This was the same in Istanbul, where they were also used in heavy tourist areas with narrow roadways as the ONLY mode of transportation. Columbia Pike only has two lanes each way. A street car would not work here and create new traffic problems, as discussed in #1. The residents of the Columbia Pike corridor hate this idea. It is merely a vanity project by people who don't even live in this neighborhood. Why don't they listen to us?
043.01	The analysis and environmental assessment seems to have covered all of the essential elements. I feel that it does a fair job looking at the four alternatives and what they mean for the community and the environment. The two bus upgrades, TSM-1&2, would be an adequate fix, but would not enable the smart growth that the county is know for and they would be far more polluting than the streetcar. I would really like to see the Streetcar option become a reality.
043.02	I have a hard time seeing how increasing the amount of bus service or type of bus would do anything except be an environmental help. And the streetcar with the ability to move a lot more people without diesel would be even better.
043.03	The one downside to the streetcar that is not so pleasant is the addition of overhead wiring to power the vehicle. As a neighbor and user of Columbia Pike I am more than willing to put up with this detriment in order to improve the transportation up and down Columbia Pike.
044.01	I see buses as a better alternative to street cars. The cost for street cars is too high in this case, particularly when there is a viable less expensive option.
044.02	I believe an overall effect of establishing street cars will be to increase the cost of housing, making these areas of Arlington less affordable to current and future residents. For these reasons, I favor either the Enhanced or Articulated Bus option and am opposed to the Streetcar Build plan.
045.01	Please DO NOT spend a quarter billion dollars on a street car when you can implement articulated buses for about 1/5 of the cost.
045.02	The TSM2 - Articulated Bus alternative is without a doubt the best option. As described on page 2-17, the articulated bus provides exactly the same level of service as the street car for about 1/5 of the cost. The articulated bus also has the added advantage of flexibility in case there is an accident, construction, power outage, or other need to re-route. It makes NO SENSE to spend 5 times as much for a street car that arguably provides an inferior product during these tough economic times.
046.01	I like the idea of the streetcar, but I don't see the point if it does not have its own dedicated lane. How is it going to move people faster and more efficiently if it is sitting in traffic just like cars and buses? What if a car breaks down, or there is an accident, in the streetcar lane? It's not like the streetcar can go around it. It seems like a lot of money to spend on something that is going to look nice, but not really improve traffic.
046.02	Build it if you have to, but I'm not sold on it as a way to improve moving people. It seems like a costly carrot to entice developers to the Pike. I get that the only way to spur redevelopment of the Pike may be to have the streetcar line; and I'm all for redevelopment and gentrification.

ID	Comment
047.01	<p>Good morning,</p> <p>As an Arlington resident for over four years (3.5 in the Courthouse Area, and now off Columbia Pike), I feel like I've gotten a good cross-section of Arlington and it's potential.</p> <p>I understand that business interests and property owners along the Columbia Pike corridor are strongly in favor of a new Streetcar Line to "reduce traffic", but I feel that this is a mistake since it essentially be a tremendous investment by all the citizens county that primarily benefits the property owners with questionable advantages over other alternatives to the rest of the community. Further, I'm not convinced that the streetcar will really do anything but harm traffic flow since it will be competing for space along with the cars trying to move along the Pike leading to my belief that a streetcar will offer only marginal improvements over the current (wonderful) system of buses without a dedicated lane for the streetcar.</p>
047.02	<p>We could also see those same kinds of benefits from a dedicated transit/bike lane with an articulated bus system (which has a far lower cost).</p> <p>In short, it's the most expensive alternative, and I think many of us (especially who rent along the corridor) would see equal benefits and reduced costs via another option (articulated buses and dedicated bus lanes).</p>
048.01	<p>I feel, with the decisive feelings about a trolley among residents, that it should be put on the November ballot and let the residents of Arlington County vote how they feel rather than the County Board dictating what is to be done.</p>
049.01	<p>I fully support the street car plan, Arlington needs to think long-term. While this project has a large sticker shock effect, it's well worth the investment and will undoubtedly recoup the costs over the years. Please push the street car forward post haste! I don't want to be looking over to crystal city in envy while we languish in persistent debate. How could building more infrastructure and mass transit to a quickly growing community be a bad idea?</p>
050.01	<p>Hi,</p> <p>Will there be an opportunity for the public to comment at the public comment meetings (other than submitting written comments)?</p> <p>Thank you</p>
050.02	<p>Dear, Columbia Pike Transit Initiative,</p> <p>Does your reply mean that questions will be allowed but not statements?</p> <p>Thank you</p>
050.03	<p>Regarding the planned staff recommendation referred to at the public meeting on Wednesday, will that recommendation purport to be based on the professional judgment of staff independent of the publicly expressed opinions of Board members?</p> <p>If so, how will such independence be accomplished?</p> <p>I would appreciate a reply by June 13 to facilitate completion of my comments and ensure their accuracy.</p>
050.04	<p>I'm Steve Huntoon. Like Ms. Murray, I've lived in Arlington for about 50 years, except for about ten years I lived in Philadelphia, and that's in part why I'm here, because one of the things we've learned in Philadelphia is that a straight line is not the shortest distance between our north and center city. For a five mile stretch in west Philadelphia, there are streetcars and that is without a doubt the slowest stretch of road in the Philadelphia area. It is brutal to navigate. When you sit behind a streetcar caused congestion problem, you read a lot -- and streetcars are pretty much like buses except for three things -- they can't propel themselves, they cannot maneuver in traffic, and they cannot change routes. Permanence is not an asset in transportation. It is not an asset.</p>

ID	Comment
050.05	The primary justification for this project is the claim needed for more transportation capacity on the Columbia Pike corridor, but if you look at the data, you'll see that adequate capacity utilization is defined as something less than 80 percent and that capacity utilization on this corridor is 61 percent in the near term and 67 percent in the year 2030. In other words, the claimed need for this project does not exist.
050.06	This project will reduce the number of stops by more than 50 percent; so instead of walking to the street corner that exists now right here, you're going to have to walk an average of eight to a quarter to a mile to get to a stop. You're not going to get streetcar to stop anywhere along the way; and this streetcar project is also going to mean much more standing and much less sitting.
050.07	And I believe you talked a little bit about the cost effectiveness of this project. Any benefit of this project would come at an enormous cost. You can utilize the data in the study to calculate the incremental cost per incremental rider in the streetcar alternative relative to the elongated or articulated bus alternative. Using those calculations -- and I can give them to anybody who wants them, I can give it to you -- you find out that the streetcar alternative, relative to the elongated bus alternative, would cost \$47 for every incremental mass transit rider. The rider is going to pay \$1.22. The taxpayer subsidy is going to be \$45.87 per trip, and for a round trip that subsidy will be twice that, \$91.74 per round trip. So in summary the reasons why we need this project do not exist in fact. Streetcars would mean less stops and more standing, and the project would require enormous taxpayer subsidy with little, if any benefit. Thank you for the opportunity to comment.
050.08	<p>Thank you for the opportunity to comment.</p> <p>I have lived in Arlington County for the last 50 years, except for higher education and 10 years in Philadelphia. The 10 years in Philadelphia are significant because one thing you learn in Philadelphia is that a straight line is not the shortest distance between Ardmore and Center City. There is a stretch of main road in West Philly that is chronically slow due to streetcars.</p> <p>Despite the romantic image of streetcars they are like buses except: they cannot propel themselves; they cannot maneuver in traffic; and they cannot change routes.</p> <p>Given the real world experience in West Philly, I was curious how someone could justify streetcars on Columbia Pike. Now we have the study, and carefully read it reveals that streetcars are not justified.</p>
050.09	<p>The Claimed Need for the Project Does Not Exist in Fact.</p> <p>The primary justification for this project is a claimed need for more transportation capacity on the Columbia Pike corridor (Vol. I, page 1-3). As with all references, the cited study page is attached with the relevant portion highlighted. But the detail in the study shows that adequate capacity utilization (load factor) is defined as less than 0.80 (Vol. I, page 3-8), and that this corridor with existing transportation resources is projected to be at 0.61 capacity utilization in year 2016 and 0.67 capacity utilization in year 2030 (Vol. I, page 3-9).</p> <p>In other words, the claimed need for the project does not exist in fact. The Columbia Pike corridor does not need more transportation resources now or in the foreseeable future.</p>
050.10	<p>Streetcars Would Mean Less Stops and More Standing</p> <p>This streetcar project would reduce the number of stops by more than 50% (Vol. I, page 2-17). Instead of walking to the street corner stops that exist now, riders would have to walk an average of 1/8 to 1/4 of a mile to get to a stop (each stop being 1/4 to 1/2 mile apart). The romantic image of streetcars that stop everywhere does not apply to this project.</p>

ID	Comment
050.11	<p>This streetcar project also would mean much more standing and much less sitting. Existing bus capacity is 56% seating and 44% standing; streetcar capacity would be 38% seating and 62% standing (Vol. II, page 1-14).</p> <p>These disadvantages of less stops and more standing may explain the small reduction in transit time that is claimed for the project. Please note that any reduction in travel time would appear inconsistent with the intersection “level of service” data in Table 3-9 of the Technical Memoranda which show that there would be more delays with streetcars than with the existing system (Vol. II, page 3-15). The study recites that alternatives to the existing system “consolidate many of the existing bus stops to improve corridor travel time” (Vol. I, pages 2-7 and 2-10). Less stops and more standing may save a little time. But this is not a benefit from streetcars per se. Stops and seats could be cut without having a streetcar project.</p> <p>The same might be said of the small reduction in “bunching” at stops that is claimed for the project. Please note that this small reduction in “bunching” is identified in the Technical Memoranda as “not statistically significant” (Vol. II, page 3-2). Less stops presumably yield less “bunching.” But again, stops could be reduced without having a streetcar project if less convenience was thought outweighed by less transit time.</p>
050.12	<p>Other Project Downsides</p> <p>The study gives little or no consideration to at least three other significant downsides.</p> <p>Construction will span many years during which Columbia Pike will be partially blocked off; large traffic backups appear inevitable. At the public meeting on June 6, 2012 in Arlington, a project representative stated that a similar streetcar project in New Orleans was proceeding at the rate of two months per block. There are approximately 40 blocks for the Columbia Pike project, equating to 80 months (almost 7 years) of construction.</p>
050.13	<p>Having gone to the enormous effort of undergrounding power lines, Columbia Pike would feature a new canopy of power lines and supporting structures.</p>
050.14	<p>There is a physical hazard to bicyclists that is not resolved (Vol. II, page 3-18).</p>
050.15	<p>Streetcar Cost Effectiveness</p> <p>Any benefit from streetcars would come at enormous cost. Here are two ways of looking at this: (1) incremental ridership and cost of streetcars versus the existing system, and (2) incremental ridership and cost of streetcars versus the articulated (elongated) bus alternative (termed “TSM 2”).</p> <p>Data in the study can be used to calculate the incremental (additional) cost per incremental rider in the streetcar alternative relative to the existing system, as well as the incremental cost per incremental rider in the streetcar alternative relative to the elongated bus alternative. Data and calculations are presented in the Appendix.</p> <p>The streetcar alternative relative to the existing system would cost \$9.99 for every incremental rider. The rider would pay \$1.22, requiring the taxpayer subsidy of \$8.77 per trip, and a taxpayer subsidy of \$17.54 per round trip.</p> <p>The streetcar alternative relative to the elongated bus alternative would cost \$47.09 for every incremental mass transit rider. The rider would pay \$1.22, requiring a taxpayer subsidy of \$45.87 per trip, and a taxpayer subsidy of \$91.74 per round trip.</p> <p>Taxpayer subsidies of this magnitude for a small group of mass transit riders appear to have no rational basis, especially given the lack of need for more transportation capacity in this corridor, and the downsides that the streetcar project would bring. If any project could be justified it would be the elongated bus alternative which would require a taxpayer subsidy at a fraction of the streetcar alternative.</p>

ID	Comment
050.16	<p data-bbox="191 107 854 144">Insufficiency of the Study to Qualify for Federal Subsidy</p> <p data-bbox="191 180 1500 354">The federal law under which funding would be requested from the Federal Transit Administration of the U.S. Department of Transportation requires a determination of cost effectiveness, which the Federal Transit Administration defines as incremental capital and operation costs divided by incremental user benefits. The required estimate does not appear in the study and, as shown above, the streetcar project appears to fail any reasonable cost-benefit analysis relative to the existing system and relative to an elongated bus alternative.</p> <p data-bbox="191 394 1565 495">The federal law states that a project may not advance if it does not meet statutory requirements including the cost effectiveness requirement. Based on this it appears that the Federal Transit Administration could not and should not advance this project. Summary</p> <p data-bbox="191 535 1523 602">The claimed need for a streetcar project does not exist in fact. The Columbia Pike corridor does not need more transportation resources now or in the foreseeable future.</p> <p data-bbox="191 642 1557 743">Streetcars would mean less stops and more standing. Instead of walking to the corner, the average walk to a stop would become 1/8 to 1/4 of mile. Standing capacity would increase relative to seating capacity. Other downsides include years of traffic backups due to construction, a power line canopy, and a hazard to bicyclists.</p> <p data-bbox="191 783 1536 884">Streetcars would require enormous taxpayer subsidies for little if any benefit. A round-trip for just this 5 mile corridor would require a taxpayer subsidy of \$17.54 for streetcars relative to the existing system, and a taxpayer subsidy of \$91.74 for streetcars relative to the elongated bus alternative.</p> <p data-bbox="191 924 786 961">Thank you again for the opportunity to comment.</p>
051.01	<p data-bbox="191 978 1117 1016">My wife and I would like to emphasize our "no" to a trolley on Columbia Pike.</p> <p data-bbox="191 1052 412 1089">We firmly believe:</p> <p data-bbox="191 1125 1560 1163">--the expense will be astronomical--and always higher than any projection (standard practice for any such project);</p>
051.02	<p data-bbox="191 1178 1536 1245">-- the inconvenience will be massive--digging up Columbia Pike and installing the tracks, rebuilding sidewalks, etc will take years (and always will be longer than projected);</p>
051.03	<p data-bbox="191 1260 1549 1327">-- the benefit will be marginal, given the alternatives such as more buses and even "tourist" look-like-trolleys such as they have in Philadelphia (the "PhillyFlash");</p>
051.04	<p data-bbox="191 1344 1463 1411">-- it will be endlessly inflexible in breakdowns or storm--no way to get it out of the way or any way for it to maneuver around an accident.</p>
051.05	<p data-bbox="191 1428 1511 1570">The discussion has moved far beyond the impalpable economics and become a head-butting ideological argument. Everyone needs to step back; examine first principles and available economics. We think that rethinking will lead to the conclusion that it is a poor idea that is too expensive and too disruptive for less than marginal benefit ("a trolley is 'cute'").</p>
051.06	<p data-bbox="191 1587 1544 1696">The COlumbia Pike trolley/light rail is a bad idea that should never happen. It is -- too expensive at a time of fiscal limits. Although such a system would probably benefit my property value, as a tax payer it is not justified. Whatever the current price estimates, they will doubtless expand--nothing is build for the quoted price.</p>
051.07	<p data-bbox="191 1713 1549 1780">-- too disruptive. Knowing the ability of work to take longer than projected, this construction project will result in years of disruption along Columbia Pike;</p>

ID	Comment
051.08	-- inflexible. The many limitations associated with a rail-based system faced with an accident and/or weather conditions will regularly result in major traffic problems; -- unnecessary. There are many only mildly creative options, e.g., running more busses or creating a "botique" trolley-look-alike that could travel the Pike and look attractive for tourists and casual shoppers. (The Philly Flash is such a vehicle). No build is the best. As noted above, expense, disruption, inflexibility, and available other alternatives make constructing a trolley a bad decision.
051.09	Anything that expends energy will generate environmental effects. An electrical trolley would get its energy from power generated somewhere. If there is concern about pollution from vehicles on the Pike, buses could run on natural gas.
052.01	I think the streetcar would be AWESOME.
053.01	I think the streetcar along Columbia Pike is a great idea. I lived in Jersey City for several years and that town was transformed by the addition of a streetcar system. Streetcars are also a far superior mode of transportation compared to buses. I am a south arlington resident and I think it would be a great addition to the Columbia Pike revitalization efforts. Also, the Columbia Pike corridor is only going to get more congested in the years to come. The streetcar is the best option to take the most cars off the road and move the most people efficiently and in a way that is more friendly to the environment. I don't know how anyone can be opposed to that! APPROVE THE STREETCAR!
054.01	Very excited about the whole plan for the Pike and looking forward to the streetcars. I feel the best option is the streetcar. That's what we support.
055.01	Your discussion is based upon the "technical analysis of the current study," which is treated as fact. Until this is widely available and part of the discussion, there is no basis for realistic public input; the process is "garbage in, garbage out." there is NO credible study that trolley systems (outside San Francisco's unique environment) (1) pay for themselves or (2) are supported after ten years by the locals or (3) solve the local transit problems. The trolley will block auto traffic; degrade bus service, and be an ongoing financial drain. In Alcovia Heights, we surveyed our inhabitants re the trolley. We are against the trolley 2 to 1; 90% will continue to commute via private vehicle; and of the 1/3 who like the trolley idea, only 10% would actually use it. The county has intentionally avoided actually getting valid quantified public sentiment on the Trolley. (Meetings to announce plans are a PR smokescreen to cover up the fact that the county has no consensus or approval for the trolley.) The Pike is one of the most vital VA transit corridors to DC, not a gift to developers. We can improve transit with articulated busses at 1/50th of the cost of a trolley and without effectively blocking on lane to traffic. The only valid reason for a trolley is to encourage developers (who will come to the Pike for financial gain anyway.) People, not bureaucrats, should decide our transit system. We do not want the trolley.
055.02	Both the enhanced and articulated proposals should be considered only under a strict cost/benefit review. Since our taxpayers financed our roads for private vehicle use, and the private vehicle is not going away for many decades, a competent plan must address the needs for these vehicles. All current county plans define away the private vehicles. Public comments by Board members have confirmed their agenda to force cars off the roads (that we paid to be built). These roads need to address vehicles used for errands; errands far outnumber commuting trips.) The trolley and no-build options force vehicles through our neighborhood streets, endangering our families. Perhaps the most fatal flaw with the trolley is that steel on steel wheels cannot navigate the hills on the Pike.
055.03	Economics will drive a gradual migration from gas to electric vehicles, benefiting the environment. However, degrading our thoroughfares (which the trolley would do) will drive up idle times and the exhaust in our air. The only realistic way to reduce exhaust gases is to shorten transit times, which the trolley will exacerbate. Faster transit for private vehicles will reduce the cut-through traffic in adjoining neighborhoods.
056.01	I greatly appreciate the county conducting these reviews. As someone who lives on the Old W and OD canal and enjoys the beauty of it, I am happy the county takes the impact the streetcar may cause on the environment seriously.

ID	Comment
056.02	I am fully in favor of the Streetcar Build. The increase in the capacity from street cars alone is enough of a reason to support the project over buses. However, I also firmly believe that Streetcars will encourage more non commuting travel in a way that an increase in buses will not. While I am a long-time user of the metro DC bus system, many of my friends and colleagues remain extremely uncomfortable with it. Bringing more people to Columbia Pike to shop and eat can be best accomplished by the introduction of a Streetcar line; especially one that, over time, would connect to Crystal City and possibly Alexandria. Finally, I believe that over the long there, a Streetcar plan will have the least environmental impact as it will encourage more people to ride it rather than drive on their own. For myself, I would happily take a streetcar to the grocery store or down to a restaurant on the Columbia Pike rather than drive whereas I am much less likely to do so with the current bus system.
057.01	stop talking and build the thing before I'm too old to use it. if it is not rail don't waste your money. bus pollutes, build electric, and hybrid is not electric.
058.01	The assessment does an excellent job of outlining the needs present in the Columbia Pike corridor to handle increased traffic and density. As the community, and its lifestyle become more desirable, we must be able to deal with the increased demands on our transportation system. I favor the implementation of the streetcar alternative along Columbia Pike. I believe that that choice provides for the greatest long-term benefit to the community. As the region sees the development of other streetcar projects, in the District, as well as the potential Route 1 corridor line, the Pike should remain competitive. In order to make our neighborhood attractive to both residents and business interests, traffic congestion must be addressed, and the walkability of the area improved. Being able to navigate the Pike in a walkable fashion promises greater prosperity for local businesses, and a greater sense of community and connectedness to residents. Rather than accepting a second choice status, as other jurisdictions take the lead in innovative transit development, our community must remain an example for the region and the nation.
059.01	This study is FUNDAMENTALLY flawed because it was essentially structured to ask "how can we justify establishing a streetcar system along Columbia Pike?" instead of "how can we establish a transit network that most effectively serves the existing and desired future demand for travel along the Columbia Pike corridor?" Most travel by Pike corridor residents is to destinations other than Pentagon City, and this study does NOTHING to serve that travel demand. The TSM-2/Articulated Bus alternative is clearly superior to all the others studied. It would attract nearly the same transit ridership as the Streetcar alternative at about one fifth of the cost, saving nearly \$200 M in public funds for alternative investments in the Columbia Pike corridor or elsewhere for: 1) alternative bus service improvements (e.g., more peak-period express bus service to regional activity centers, a free bus trolley to bring customers to Pike businesses at lunchtime, evenings, and weekends), 2) more public parking spaces along the Pike (reducing the burden on private developers), 3) more public investment in needed or desired infrastructure such as schools, water/sewer improvements, new parallel streets, committed affordable housing units, and public open space and greenways. The opportunity costs of spending an extra \$200 M for an unnecessary new streetcar service is huge and must be considered. Moreover, TSM-2 does not preclude converting to streetcar service at a future time, when transit ridership and local land use is more compatible with that service.
059.02	Installing streetcar tracks in both curb lanes of Columbia Pike would greatly impede east-west bicycling along this corridor. The only way to adequately mitigate the hazard of such tracks would be to incorporate the construction of a COMPLETE parallel bikeway along Columbia Pike from Joyce St to Jefferson St, including direct parallel off-Pike connections west of George Mason St, between Cleveland St and Joyce St, AND build the Hoffman-Boston bikeway connector between S Queen St and Army-Navy Dr.
059.03	The Streetcar alternative is unworkable because streetcars will be blocked by truck deliveries to several businesses along the Pike, including the establishments on both sides of the road between S Garfield St and S George Mason St (e.g., PJ Brennan's Pub, Old Arlington Grill and at S Cleveland St (e.g., Dominoes Pizza). There needs to be a plan to prevent delivery trucks from parking in the curb lanes of the Pike yet allowing efficient freight and package service deliveries.

ID	Comment
059.04	<p>Good evening. I'm Allen Muchnick. I've lived in Arlington for much of the last 41 years, and living a half block off the pike for the past decade. First of all, I want to thank the project team for holding this question and answer session. I think it's -- the people on either side of this project are both passionate and well informed, and it's been very informative to hear everybody's comments. I have a series of yes or no, very simple yes or no questions that I would appreciate getting the answers to, and I'll get as many of them as I can in my time. Number 1, yes or no, in selecting TSM-2 as a locally preferred alternative preclude implementation implementing a streetcar in five, ten, 15, or 20 years? Number 2, yes or no, would it be fair to characterize the AAEA document as showing that TSM-2 could accomplish roughly eight percent of the streetcar's travel benefits for about 20 percent of the capital costs? Question 3, yes or no, would advancing TSM-2 instead of the streetcar avoid spending about 200 million dollars in public funds which could alternatively be invested in the pike corridor, some of which anyway, that would move more people by public transit and could advance more effectively the design revitalization, growth and help preserve the reported housing along the pike? Number 4, yes or no, could TSM-2 supplemented with additional peak period nonstop and limited stop bus service, including articulating bus service to the Pentagon as well as to Pentagon City, just the lightest amount of that, possibly and also maybe a bus travelling to local businesses in the evenings, weekends and lunchtime, move more people by transit for far less than 250 million dollars in the streetcar alternative? Number 5, if TSM-2 were pursued for FTA Small Starts funding, would a larger share of the capital costs be covered by -- than the 30 percent of the streetcar project would be covered? What accounts -- then I have a question here. What accounts for the range of 39 to 68 million dollars for the TSM-2 capital costs? Why is there such a wide range in those costs? Anyway, thank you very much, and I appreciate the answers to those questions.</p>
060.01	<p>This comment is about the western terminus of the Pike Transit Initiative. The Initiative's full potential will only be realized if it is extended to the Skyline Central Plaza. Skyline is the highest-density residential area in Fairfax County, and bringing Pike Transit to it will multiply the commercial potential of the entire Initiative.</p>
061.01	<p>I strongly object to the trolley option. The expenditure is irresponsible. The 16 buses serve the Pike well. Just because the Board promised developers their "Disney ride" doesn't make it a good idea or fiscally smart.</p>
061.02	<p>Arlington has managed to squeeze out most of the affordable housing - the Pike's the last hope for most lower-income families. It's reprehensible to sacrifice lower rents for "Clarendon South." At the very least, put it up to a vote on November's ballot.</p>
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062.01	<p>Opportunity Cost from disruption is notoriously hard to estimate and easy to skew. We hope yours analyses are honest. Furthermore, not creating the light rail but merely improving the bus stops and providing more rides (possibly for less money or even free) would have almost no impact. I would suggest that you look at the debt service and costs (in terms of business disruption, opportunity cost...etc and future prospects of debt as it will not be able to pay its own way) and look at how much money can be saved by not doing it. Then look to see if that means you can provide current shuttle service (possibly in attractive tram like vehicles) for free for that stretch or for minimal money. Or you could look at doubling the frequency and number and still providing it for free. Not constructing the light rail would have significant impact while improving bus/jitney/tram-look alike bus service and providing it for free or at very low cost will certainly have minimal impact and would create jobs.</p>
063.01	<p>I most certainly support the streetcar alternative to bring value and revitalize Columbia Pike. I look forward to riding it! The streetcar I think is the best alternative, because a SmarTrip only system helps speed up the loading process, and keeps transit on schedule. Plus the larger capacity. Also Streetcars would appeal to higher-end income riders, such as metro rail riders.</p>
063.02	<p>less exhaust in the streets the better!</p>

ID	Comment
064.01	Build the streetcar ASAP. This may be the most important transportation project in the region over the next ten years. The streetcar is the best option available.
065.01	As a resident of the Douglas Park neighborhood adjacent to Columbia Pike, I strongly support the construction of a streetcar line along the Pike. I am willing to pay additional taxes to support this project and would support County bond issuance for this purpose. The evaluated alternatives to the streetcar, including no new construction, establishing an Enhanced Bus line, or developing an Articulated Bus line, are, in my opinion, less desirable than a streetcar line.
066.01	I am strongly in favor of the proposed streetcar. My family and I frequently walk to Columbia Pike from our home to patronize the various businesses there. A streetcar would spur greater revitalization, increase transit options and encourage more residents to leave their cars behind. The streetcar is the right option for the Pike and the County, and I wholeheartedly support its implementation.
067.01	Please count me among the local residents who are not in favor of a trolley on Columbia Pike. After about 10 years of having our street and sidewalks torn up for various construction projects, not the least of which was to route all utilities underground, I am not interested in more construction to tear up our street to put rails in the road and wires overhead.
067.02	Putting a trolley line in is just a big step backwards for the esthetic appearance of the Pike.
067.03	But more importantly, I have a safety issue. Although I am not a regular mass transit user I am a regular bicycle commuter and I am not eager to put up with the hazards of construction or, once the rails are put in the regular traffic lanes, the hazards the rails will pose to bicycle wheels.
067.04	Arlington County has tried over the years to make the County more bicycle friendly. Again, putting a trolley line in is a step backwards on this issue too.
067.05	And then there is the cost of the trolleys and new infrastructure to support them. No thank you. Let's stick with buses.
068.01	I think an important alternative was left out. That would be the use of trackless trolleys instead of streetcars. It would have a lower build cost because tracks wouldn't have to be installed. It would reduce exhaust pollution to the same degree as streetcars. And it would provide increased flexibility in that a trackless trolley can go around a stalled vehicle where a streetcar cannot. I've lived in both Boston and San Francisco. My experience tells me that streetcars work best in a dedicated right of way. I do not believe that Columbia Pike, which isn't wide enough for a center right of way, is the proper environment for this type of transit. Trackless trolleys, also available in articulated versions, are the best answer.
068.02	I think an important alternative is being left out of the discussion. That would be the use of trackless trolleys instead of streetcars. It would have a lower build cost because tracks wouldn't have to be installed. It would reduce exhaust pollution to the same degree as streetcars. And it would provide increased flexibility in that a trackless trolley can go around a stalled vehicle where a streetcar cannot. I've lived in both Boston and San Francisco. My experience tells me that streetcars work best in a dedicated right of way. I do not believe that Columbia Pike, which isn't wide enough for a center right of way, is the proper environment for this type of transit. Trackless trolleys, also available in articulated versions, are the best answer.

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068.03 It's a little late for me to become involved in the Columbia Pike streetcar controversy, and for that I apologize. However, I would like my thoughts known on the matter and ask that you convey what's below to the commission members.

First, I applaud the defeat of the streetcar resolution by the TAC this past week.

Second, I think an important alternative is being left out of the discussion. That would be the use of electric trackless trolleys instead of either streetcars or articulated busses.

It would have a lower build cost than streetcars because tracks wouldn't have to be installed. It would reduce exhaust pollution to the same degree as streetcars. And it would provide increased flexibility in that a trackless trolley can go around a stalled vehicle where a streetcar cannot.

I've lived in both Boston and San Francisco. My experience in those cities, in which both streetcars and trackless trolleys are employed, tells me that streetcars work best in a dedicated right of way. And Columbia Pike isn't wide enough for a center right of way. Trackless trolleys, also available in articulated versions like busses, seem to me to be a far better answer.

If this alternative has already been considered and rejected, I would very much appreciate knowing why.

ID	Comment
069.01	<p>I strongly support the continued pursuit of the Streetcar alternative, as presented in the revised AA/EA. As a study area resident, home-owner, and daily transit rider, I strongly believe that the streetcar alternative is in the best long-term interest of the study area. The streetcar alternative will provide the much-needed transit enhancements while minimizing the environmental impacts of these enhancements (particularly in terms of air quality), minimizing traffic congestion associated with the continued revitalization of Columbia Pike, and providing a more stable long-term operating expense outlay than the other alternatives. Although the initial capital cost is higher than other alternatives, when considered in it's full scope and the health of the community, the streetcar alternative is superior to all other alternatives examined. While the No Build, TSM1, and TSM 2 alternatives are lower in initial cost than the Streetcar alternative, the Streetcar alternative is superior when the long-term effects are taken into consideration. At peak hours, the current 16 line and 41 buses are already at capacity. It is not unusual to encounter bus bunching of 3 to 4 buses. Additional buses will not solve this, and has been shown in this analysis to have a greater negative impact on traffic patterns. Only streetcars and articulated buses have the capacity necessary to address the growing population of the study area. Of these two options, articulated buses are less expensive, but have a shorter lifespan than streetcars, making them significantly more expensive in the long term, as replacement costs are factored in. Furthermore, personnel costs are one of the greatest expenses for transit operation. The streetcar alternative offers the highest capacity with the lowest personnel costs, with fewer operators needed to maintain the highest level of service. This, again, provides more long-term cost stability for the funding jurisdictions and riders. Additionally, numerous academic research has shown that streetcars attract more riders to transit than buses, which will allow for increased residential density within the study area while decreasing traffic impacts by removing potential individual drivers from the road. These individuals will also be walking or cycling to the streetcar stations. Academic research also shows that pedestrians and cyclists spend more money through more frequent trips to nearby businesses. Thus, as more residents of the study area utilize transit, the surrounding businesses will also see an increase in revenue, creating a positive economic feed-back loop. The streetcar build option is by far the superior approach. Although the streetcar alternative poses the greatest impact in terms of acres required to provide service, many of these acres are already impervious surfaces, meaning that utilizing these areas to support the streetcar build will have limited impact in terms of tree canopy removal or impact to storm-water runoff. In fact, if these developments are constructed using Low Impact Development techniques, this build option could actually improve the impact for these areas. The streetcar build option will have the greatest positive impact for the study area in terms of noise pollution and air pollution. Any bus alternative that is utilized will continue to have noise issues and each bus is a continued source of air pollution within the study area. Streetcars have been shown to be quieter in operation than buses, and are operated by electricity, meaning that any air pollution is created at the point of power generation, not the point of power utilization. Additionally, the cost of electric power generation is far more stable over time than the cost of CNG and diesel, which will provide lower and more predictable costs and the system continues to operate. Again, the streetcar build is the best alternative studied.</p>
070.01	<p>As sole proprietor of Capital Traction and Electric street railway company, I find myself amazed that your state government seems to have consistently ignored my multiple requests to construct and to operate a street railway along Columbia Pike in Virginia (confer Routes 61 & 68 in "Alignments" section of my proposal).</p> <p>Please see "Alignment" section of Capital Traction and Electric's 43 page proposal.</p> <p>Please see "Need" section of Capital Traction and Electric's 43 page proposal.</p>
071.01	<p>* After a careful reading of the Columbia Pike AA/EA, I believe the document contains important information which can be used in the decision-making process by elected officials. However, I also believe the AA/EA fails to provide a quantitative decision-making framework which uses commensurable measurements that reflect an equitable comparison of differences between alternatives. As much as possible, the public needs to clearly understand the future benefits and costs (receipts and disbursements) that are reflected both by cash flow and the time value of money. Possibly there is such work already in progress as given by footnote 4 on page 5-11 [Columbia Pike Transit Initiative: Return on Investment Study (Draft), AECOM for Arlington County and Fairfax County, May 2012]. If possible, this work should be made available for public review and comment at the hearings of June 6 and 7, 2012.</p>

ID	Comment
072.01	I oppose the proposed streetcar. Enhanced Bus service would achieve the goals of the streetcar without the fixed infrastructure investments.
072.02	In addition, the streetcar build would make traffic on the pike worse not better.
073.01	I don't think it makes sense to put overhead wires down Columbia Pike for the trolley when elsewhere in the county electric wires are being buried for esthetic reasons.
073.02	I also question why rails are necessary. Wouldn't it make more sense and be cheaper to improve the bus service. The buses could look like trolleys if nostalgia is a factor.
074.01	I strongly support the Streetcar Build. For the last 30+ years, Arlington has used transit to promote smart growth. Building a streetcar on Columbia Pike would continue a winning strategy that has transformed the county into a richer, more vibrant and more humane community. I have lived in the county nearly my entire life, and have seen how investing in transit builds strong communities. We have a whole lot of evidence that mass transit and smart development work. I understand it will cost money, but interest rates are at historically low levels, and investments in transportation infrastructure along Columbia Pike are likely to yield economic dividends for decades.
074.02	The StreetCar Build is the best solution. A street car system is far more permanent than bus solutions. It is "sticky" in the sense that businesses and developers know that the street car system is going to be there and not go away. So, if you are a developer thinking of investing in a property near Columbia Pike, the fact that a permanent streetcar system is in place militates in favor of putting your capital at risk to develop the property. We need look no farther than the Rosslyn-Ballston corridor to see how having a permanent transit system can help spur smart growth. Additionally, streetcars have a cachet and convenience that buses do not and will make the area more attractive to prospective residents.
074.03	A streetcar would obviously encourage higher density development along the Pike, which would allow for residents to be less dependent on cars. Needless to say, such a development reduce carbon dioxide and particulate emissions. The health and environment benefits are obvious. The Rosslyn-Ballston corridor provides evidence that development along mass transit lines reduces car dependency.
075.01	I am strongly opposed for 2 reasons: 1) exhorbitant cost in this time of recession recovery
075.02	and 2) it will definitely further drive out affordable housing from the county.
075.03	Rapid transit bus should be explored instead.

ID	Comment
076.01	<p>In order to seek federal funding from the Federal Transit Administration for a transit project, Arlington needs to conduct an “alternatives analysis” as part of the process. But under the law governing federal funds, the federal government is required to analyze and consider the alternatives analysis for the project to ensure that sufficient effort has been made to perform a true exploration of alternatives analysis. If the County can’t convince the FTA that the ongoing process meets this standard, the Board’s planned Columbia Pike streetcar could be denied federal funds. Take a look at the facts. In 2006, the Arlington County Board formally endorsed a streetcar for Columbia Pike. Since that time, the board members have time and again re-affirmed that they support a trolley for Columbia Pike (other than newcomer Libby Garvey). The website of the Columbia Pike Transit Initiative – the entity doing the alternatives analysis – served for the last few years as an advocacy platform for the streetcar (and no other alternative). County Staff has recently published a newsletter (and delivered to every Arlington household) with a “news item” that was another advocacy item for the streetcar (with no discussion of the alternatives under consideration in the AA). And Board Member Mary Hynes, just last month, once again discussed her support for the streetcar in a published Opinion piece, without mentioning any of the alternatives that are supposedly under active consideration. (Note that the Citizen and Ms. Hynes even use nearly identical talking points.) Taken together, this activity may give the appearance that Arlington County is not engaging in a true analysis of the alternatives, but rather is undergoing an illegitimate process designed to hide the County government’s firm commitment to a streetcar, regardless of the transit corridor’s needs and the available alternatives. If the ongoing analysis does not meet the legal requirements to make the project eligible for federal funding, and the Board submits the streetcar plan for federal funds, it will be rejected. A rejection such as this would unfortunately push back the timeline for high-capacity transit on the Pike. If the alternatives analysis gets past the FTA, the all-but-certain litigation over the highly controversial trolley may hinge on whether the County truly explored alternatives. At this point, that seems like a tough row to hoe.</p>
077.01	<p>One of my fav destinations are a couple of the original historical markers that laid out the original DC boundary One is in the middle of the median on Jefferson St just off of Columbia Pike heading up towards Skyline (and likely to be either destroyed or moved again if the trolley goes up that way) and the other on Walter Reed close to King St. http://www.boundarystones.org/ There are many interesting sites in south Arlington - the overlook at the end of Ridge Rd, Ft Scott Park Near Crystal City, one of the original homes of Freedman's village located at S. Quinn/10St S near the on ramp to Washington Blvd off of columbia pike. I belong to a great group on facebook called "I grew up in Arlington" https://www.facebook.com/#!/groups/igrewupinarlingtonva/ where us "old timers" post lots of old pictures and memories of arlington from mostly the 40s-90s. https://www.facebook.com/#!/groups/igrewupinarlingtonva/</p>
078.01	<p>I prefer the TSM-1 or TSM-2. I feel the steetcar build would be a horrendous mistake--create traffic chaos on the pike, dangers for cyclists getting caught in sunken rails, no real advantage for commuters or those wishing to use public transportation, and a tremendous burden for taxpayers. As a commuter, I use public transportation (buses and occasionally metro) every work day and think that the availability of buses along the Pike is quite good. Intelligent signs/monitors that tell you how long until a particular bus arrives would be an excellent addition (like that available at the Columbia Pike/Quincy stop for the ART buses). Also time/spacing of buses could be better. Buses tend to clump together with an almost empty bus following on one or two packed buses. Improving the current fleet by dampening some of the interior noise and water leaks (the former is particularly bad on ART buses)would make taking public transportation more pleasant, and requiring every passenger to use a SMARTTRIP card would speed up boarding time. Increasing bus frequency on evenings and weekends would encourage the use of public transportation to get to shops, restaurants, or theaters. I hesitate to use public transportation now for those purposes because I often have to wait 30-40 minutes for a bus.</p>
078.02	<p>No build--this is a liveable solution to the present but would be inadequate to deal with increased population on the Pike.</p>
078.03	<p>TSM 1- Enhanced Bus -- My first choice</p>
078.04	<p>TSM2- Articulated Bus -- My second choice</p>
078.05	<p>Streetcar -- ABSOLUTELY NOT!!!</p>

ID	Comment
078.06	The buses now use natural gas and produce little pollution. Natural gas is more efficient than electricity as an energy source.
078.07	Streetcars produce hazards due to sunken tracks for bikes, scooters, motorcycles, and strollers.
078.08	A broken-down streetcar would cause worse problems for the transportation system than a broken-down bus or even a disabled metro car (since there are a double set of tracks on metro).
078.09	Why waste money tearing up the infrastructure and buying new equipment when the money can be better spent maintaining the current streets and equipment and adding efficient and comfortable buses to the fleet?

079.01 Exhaustive report - but it probably had to be that way. See my rationale below. Streetcar Build is the best alternative. Streetcars for South Arlington Through a Facebook friend of a friend, I glimpsed a picture of my daughter and her date on their way to the prom. She looked happy and beautiful. Yikes. I am reminded of teenage rites: asking for a date, fearing rejection, reaching out to hold hands, growing up. As I ponder the possibilities of a Streetcar along Columbia Pike, I think of those teenagers. I imagine a couple of teens boarding the Streetcar and heading off to dinner at Lebanese Taverna in Pentagon Row. Fast forward and I imagine professionals riding the Streetcar back and forth along the Pike to meetings. Then I see a well-dressed couple in their 70's boarding the Streetcar enroute to Metro. They have tickets to hear Andrea Bocelli at the Verizon Center. The automobile is OK, but can be expensive and a hassle to insure, maintain and park. The Streetcar seems like an attractive option for those who don't have a car – or – don't always want to use their car. I mention all this because the Federal Transit Administration (FTA) is considering the Alternatives Analysis and Environmental Assessment prepared by the Pike Transit Initiative in connection with the proposed Streetcar project planned to run along Columbia Pike. Their goal is to secure a significant contribution from the federal government to help pay for the project. Here is what we know so far: • Using Federal government's pricing guidelines; the ten mile streetcar system (almost five miles each way between Skyline & Pentagon City) will cost about \$250 million. • Alternatively, an up-graded, articulated bus system (sort of a double bus with an accordion-like section in the middle) will cost about \$50 million. • There are no environmental impacts that cannot be mitigated. • The Federal pricing guidelines are loaded up with inflation factors (at 3% per year) and contingency funds (at 18%) – just so you know. I have convinced myself that the Streetcar is a good public investment for Columbia Pike. My thinking is framed by posing an either/or question. What do you want the Columbia Pike area to look like in 10 or 20 years – a commuter artery – or – an urban village? The future Columbia Pike can wind up looking a lot more like one or the other. The Streetcar is going to cost much more than even the up-graded, articulated bus. However, I believe the Streetcar is worth much more and the pay-back will come in spades to Arlington (and Fairfax) Counties in an economic up-cycle or two. For starters, bankers have a lot more faith in real estate projects within walking distance of a fixed-rail transit stop. Bus routes change. Rails are set in stone (that is to say ... concrete). Look at the development examples along the Blue and Orange Metro lines. Do you imagine the same office, residential and retail development would have occurred if we had articulated buses instead of Metro? No way. Pockets of office space would exist in Rosslyn, Crystal City, Pentagon City and elsewhere. Arlington would be a bedroom suburb of Washington with crowded roads, an airport, the Pentagon and lots of residential and retail development. Some might prefer this scenario, but not me. Just think of the difference in annual tax revenue if the Blue and the Orange lines were bus routes. Remember that office buildings produce large tax receipts and use almost no county services. Furthermore, critical masses of office buildings tend to attract hotels – and there is no form of real estate more tax accretive than hotels. The Blue and Orange Metro lines have helped produce a virtuous circle of growing tax receipts that keep a lid on tax rates and contribute enormously to the quality of life in Arlington. Said another way, Arlington's transit has allowed the bedroom suburb to become a series of urban villages. Thousands of people don't just pass through Arlington on a daily basis. Many live, work and shop – right here in Arlington. How many public investments pay these kinds of real, quantifiable, annual cash dividends? The case I am trying to make – Columbia Pike with a Streetcar will have a chance to develop in an urban, mixed-use pattern. Perhaps - a light-rail version of the Rosslyn-Ballston corridor – if you will. As a bus route, we are going to get more of the same: a development pattern like Leesburg Pike or Rockville Pike with dozens of apartments, retail strips and parking lots clustered along a very busy roadway. Stephen Mouzon writes in his thoughtful, the Original Green – Unlocking the Mystery of True Sustainability, "Nothing condemns a building to the wrecking ball faster and with more certainty than if it is unlovable." I believe the same dynamic of "lovability" applies to a neighborhood, a village, a place. We stand a much better chance of creating an authentic, sustainable, lovable place along Columbia Pike with a Streetcar than we do with an articulated bus. With 16,000 riders each weekday, today's Columbia Pike carries more bus passengers than any other roadway in Virginia. Add in the Streetcar and weekday ridership is projected at 26,000 per day. The Streetcar system is efficiently expandable in ways a bus system is not. Imagine the benefits of all those automobile trips not taken. Both the streetcars and the buses are going to trundle along with the rest of the traffic on the Pike. For lots of reasons many people like to ride streetcars more than buses. Maybe it's vanity. Maybe streetcars are more fun. Maybe it's confusion over byzantine bus routes. I just know it's true for a lot of people. In fact, Charlie Hales, mayoral candidate in Portland, Oregon and former Portland City Council Member said in a February 2012 radio interview, "Streetcars carry more people than buses. Because you attract more

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079.01	<p>riders who don't ride transit now. And actually the operating costs are not greater than the bus. The trick is coming up with the very large capital cost." The local newspaper, "The Oregonian", subjected Charlie Hales's quote to their "Truth-O-Meter" in its April 4, 2012 edition. Using local and national research, they found the statements to be true. The implications for Columbia Pike are significant. I toured the Portland streetcar system a few years ago. Over \$2.8 billion in new, tax-paying, mixed-use real estate has been built within three blocks of the streetcar right-of-way. The system has been expanded three times. Average weekday ridership has grown from 5,000 to more than 12,000. They claim that their existing streetcar saves over 27 million miles per year in automobile trips around Portland. In my view, Portland's streetcars did nothing less than serve as the turn-around-catalyst for a city in decline. Entire sections of neglect, like the Pearl District, were invigorated with transit-oriented office, retail and residential development. As I rode their streetcars, walked their sidewalks and toured new buildings, I could tell the people of Portland loved what their city was becoming. They wore their new digs like a favorite outfit with just the right shoes. When I saw what the streetcar did for the people of Portland, I was certain that it would work along Columbia Pike. David DeCamp May 26, 2012 David is a dad, husband, real estate developer & sales agent. He is a member of the Congress for the New Urbanism (CNU) and serves on the boards of the Columbia Pike Revitalization Organization (CPRO) as well as the Arlington Chamber of Commerce. He is a graduate of Leadership Arlington – class of 2004. His views are his own and not necessarily the views of his employers, CNU, CPRO, the Arlington Chamber or Leadership Arlington.</p>

079.02 County Board Members -

Here is an article I just submitted to the Sun Gazette that explains why I am in favor of the proposed streetcar system along Columbia Pike. The Sun Gazette accepted a slightly shortened version & have posted it on line (edited version leaves out some of the quotes that help make the case).

Best regards & let me know if I can be helpful.

Through a Facebook friend of a friend, I glimpsed a picture of my daughter and her date on their way to the prom. She looked happy and beautiful. Yikes. I am reminded of teenage rites: asking for a date, fearing rejection, reaching out to hold hands, growing up. As I ponder the possibilities of a Streetcar along Columbia Pike, I think of those teenagers. I imagine a couple of teens boarding the Streetcar and heading off to dinner at Lebanese Taverna in Pentagon Row. Fast forward and I imagine professionals riding the Streetcar back and forth along the Pike to meetings. Then I see a well-dressed couple in their 70's boarding the Streetcar enroute to Metro. They have tickets to hear Andrea Bocelli at the Verizon Center. The automobile is OK, but can be expensive and a hassle to insure, maintain and park. The Streetcar seems like an attractive option for those who don't have a car – or – don't always want to use their car.

I mention all this because the Federal Transit Administration (FTA) is considering the Alternatives Analysis and Environmental Assessment prepared by the Pike Transit Initiative in connection with the proposed Streetcar project planned to run along Columbia Pike. Their goal is to secure a significant contribution from the federal government to help pay for the project.

Here is what we know so far:

- Using Federal government's pricing guidelines; the ten mile streetcar system (almost five miles each way between Skyline & Pentagon City) will cost about \$250 million.
- Alternatively, an up-graded, articulated bus system (sort of a double bus with an accordion-like section in the middle) will cost about \$50 million.
- There are no environmental impacts that cannot be mitigated.
- The Federal pricing guidelines are loaded up with inflation factors (at 3% per year) and contingency funds (at 18%) – just so you know.

I have convinced myself that the Streetcar is a good public investment for Columbia Pike. My thinking is framed by posing an either/or question. What do you want the Columbia Pike area to look like in 10 or 20 years – a commuter artery – or – an urban village? The future Columbia Pike can wind up looking a lot more like one or the other.

The Streetcar is going to cost much more than even the up-graded, articulated bus. However, I believe the Streetcar is worth much more and the pay-back will come in spades to Arlington (and Fairfax) Counties in an economic up-cycle or two. For starters, bankers have a lot more faith in real estate projects within walking distance of a fixed-rail transit stop. Bus routes change. Rails are set in stone (that is to say ... concrete). Look at the development examples along the Blue and Orange Metro lines. Do you imagine the same office, residential and retail development would have occurred if we had articulated buses instead of Metro? No way. Pockets of office space would exist in Rosslyn, Crystal City, Pentagon City and elsewhere. Arlington would be a bedroom suburb of Washington with crowded roads, an airport, the Pentagon and lots of residential and retail development. Some might prefer this scenario, but not me. Just think of the difference in annual tax revenue if the Blue and the Orange lines were bus routes. Remember that office buildings produce large tax receipts and use almost no county services. Furthermore, critical masses of office buildings tend to attract hotels – and there is no form of real estate more tax accretive than hotels. The Blue and Orange Metro lines have helped produce a virtuous circle of growing tax receipts that keep a lid on tax rates and contribute enormously to the quality of life in Arlington. Said another way, Arlington's transit has allowed the bedroom suburb to become a series of urban villages. Thousands of people don't just pass through Arlington on a daily basis. Many live, work and shop – right

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I mention all this because the Federal Transit Administration (FTA) is considering the Alternatives Analysis and Environmental Assessment prepared by the Pike Transit Initiative in connection with the proposed Streetcar project planned to run along Columbia Pike. Their goal is to secure a significant contribution from the federal government to help pay for the project.

Here is what we know so far:

- Using Federal government's pricing guidelines; the ten mile streetcar system (almost five miles each way between Skyline & Pentagon City) will cost about \$250 million.
- Alternatively, an up-graded, articulated bus system (sort of a double bus with an accordion-like section in the middle) will cost about \$50 million.
- There are no environmental impacts that cannot be mitigated.
- The Federal pricing guidelines are loaded up with inflation factors (at 3% per year) and contingency funds (at 18%) – just so you know.

I have convinced myself that the Streetcar is a good public investment for Columbia Pike. My thinking is framed by posing an either/or question. What do you want the Columbia Pike area to look like in 10 or 20 years – a commuter artery – or – an urban village? The future Columbia Pike can wind up looking a lot more like one or the other.

The Streetcar is going to cost much more than even the up-graded, articulated bus. However, I believe the Streetcar is worth much more and the pay-back will come in spades to Arlington (and Fairfax) Counties in an economic up-cycle or two. For starters, bankers have a lot more faith in real estate projects within walking distance of a fixed-rail transit stop. Bus routes change. Rails are set in stone (that is to say ... concrete). Look at the development examples along the Blue and Orange Metro lines. Do you imagine the same office, residential and retail development would have occurred if we had articulated buses instead of Metro? No way. Pockets of office space would exist in Rosslyn, Crystal City, Pentagon City and elsewhere. Arlington would be a bedroom suburb of Washington with crowded roads, an airport, the Pentagon and lots of residential and retail development. Some might prefer this scenario, but not me. Just think of the difference in annual tax revenue if the Blue and the Orange lines were bus routes. Remember that office buildings produce large tax receipts and use almost no county services. Furthermore, critical masses of office buildings tend to attract hotels – and there is no form of real estate more tax accretive than hotels. The Blue and Orange Metro lines have helped produce a virtuous circle of growing tax receipts that keep a lid on tax rates and contribute enormously to the quality of life in Arlington. Said another way, Arlington's transit has allowed the bedroom suburb to become a series of urban villages. Thousands of people don't just pass through Arlington on a daily basis. Many live, work and shop – right here in Arlington. How many public investments pay these kinds of real, quantifiable, annual cash dividends?

The case I am trying to make – Columbia Pike with a Streetcar will have a chance to develop in an urban, mixed-use pattern. Perhaps - a light-rail version of the Rosslyn-Ballston corridor – if you will. As a bus route, we are going to get more of the same: a development pattern like Leesburg Pike or Rockville Pike with dozens of apartments, retail strips and parking lots clustered along a very busy roadway. Stephen Mouzon writes in his thoughtful, *The Original Green – Unlocking the Mystery of True Sustainability*, “Nothing condemns a building to the wrecking ball faster and with more certainty than if it is unlovable.” I believe the same dynamic of “lovability”

ID	Comment
079.03	<p>applies to a neighborhood, a village, a place. We stand a much better chance of creating an authentic, sustainable, lovable place along Columbia Pike with a Streetcar than we do with an articulated bus.</p> <p>With 16,000 riders each weekday, today's Columbia Pike carries more bus passengers than any other roadway in Virginia. Add in the Streetcar and weekday ridership is projected at 26,000 per day. The Streetcar system is efficiently expandable in ways a bus system is not. Imagine the benefits of all those automobile trips not taken. Both the streetcars and the buses are going to trundle along with the rest of the traffic on the Pike. For lots of reasons many people like to ride streetcars more than buses. Maybe it's vanity. Maybe streetcars are more fun. Maybe it's confusion over byzantine bus routes. I just know it's true for a lot of people. In fact, Charlie Hales, mayoral candidate in Portland, Oregon and former Portland City Council Member said in a February 2012 radio interview,</p> <p>"Streetcars carry more people than buses. Because you attract more riders who don't ride transit now. And actually the operating costs are not greater than the bus. The trick is coming up with the very large capital cost."</p> <p>The local newspaper, "The Oregonian", subjected Charlie Hales's quote to their "Truth-O-Meter" in its April 4, 2012 edition. Using local and national research, they found the statements to be true.</p> <p>The implications for Columbia Pike are significant. I toured the Portland streetcar system a few years ago. Over \$2.8 billion in new, tax-paying, mixed-use real estate has been built within three blocks of the streetcar right-of-way. The system has been expanded three times. Average weekday ridership has grown from 5,000 to more than 12,000. They claim that their existing streetcar saves over 27 million miles per year in automobile trips around Portland. In my view, Portland's streetcars did nothing less than serve as the turn-around-catalyst for a city in decline. Entire sections of neglect, like the Pearl District, were invigorated with transit-oriented office, retail and residential development. As I rode their streetcars, walked their sidewalks and toured new buildings, I could tell the people of Portland loved what their city was becoming. They wore their new digs like a favorite outfit with just the right shoes. When I saw what the streetcar did for the people of Portland, I was certain that it would work along Columbia Pike.</p>
080.01	<p>In the long run, a streetcar can clearly move more people. In the short term, I would recommend a pricing experiment to balance some of the bus loading issues and to reduce some of the bus pressure during streetcar track construction.</p> <p>Pentagon-Annandale bus lines Local 16A and 16D are frequently standing room only in the afternoon whereas Express 29 C/E/G/H bus lines (along 395 and Little River Turnpike) are not, even though both run to much the same place and the 29 series are usually faster.</p> <p>Why? Some may say it's the ambiance. As a penny pincher, my guess is that prices are the main factor pushing lower income and cheaper folks to the \$1.50 Local fares and from the \$3.65 Express fares. If the plan is to encourage people to ride the streetcar to Bailey's Crossroads and then to transfer to other, more frequent buses to Annandale, that will probably move more people for minimal additional inconvenience in transfers and delays. If it costs more out of pocket for the working poor or adds multiple minutes to their route, that would be a huge disservice to one of the main Columbia Pike constituencies.</p> <p>One short-term way to lower congestion on Columbia Pike bus lines would probably be, hold your breath, to reduce the fares on the 29 C/E/G/H lines to match Local fares. I have never understood why a bus that exits 395 at Seminary Road (like the 7X) is a Local bus, but for magical reasons, one additional exit converts a bus to an Express bus. This might reduce some of the deadly bus overcrowding pressure during your construction period.</p>

ID	Comment
080.02	<p>This is a follow-on and complementary thought to my previous comments.</p> <p>Riders make rational economic decisions and rider data should underscore that cheap buses are generally more popular.</p> <p>Bus riders between the Pentagon and Annandale can presently take:</p> <ol style="list-style-type: none"> 1. Cheap slower very crowded Local buses that run on Columbia Pike. (16 A/D series) 2. Cheap slower Local buses that run on 395 and exit at Seminary Road (16L and 7X) 3. Expensive usually uncrowded and generally faster Express buses that run on 395 and exit at Little River Turnpike. (29 series and some 17 series) Occasionally 29 series buses are delayed and end up crowded, but generally they have rarely been full, in my experience. <p>The service provider WMATA and the Counties can also make a rational economically-driven choice in light of the success and crowding of 16A/D/L lines, and in particular light of the need to lighten the load during streetcar track construction. They can:</p> <ol style="list-style-type: none"> 1. Do nothing, and let the poor people suffer. 2. Add buses to 16 A/D/L lines. 3. Make alternative buses more attractive to those who are obviously price conscious. In other words, change the 29 C/E/G/H and 17 A/B/M lines from Express buses to Local buses. <p>My vote, clearly, is to get rid of the Express bus fares, at least in a multi-month experiment. That would probably balance the load more without needing additional buses. Increased ridership may even compensate for the fare losses. Finally, it would certainly move more people on Little River Turnpike itself, since the cost conscious presently wait for one of the few local buses there.</p> <p>A separate thought is that if you are not at least considering a new circulator bus route between the trolley terminus at Skyline and Annandale, you are probably not setting yourself up for maximum eventual success.</p>
080.03	<p>Good evening. I'm John Hoopes. I'm a resident of Annandale. I've ridden a whole lot of buses between the Pentagon and Annandale, and I have a question about magic. There is a magical "porthole" between Seminary Road and Little River Turnpike for buses, and I would like to see if that could be addressed somehow. Now, let me explain a little bit more on that. If you look at the ridership of buses between Annandale and the Pentagon, the 16A, D, and O buses are full, the 29G, H, and 17A, B (ph), and M (ph) buses are almost empty, you almost get a chauffeured service at times during the peak hours, and the answer is that there is a magical "porthole" between Seminary Road and Little River Turnpike. That magical porthole" -- and I don't know where it is -- changes the fare of that bus from a local fare to an express bus, so it changes the price from \$1.50 to \$3.65. So naturally, anybody that is pinching pennies going to Annandale is going to take either the steel buses along Columbia Pike, 16A, 13 D, or O. In my opinion, if you could change the fares on the 29G, H, or 17A, B, M series routes there, you probably -- if you change that to local fares, you're probably going to reduce a whole lot of your congestion on those through line bus routes. Can you go dispel the magic from -- or he must not be named -- I mean, WMATA. That's my comment.</p>
081.01	<p>As a general comment, I am very concerned about the potential cost of this transit improvement vis a vis our current underfunded commitments to transit. It seems highly irresponsible to me to invest in a new mode of transportation when there are repeated reports which stress how underfunded the current Metro system is.</p>
081.02	<p>. On a local level, I understand the desire for some to want more development in this corridor, but at the same time the local government has demanded [or extorted depending on your view point] money from developers to "improve low income housing" alternatives. Surely the most competitive rental rates would be found in "un-improved" areas. So when the new mode of transit creates this new development which is hoped for--- where will the current low income residents go? And why would I want to have to pay twice with my tax dollars? For new transit and housing credits???</p>
081.03	<p>An enhanced bus system makes the most sense to me. If the corridor out grows a comprehensive bus system AND the current Metro is fully funded, the community can re-visit the need for a street car.</p>

ID	Comment
082.01	<p>I have been meaning to congratulate you for your achievement with Arlington County but have put it off until now. I must warn you that I wrote to Board Chairman Hynes about the Columbia Pike Street Car. If she did not tell you, now you know.</p> <p>Maybe you remember I am more conservative than many in Arlington County, but I am still motivated by what works best. I have been involved in National Capital transportation since 1959. In 1962 I consulted for Darwin Stolzenbach, Administrator of the National Capital Transportation Agency that conceived MetroRail. I also consulted for a promoter seeking to make Washington an all-bus city, eliminating Street Cars as dictated by Congress. I had to advise him it was not economically feasible but Congress mandated it anyway. No one could come up with a workable plan until O. Roy Chalk of Trans-Caribbean Airlines came up with \$2 million and a big mortgage to get the franchise. Capital Transit had been ruled out because of a 59-day strike. As soon as Chalk got the franchise, he applied to keep the Street Car but no go. Motorists did not like them. They blamed Street Cars for the congestion caused by too many automobiles. From 1948, the last year of the full Capital Transit Street Car system, until 1975, the last year before MetroRail, buses lost 72% of the area's transit passenger-miles. The city lost much of its white population and its property values, plunging the city into bankruptcy by 1980 or so. MetroRail brought it back with a 360% gain in transit passenger-miles and an \$800 million city property value surplus when Tony Williams was mayor. You remember that, I am sure.</p> <p>What troubles me now is that MetroBus has reached a subsidy of \$1.12 per passenger-mile (2010) compared to 18 cents for MetroRail. WMATA may not tell you that but that is what they report to the FTA. Your Arlington Rapid Transit is much worse than that. Money always talks. We must listen. In 2010, Light Rail, which includes Street Cars, needed "only" 49 cents per passenger-mile operating subsidy nationally. That is 2.75 times MetroRail but we can't build half billion-a-mile subways everywhere. From 1991 to 2011, Light Rail passenger-miles grew 302%. From 2001 to 2011 it grew 60%. Buses nationally over that time span lost 1.5% in 20 years and 7% in the past ten years. Bus Rapid Transit averages only one-third of the projected ridership, but Light Rail attracts 25% more than estimated. I had to help fund the South BusWay in Pittsburgh, it bombed. Light Rail ridership there has held up. Details on request.</p>
082.02	<p>Motor fuel savings for cleaner air are also valuable and necessary. Arlington County people burn only 288 gallons of motor fuel per capita annually where Virginia burns 645. The national average is 580. Poor southern states like Mississippi, Alabama, Arkansas and South Carolina burn over 700. With MetroRail and VRE, Arlington is saving 292 gallons per capita per year worth \$219 million a year on motor fuel. Street Cars cost only 5 cents per passenger-mile for electricity but buses cost 10 cents per passenger-mile for polluting fuel.</p>
082.03	<p>Street Cars also have a record of boosting property values. The Portland Oregon example is exaggerated as an abandoned small railroad yard was converted to upscale housing served by the new Street Car line, but Columbia Pike is already fairly high property value so a Street Car will have less impact than in Portland, but it will have a very favorable impact. A study by Northern Texas University of Dallas and Portland (excluding the Street Car there) found that Light Rail added \$75 million per route mile to property values along the lines. Columbia Pike should exceed that as it has appreciated 339% from three years before Metrorail to now. I assign 200 percent of that gain to inflation and 139% to MetroRail. You can refine that estimate if you wish.</p>
082.04	<p>Since motorists object to Street Cars, we must address that issue. It is now more obvious than it was that automobiles, not Street Cars, caused our locally severe traffic congestion but Arlington has alleviated it considerably with MetroRail and VRE. Converting Street Cars to bus did not help as it drove away so many transit riders. A typical downtown street had Street Cars moving 1,500 to 2,000 people per lane in the peak hour, but with buses that fell to 500 or 600. Automobiles can carry only 900 per lane at usual occupancy. Street Cars on Columbia Pike may cut auto capacity a very slight bit, but will add about 400 per hour, net, to people-moving capacity. It could be much more than that if more people than expected would ride Street Cars.</p>

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082.05	<p>You will need considerable capital to build the Street Car line. Raising taxes to save money does not go over well. Our public debt argues against much more of it. May I suggest a non-profit civic corporation to sell revenue bonds to pay the local share of the Street Car line construction. You probably remember we would never have got VRE had not Steve Roberts found private capital to buy \$99 million of VRE bonds, actually NVTC bonds. Los Angeles has never been using a non-profit corporation to fund its current Light Rail construction. Alexandria Transit is a non-profit corporation. When I was the Operational Start-up Consultant for San Diego Trolley, we took bids for an operating contractor. We got four. Two were from reputable contractors but were almost double our budget. The other two bids were just under budget but came from unknown bidders with neither experience nor capital. I recommended they reject all bids and create a non-profit civic corporation to operate the new line under contract. That was done and to this day San Diego Trolley, Inc. has been one of the lowest cost per passenger-mile, highest ridership per trip transit operations anywhere in suburban North America. By pledging the fare revenue to bond redemption, giving bond holders a mortgage on the rolling stock and lease contract with Arlington and Fairfax Counties to support the operation, non-profit bonds can be amortized at no net cost to anyone. New Jersey built its Light Rail lines with capital funding by the private construction contractor but this is very costly as they are profit oriented so are subject to federal income tax that the transit operation has to pay for, year after year.</p> <p>If this is interesting enough to stimulate any questions, feel free to ask. My Arlington pension and health care are much appreciated. I like your tax rate.</p>
083.01	<p>Personally I do not see the benefit of a street car. The traffic is horrendous as it is, and adding to it by taking away a lane of traffic (yes i know you can technically drive on it but who wants to drive in the tracks of a street car?) is going to just make it worse.</p>
083.02	<p>More frequent and dependable bus service is all that is needed. This goes for the street car from potomac to potomac yards as well. Invest the money in upping ART bus service, and pitch in to the Potomac yards metro stop that is coming. work harder not smarter.</p>
083.03	<p>The cost is the biggest factor in this we have better things to spend our money on. I vote for No build or TSM1.</p>
084.01	<p>I am one of the many Arlingtonians who are opposed to the proposed Columbia Pike streetcar project. I understand the attraction of getting away from fossil fuel use, but this project just doesn't fill a need. Buses are doing the job.</p> <p>I am a political liberal who supports most County initiatives, but this is different. It would actually make it MORE difficult to get around on Columbia Pike.</p> <p>As a senior citizen, I am not much interested in all this walk-bike-to-public-transit business. It's one thing when you're 24 and another thing altogether when you're 74.</p> <p>OPPOSED TO PIKE TRANSIT PROJECT.</p>
085.01	<p>My wife and I are residents of the Forest Glen Subdivision in South Arlington and are Arlington County taxpayers. I am writing to express our opposition to the Columbia Pike Streetcar plan. This plan promises to be enormously expensive to build and very expensive to operate and maintain. It is unlikely to be self sustaining, thereby requiring endless subsidies paid for by County taxpayers. As with many public transit and transportation projects costs will very likely escalate well beyond all projections. In general, we will have a giant boondoggle.</p>
085.02	<p>A streetcar system is totally not necessary. We have an excellent bus system on the Pike and in adjacent neighborhoods. Improve the bus system, build and maintain bus shelters. And fix the roads. The Pike is in horrible shape, especially in the stretch from South Four Mile Run Drive to George Mason Drive. Many other roads in the County are in bad shape as well.</p> <p>Improve the bus system including building shelters, fix County roads, and abandon this ill-conceived street car project (approaching boondoggle).</p>

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086.01	I do not support the streetcar. The expense in terms of capital expenditure and construction inconvenience are too high. Columbia Pike is too small to accommodate two streetcar tracks, especially down by Penrose where I live. The idea is to reduce car travel, but the reality is that there is no alternative road. Anything that makes a congested road worse is not a good idea. The projection is for 6000 to 8000 additional apartments eventually along the pike. Only 80% (I think) are projected to have cars. But they have to get in and get out and the Pike is their major road. Making the lanes smaller and other accommodations that are required to accommodate the streetcar are bad ideas.
086.02	I like the TSM-2 option. Much, much less expensive than the streetcar, carries nearly the same number of riders, minimal construction requirements. So sensible!! The trick is to make them exciting and fun to ride so people will like them, but do not call them busses. Call them something sexy, like jitney or Pike Express, or the Happy Transit, but NOT a bus. Pick nice models with some bells and whistles to make them appealing. The TSM-2 option makes the streetcar unreasonable in comparison. I don't know why the powers that be are still so stuck on the streetcar, except perhaps foolish pride. I'm so happy the feds made you all examine this option. It's the obvious choice. Columbia Pike is prime real estate. Development will occur according to that nice future plan regardless of whether you have a streetcar system or the TSM-2. It's already started. It will continue. Go with the TSM-2 and it will be fine. I think some of you all promised the streetcar to developers already. It's mentioned in the Penrose Sq apartment website as if it was a done deal. If you did that, shame on you. Could that be why you're stuck on the streetcar idea? See #1. The increased congestion of cars navigating around a streetcar system will worsen the air. It will cause more noise. It will make people irritated. Busses are much more flexible. The TSM-2 is the way to go for sure.
086.03	It's going to take several years to build the streetcar system. At the meeting tonight, they said 2-3 months per block. Yikes! Those years will be so difficult for residents. You should take the money that would have been spent on the streetcar and pave some roads that desperately need it, both on the pike and nearby. Like the 2000 block of 6th St. South and Irving St. close to Arlington Blvd. That would be money well spent.
087.01	Why are Arlington and Fairfax Counties considering a streetcar line? A streetcar line is TEN TIMES the capital cost of enhanced bus service, has no routing flexibility once built, and will cost more to operate. In contrast, buses (with or without dedicated lanes) are much less expensive, require relatively few construction adjustments, can be rerouted or change frequency if necessary, and are less expensive to purchase and operate.
088.01	I oppose the construction of a streetcar system along Columbia Pike in Arlington. Any economic development benefits from streetcar transit are, in my opinion, highly speculative. Streetcar transit would make Columbia Pike unique, but it is unclear how and why that would translate into new demand for commercial and residential services along the Pike. Improved bus service would, in my opinion, promote economic development about as well as would streetcar service, and at a fraction of the cost.
088.02	Furthermore, if the objective of a transit system is to get as many people from as many origins to as many destinations as possible within any given budget, streetcars cannot compete with the flexibility and efficiency of bus service, especially if upgraded from the current service available along the Pike.
088.03	Lastly, I am concerned about the congestion resulting from dedicated streetcar lanes when cars get stuck behind a streetcar (I have seen this elsewhere)
088.04	and I dislike the negative visual impact of overhead electrical lines.
088.05	I favor TSM-1 or No build, for reasons stated above.
089.01	I appreciate the leadership of Arlington and Fairfax Counties for exploring the idea of light rail, enhanced bus service, or streetcar along the Columbia Pike corridor. I personally support the streetcar alternative and hope to see it built soon. The Pike is saturated with buses and the streetcar will take transit on Col. Pike to the next level, encouraging new riders to switch to transit and get out of cars. As a transit mode, the streetcar also provides the ability to stop at locations throughout the corridor, instead of just travelling straight through from point a to point b. Instead, a rider can make multiple stops and satisfy the need to get to several places within their immediate community without getting in a car. I support Streetcar Build and hope it moves forward soon.
090.01	Very imformative. No build - could be replaced. By more money for buses.

ID	Comment
090.02	<p>My name is James Jeter. I'm from Arlington being in the military some time in 1972, and I was just showing the young man there that I wrote my comments some time around 7:00 p.m., so I'm going to stay with it. My comment deals with why aren't the voters getting a chance to put forth their opinion in a voter's referendum, and I'm going to stay with that comment. Why aren't we getting a chance to take a chance to take our ideas in a voter's referendum? And when it comes to the county's path by doing something so far as actions so far as their opinion on a no-build action that we saw earlier, 240 billion dollars of taxpayer money on a no build, if you took that with a bus option, what would happen if you put that money into additional bus initiative? What would you be able to do with additional bus actions on that same route? You have something -- I think it's 90 passenger per rush hour traffic and you're picking up some additional usage there, 240 billion; and I noticed on Glebe Road -- I use Glebe Road quite a little bit. Two years ago I think we had a median divider there with concrete, and then a few years later we put in pavers with sand and brick pavers; and I think the concrete is running, or was running, around \$20 per square foot. And then we put those brick pavers in based upon the planning staff, and we went from \$20 per square foot cost based upon this staff work and we went up to \$30 per square foot. This is our usual task. This is just one project that the county staff used, and I will say well, I'm a taxpayer and I like to think about the effectiveness of our staff work. And then I said well, wait a minute now. We're going from \$20 on this one project to \$34 per square foot; and we all make mistakes. And this project has been going on for 10 years, 12 years, whatever, and is it another one of those great projects that somebody's going to talk about? I think the phrase over here was somebody's legacy. Hey, we got good legacies and bad legacies; and to me hey, this is one that's going to be thumbs up or is it thumbs down? Hey, don't ask me how it's going to go, but I will maybe not be around to use it, but that it's going to be right close to my house and it's going to be a lot of noise and a lot of dust. So don't have to worry about that last sign. I'm going to go sit down now.</p>
091.01	<p>If streetcar is not done - none of the other alternatives are worth doing. Everywhere I have seen lightrail - it has been a success - Norfolk, Detroit.</p>
091.02	<p>I don't believe the corridor will develop without lightrail.</p>
092.01	<p>The failure to incorporate cost restraint into the coa analysis of tables 9&10 is irresponsible. What is the cost per rider between each alternative? Without. How do you compare & quantify "livability."</p>
092.02	<p>The County DOT chair claimed that TSM 2 cannot be physically done, making it a pencil-whipped pro forum analysis. ANY choice is better than the bus.</p>
093.01	<p>I wish the process was faster. We have been discussing this for years. I want to see a streetcar. All seems satisfactory.</p>
093.02	<p>Hi. My name's Greg Greeley. I lived in 22204 for 25 years, and I'm currently a resident of Douglas Park in the neighborhood; so me and my family moved a quarter mile to the park and have lived on the pike for many, many years. We're interested in the fact that you're looking at a streetcar, but it seems like a conversation that has gone on a very long time; and based on what we see here, it's going to be 2017 before we see that. My question is: Is there any point in the future part of this process that can be accelerated so that we see a streetcar sooner versus in your model? Thank you.</p>
094.01	<p>I believe the benefits of a streetcar system over BUS ALTERNATIVE 2 are not sufficient to overcome the streetcar costs. They are too high.</p>
095.01	<p>We do not need another transit system. The bus service. Is very good.</p>
095.02	<p>The cost is way out of line.</p>
095.03	<p>The county board need's to stop being a dictator ship. The people. Of Arlington deserve better than a board that spends without regard To having the citizen having a vote or say in our government.</p>

ID	Comment
096.01	<p>Dear County Board Members:</p> <p>My name is Donna Banks and I have lived and owned a home in Arlington for over 20 years. To date, I have never contacted any member of the County Board on any issue. I have happily paid my real estate taxes (which have quadrupled since my husband and I purchased our Ashton Heights home in 1993), as I have generally been very satisfied with the services I receive in exchange.</p> <p>HOWEVER, I do believe that incurring costs of between \$242-\$261 million dollars (see December 2, 2011 Arlington County news release) --that translates to a cost of \$48-\$52 million per mile -- in this current economic climate for something that is not a necessity is completely irresponsible. Garbage collection, clean water, good education, public safety -- those are necessities. Installing an expensive streetcar system along a corridor that is already serviced by other public transportation options is not a necessity.</p> <p>I urge you all to exercise fiscal prudence on behalf of we citizens who elected you to do just that. Please do not move forward with the Columbia Pike streetcar plan at this time.</p> <p>Thank you for your time.</p>
096.02	<p>Dear County Board Members:</p> <p>My name is Donna Banks and I have lived and owned a home in Arlington for over 20 years. To date, I have never contacted any member of the County Board on any issue. I have happily paid my real estate taxes (which have quadrupled since my husband and I purchased our Ashton Heights home in 1993), as I have generally been very satisfied with the services I receive in exchange.</p> <p>HOWEVER, I do believe that incurring costs of between \$242-\$261 million dollars (see December 2, 2011 Arlington County news release) --that translates to a cost of \$48-\$52 million per mile -- in this current economic climate for something that is not a necessity is completely irresponsible. Garbage collection, clean water, good education, public safety -- those are necessities. Installing an expensive streetcar system along a corridor that is already serviced by other public transportation options is not a necessity.</p> <p>I urge you all to exercise fiscal prudence on behalf of we citizens who elected you to do just that. Please do not move forward with the Columbia Pike streetcar plan at this time.</p> <p>Thank you for your time.</p>
097.01	<p>@ArlingtonVA @arlingtondes Can't attend mtg so I'll tell you--none of my neighbors care about a #Columbiapike #streetcar. #wasteofmoney</p>
098.01	<p>I think that the AA/EA did a god job of laying out the alternatives that are being considered. The analysis that was done was very thorough and comprehensive. I agree with the determination of the AA/EA that the streetcar alternative is the best plan for Columbia Pike. I think that the cost will be a huge deterrentfor most people, but I also think that the investment will be worthwhile based on the amount of development that will occur along that corridor once the streetcar is completed.</p>
099.01	<p>There appear to have been some changes made to these assessments over the past few months. I was under the impression that there was to be a connection between the eventual Pike Transit system with the system in planning for Crystal City and the Potomac Yard area now being developed. Is that no longer in the plans?</p> <p>I was also given to understand that the Columbia Pike system was proposed to have a Western terminus at the Northern Virginia Community College Alexandria campus - is that no longer being considered?</p> <p>I'd also heard that the Columbia Pike system was being considered to terminate on the East at the new Long Bridge Park, North of Crystal City - is that no longer being considered?</p>

ID	Comment
099.02	I can see easily how each of the successive alternatives can easily build on the previous one(s). Is it under consideration to possibly try a less-complex alternative as a sort of "proof of concept" demonstration to get the public used to the idea?
099.03	This next is probably a sensitive issue, but it's one I've heard mentioned repeatedly - there are many people out there whose attitudes include some form of "only *poor* people ride ta bus!" - is that being taken into consideration as well? Might that attitude be handled by emphasizing the potential "green"-ness of modern bus technology, the availability of "Wi-fi" internet connectivity on-board, or other similar amenities, if that becomes the most attractive approach?
099.04	Of course, the *most* environmentally-sensitive approach would be to use all electric-powered vehicles (whether trolley or bus), or (slightly less "green") hybrid electric/diesel vehicles rather than totally-fossil-fuel-powered units. Such are both being used in and near Philadelphia and other cities, and are worth consideration. Fewer electric substations are, of course, easier to monitor for negative environmental effects than multiple buses/bus-sets would be, and I understand they involve less maintenance cost.
099.05	I would also like to know more about the plans to address the Jefferson St. grade adjustment part of the plan.
100.01	I am opposed to the Columbia Pike streetcar. I use the buses on Columbia Pike from time to time and find them quite adequate. There is no need to spend \$300 million for streetcars. They will be no more frequent than buses, and less flexible, lacking the ability to go into the hilly neighborhoods that about the Pike west of Four Mile Run.
101.01	Please evaluate and plan for a linkage between the Pentagon City Metro and the streetcar. Please also evaluate and plan linkages between the Crystal City Metro and the Crystal City VRE station. Longterm, please evaluate a crossing over the Memorial bridge to connect with the DC streetcar.
101.02	Modern electric trolleybus networks (similar to Seattle, WA) may be a lower cost alternative. At 1 million per vehicle, they also have the ability to disconnect from overhead wires and move on electric power for up to one mile, avoiding accidents. They are also low to the ground, improving boarding and mobility.
101.03	Evaluate a special taxing district within .25 miles of station stops, to provide longterm funding stability and growth.
101.04	Evaluate sources of electricity to the streetcars to ensure maximum use of renewable energy. Evaluate electronic fare cards (smartTrip) to reduce paper. Evaluate electronic schedules to reduce paper use. Evaluate access to bicycle storage. Evaluate locating car share and bike share stations at station stops. Evaluate locating/prioritizing electric vehicle charging stations near station stops.
102.01	Your material on "Land Acquisitions" indicates that under the "streetcar build alternative" there will be right-of-way impact along Jefferson St. in the Goodwin House area. Could you please specify just what Goodwin House property will be taken or otherwise altered under this option?
102.02	Along Columbia Pike the streetcar alternative makes all of its stops along the sidewalks. But for Jefferson St., the streetcar alternative plans to go up the middle of the road, with its east-bound and west-bound stops across from Goodwin House to be in the middle of the road. That means pedestrians wishing to board or depart the trolleys there will have to walk across half the road. What precautions do you intend to take for the safety of pedestrians? Will there be a stop light which pedestrians activate for their passage? Will it stay red long enough to allow less-sprightly citizens to cross the street? Will the tram or a station-speaker make a warning sound as it starts to cross the cross-way?
102.03	Can you hear me? I have a couple of questions which are related to Goodwin House, where I live, and one is fairly typical, and I would be pleased to get the answer in writing rather than have it down here orally. That's why I submitted the question to the panel, so you know what I'm talking about. I'll read the question -- MALE SPEAKER: We'll both answer now and we'll answer in writing. MR. GULICK: All right. The material, and AA/EA material, indicates that under the Streetcar Build Alternative there's going to be right away impact on Jefferson Street and the Goodwin House area. So can you specify just what the Goodwin House property is that is going to be taken or otherwise altered under this option?

ID	Comment
102.04	<p>Certainly, as you know, the Streetcar Alternative turns to the sidewalk adjacent for the track system in Columbia Pike, it goes down the middle, so on South Jefferson Street, but coming up the middle of the road on South Jefferson Street creates certain problems. For instance, pedestrians wishing to board or depart trolleys here will have to walk halfway across the road in order to get to the streetcar stops, which are supposed to be right in front of the Goodwin House. And what precautions do you intend to take for the safety of pedestrians trying to cross the street out here on Jefferson Street to get to the streetcar or to get to the other side of the street, whether it be a stoplight which pedestrians can activate for their passage, will the stoplights change long enough to allow some of us less flighty citizens to get across the street. Will the tram or the station speaker make a warning sound as it starts to cross the crossway?</p>
102.05	<p>I want to thank you for your courtesy that you extended previously. I also associate myself with the problems other people have been expressed, the overall cost of a quarter million dollars or so for the trolley and concern about affordable housing, and I look forward to that. And I thank you for your time.</p>
102.06	<p>The AA/EA and related material were basically fairly presented at Goodwin House BC on June 7, 2012, and the large attendance from around the area and range of comments offered at that meeting reaffirmed the appropriateness of Goodwin House BC as a location for such an event.</p>
102.07	<p>The alternatives were basically fairly presented if one reads all the fine print, though it was clear from the "spin" on the associated material that the sponsors of the event were gung-ho for the Streetcar Build. Viewed more objectively, however, the analyses showed only a marginal difference between the Streetcar Build and Articulated Bus in terms of transit capability. Considering that Streetcar Build is projected to cost a quarter of a billion dollars or more, while any bus alternative is only a small fraction of that amount, and much as I personally like trolleys, it is clear to me that the Streetcar Build alternative should be rejected as too expensive. Either Articulated Bus or TSM 2 with some refinement can achieve satisfactory results - at affordable expense.</p>
102.08	<p>The environmental effects and mitigation measures basically seem to be well addressed, with the exception of loss of affordable housing, if that can be classified as an environmental matter. Some of the analytical material indicated that the Streetcar alternative (the top of the upscale) presented exacerbated problems re affordable housing which are requiring further study. Re the overall impact of the CPTI on affordable housing in the area, I have yet to see a projection of the future demographic and income composition of the Columbia Pike community which is expectable under any of the alternatives.</p>
103.01	<p>Economic Development – When are you going to see the people shopping and living on the Pike – We are great people.</p>
103.02	<p>Isn't a natural gas powered bus system with better time management a better alternative? What happens to all the people who won't be able to live on the Pike? \$300 million can actually save the homes of the modest means. Keep trolley away from the Pike. Put lights at shelters and emergency buttons. Lights can be solar, bus can be natural gas.</p>
103.03	<p>TSM 2 – Articulated bus seems a way to solve non existent problem current bus service offers. Bad, bad idea to spend so much money on trolley! I ride the bus every day and its ridden by many – the form based code is getting building approved of ugly buildings that aren't well made.</p>
103.04	<p>You are going to create a lot of pollution and debris ripping up the road again. Then the trolley is going to run on fossil fuel. Really? Obama's initiatives seek using alternative fuels – that would be a way to make Arlington attractive to newbies – be Green... TSM 2 seems to mitigate environmental impacts with less economic effects.</p>
103.05	<p>street cars will bring more pollution ...</p>
103.06	<p>The street car has less capacity than a 40-foot double-decker bus We must use double decker bus instead of street cars Buses are more reliable than street cars Buses can be operated and maintained at a much lower cost. street car require big maintenance facilities that will require evictions of the people currently living in the near by area...this is really bad...</p>

ID	Comment
103.07	If street car will operate the will cause in the long more polution becasue electricity generation will require more coal ... resolution: buses that use green sources i presume will be better of on the long run... and cheaper to mantain...
104.01	Alexandria has just approved the Beauregard Corridor Small Area Plan. It includes plans for a bus rapid transit system with terminals at the Pentagon and Shirlington. Has there been any coordination between the DRPT and Alexandria on transit issues? Has bus rapid transit (with a dedicated center lane) been considered for the CPTI?
105.01	Construction of the Jefferson St. Transit Facility will interfere with the enhancement of the Columbia Pike and Bailey's Revitalization. It will be an eyesore and will not add to beautification, but will detract from it.
105.02	The dangerous and unsightly intersection of Columbia Pike & South Jefferson Street must be improved NOW. It cannot wait for the Transit Initiative construction. Turning left from eastbound Columbia Pike at night is a nightmare – poorly lit, with uneven lanes. This is a highly used pedestrian crosswalk. Cars mount the curbs frequently. One only has to come look to see the damage to the median by cars, busses and trucks. The turn is too tight from Columbia Pike west to S. Jefferson. The Giant food trucks and uses frequently cannot make the turn and not ride up over the curb. This intersection lies within the last few yards of Arlington County. Speakers should be limited to those who either live or work in Arlington or Fairfax Counties.
106.01	Proposals & discussion as extant seem badly devoid of common sense in these particulars (probably among others)-why does the word BICYCLE appear nowhere? Turning drivers into riders is even more traffic-cutting and environment-easing than any mass-transit development. Columbia Pike, as first measure, should be 1) properly paved; fixing grossly rough sections such as between Buchanan and top of hill just east; 2) bike-laned like George Mason.
107.01	Well done, please to see this studied and minimal adverse environment impact. Let's get all diesel burning buses off the roads by replacing them with street cars and electric/natural gas powered buses. I strongly favor the street car build. TM articulated bus option appears to be a close competitor to the street cars with capital outlays considered. But these buses will have to be replaced twice as often as street cars while being not as fast if fares are collected on the bus. I encourage the two county boards to approve the street car build option and use the increased tax revenue from commercial property enhancements to be invested in preserving and expanding low/subsidized housing.
108.01	What happens if the federal government doesn't approve the transportation for capital improvement? Will the TIF fund be implemented? How can the Pikers afford the additional taxation?
108.02	TSM-1 & TSM 2 are the only alternatives that make financial sense while still providing investor growth and sustainment of existing diverse make-up of 22204 the most ethnically diverse are in the nation.
108.03	Solar powered lights at bus stops, green natural gas articulated bus fleet are the only options that make fiscal sense.
108.04	Hi. My name is Sandra Hernandez, and I actually live on the Pike. I live on the Eastern Gateway of Arlington. And I guess I need some clarification about something. I read an article, "Arlington Now," a number of weeks ago that referred to the Route 1 streetcar and how the budget from -- I believe it was from the Federal Government hadn't been approved. I think Richmond -- this is my opinion, but anyway, from what I gleaned from the article was that there would be a TIF fund waged on the residents living along that area, and I'm very concerned about the Pike. The Pike's median income is about \$51,000 annually, and I'm concerned that any additional TIF -- I think it was short for Tax Implementation Fund -- and that sounds like raising my taxes, to me. So that was my one question, and I just wanted stated right now that that's what may happen to the Pikers.
108.05	The other thing that I'm real concerned about -- I take a bus, I shop on the Pike, I know people on the Pike, this is my community, this is your community, so what happens to the people who own businesses on the Pike and have invested their life savings, what happens to them and their businesses and their livelihoods, when the roads in front of them, in front of their businesses, are ripped up to build this trolley? What there any compensation for them?

ID	Comment
108.06	And the other is just mostly commentary. We have a traffic congestion problem on a normal -- any given day if you drive on the Pike. People getting onto 395 are going to have a really hard time when the trolley breaks down in the snow. It's electric; it will happen. So I want to know how those people are going to get to work. And that's it. Good night.
108.07	With all due respect, I think it's embarrassing that neither of you can speak to the affordable housing issue that is going to be impacting Columbia Pike. We are talking about people, we are talking about a community impact, neighborhoods that will be impacted by the trolley. I look at my neighborhood. I've also read the neighborhood conservation plan. I've read the one that's being proposed by urban developers right now. They are changing what affordability is. A lot of people have asked about that. They are changing the parameters of affordability. Affordability is going to be at 60 percent of the AMI, 60 percent of the AMI, sorry, 60 percent of the AMI is between \$63,000, \$67,000 earning potential a year. Many people on the Pike do not earn that much, so when that affordability is changed, they will not be able to afford to live on the Pike, and a project like the trolley is going to be the nail in the coffin, and we will lose entire populations of people. Thank you.
108.08	The EA fails to adequately analyze streetcars and other alternative modes of travel. Streetcars are incapable of achieving the goals sought for the corridor: increasing transportation capacity, catalyzing economic development, enhancing long-term economic stability in the corridor, promoting multi-modal transportation, and providing safe transportation. Contrary to claims in the EA, streetcars are low-capacity transportation. The typical 66-foot streetcar has just 35 seats. By comparison, a 40-foot double-decker bus can have 85 seats. For safety reasons, streetcars can operate only about once every three minutes. Buses can operate at least once per minute or more frequently if bus stops are staggered.
108.09	Contrary to claims in the EA, streetcars do not catalyze economic development. Claims that streetcars in Portland and other cities have generated economic development ignore the fact that such development is almost always subsidized by TIF and other subsidies or would have taken place without the streetcars.
108.10	Nor can streetcars enhance long-term economic stability since they will require expensive and heavily subsidized maintenance for as long as they operate. Buses can be operated and maintained at a much lower cost.
108.11	Streetcars promote "multi-modal transportation" only in the sense that they force people to change modes if they are going beyond the limit of the streetcar line. Asking people to unnecessarily change modes almost always means losing potential riders. Bus transit can go anywhere streets go without the installation of expensive new infrastructure. Finally, streetcars weigh about twice as much as a bus, and being struck by one can do far more harm to a person or other vehicle.
108.12	Streetcar tracks also present hazards for bike riders. Thus, they can hardly be considered safe transportation. As street cars would not promote the use of bikes along the Pike, street cars are hardly part of Arlington's green initiative.
108.13	Double deck buses, articulated buses, better bus conectivity are a better alternative to the street car proposal.
108.14	I live on a street perpendicular to the Pike. My car will idle whilst I wait for a trolley to move. Idling automobiles that have wait for a streetcar to move will only add to greenhouse gases. The streetcar will not promote additional ridership. A more efficient Rapid Bus Transit achieves this. I look at NYC and love their model. Their new fleet of buses run on natural gas and arrive at stops every five minutes even in the snow. The street car is going to use electricity which burns coal.
108.15	The proposed sub-stations to generate electricity that have been proposed are ludicrous. The space that these would take could be parks, gardens or open green spaces or nature preservers....wasn't there a nature preserve taken down to make way for Pentagon Row? Or...use that space for additional schools. Also, I know there have been studies that say people who live near power lines and power stations have a higher incidence of cancer. I think the costs and potential risks to our community and the communities of those who live in coal mining towns is reprehensible, not to mention against our current administrations alternative fuel initiatives.

ID	Comment
108.16	rail transit often increases congestion. To make matters worse, when traffic signals are coordinated to allow free-flowing traffic with minimal delays, the federal government demands that signals be altered to give federally funded rail transit vehicles priority at traffic signals. This disrupts the coordination and wastes people's time. Of course, your signals may not be coordinated anyway, but if they are you can expect more delays.
109.01	Unless there are 3 lanes of traffic in either direction on Columbia Pike throughout the length of Columbia Pike from Jefferson St. to Pentagon City (need to include Joyce Street & the road between Pentagon City Metro& Pentagon City Mall you are still going to have congestion.
109.02	Keep the 16G Bus-try adding articulated & double decker buses during busy times of the day before spending big bucks on street cars.
109.03	Still unanswered questions-who will upkeep street cars? What happens when they breakdown when businesses go bankrupt & move out of Arlington how will it be guaranteed that tax payers won't get left holding the bag?
109.04	This decision should not be left to the loimsey (sp?) of Arlington board members. This should be put to a referendum vote of the people. What happens during low ridership periods when there aren't enough people to fill a street car but you still need service? Will those of us who need to get to Metro really early or really late be left and in the cold if the board goes with street cars.
109.05	Keep the 16G Route Please! I'm against street cars. I vote for articulated & double decker buses during high volume periods & regular buses when ridership is lower. Make 3 lanes of road in either direction to assist traffic flow.
109.06	Good evening. I think that Audrey really articulated my concerns far better than I can, but I do urge all of Arlington County supervisors, don't have the arrogance to make the decision yourselves. It is important that there is some kind of referendum where the taxpayers get to voice their opinions. I think all too often supervisors think they know what's best. They reach agreements and then attempt to sell their decisions to the public rather than actually having the public make the decision. I am not an Arlington County resident, so unfortunately I can't support Audrey at the polls, but I have been active when it comes to elections of the Fairfax County Board of Supervisors. But concerning this project, what I'm concerned about is we're going to have these big, huge streetcars that sometimes during the day and night you don't always need that heavy of volume. What's going to happen during odd times in the evening when (indiscernible) vehicles? I'm just saying that (indiscernible) at that time will just (indiscernible) transportation. Riding up and down Columbia Pike, there are only two lanes in either direction. I don't care whether you've got a huge, huge vehicle like a streetcar or a bus, I mean, you're still going to have congestion. The size of the vehicle doesn't really matter. I use the 16G bus line, and I hope that that will continue to be available for people like me to use. I forward my opinion, and again I urge the people of Arlington County, urge your Board of Supervisors to let you vote on this in a referendum, don't just lay back and let the supervisors make arbitrary decisions on your behalf.
109.07	Why doesn't Arlington County get some articulated buses from Metro and try them out now as a test to see if they make any difference before spending a lot of \$. Do a test before spending lots of money.
109.08	I will try not to -- do we have any members of the Arlington Board of Supervisors here or their staffers? Well, I just want to urge again all the people here who are Arlington County residents, please make note here to your Board of Supervisors, and, please, if you don't feel that they're taking seriously or your position seriously, hold them accountable the next time elections go around.
110.01	Support project, local county tax funds, and think rail transit is best alternative. Provides more reliable, faster, higher quality service.
110.02	Would like to see streetcar expanded to Alexandria & Washington DC. Favor Streetcar.
110.03	Please make substations aesthetically pleasing.
111.01	At Skyline could not circle to Seminary Road to get near major location of housing? Single track could go around perimeter of the site and feed all the condos and apartments.

ID	Comment
111.02	Have a bus rapid transit. Dedicated lanes before construction?
112.01	<p>The Pike Transit meetings held on June 6th and 7th were racist charades. Minority groups who heavily use Pike buses were told that they would be arrested if they attended. Four white uniformed Arlington police officers were present at the June 6th meeting which was held at Patrick Henry Elementary School. The only minority group members who were present were the school custodians. The average age of the participants was approximately 65 years.</p> <p>The June 7th meeting was held at Goodwin House, in Fairfax County, which is housing for wealthy seniors. Minority groups were told the police would arrest them if they attended this event. However, the Fairfax County Police Department declined to provide uniformed police officers for this event. About 2 /3 of the participants were residents of Goodwin House. Average age of the participants was approximately 70 years old. Average age of the Goodwin house participants was approximately 75. Many who participated suffer from age-related disabilities and do not and could not ride public transit. Several minority group members were present at this meeting, assisting elderly Goodwin House residents.</p>
112.02	At both the June 6th and June 7th meetings it was clear that WMATA, Pike Transit, elected officials, transportation staffs, consultants, etc. were clearly not interested in any transit option except a streetcar system for Columbia Pike.
113.01	Streetcar Build - it's by far the best option. Please, go with the streetcars!
114.01	I do not find that the analysis provides real evidence for the conclusions that: "Because of its capacity to accommodate growth, and because of the permanent nature of its guideway and facilities, the Streetcar Build Alternative would exert the greatest long-term leverage to create and sustain walkable, mixed-use, mixed-income neighborhoods." (Vol 1, Chap 5, Sec 5.4.4) or "housing affordability is expected to be maintained through local housing policy" (Vol 2 Environmental Justice Chapter, Section 5.4) If the streetcar alternative is as good at increasing property premium impacts as is stated and if Columbia Pike businesses have to pay the special tax that is being proposed to fund construction, which is apparently going to be at least four times greater than TSM 2, then there will be immense pressures to make this a very upscale corridor and the diversity and affordability that now exist will disappear. Local housing policy has done nothing to stem a significant decline in affordable housing in Arlington Co. and the cost and economic impact of the street car initiative is only going to make things worse. For these reasons I think the analysis should be revised to show how the Streetcar alternative actually is the best at preserving diversity and sustainability, rather than just asserting that will be so.
115.01	I was at the Public Meeting on Wednesday, and I think that the answer given to the series of yes-or-no questions by Alan Muc[something] was a joke. He was asking about comparisons between the Streetcar Alternative and TSM 2, and the answer he got from the Arlington staff person was "Metro has shown no interest in off-board fare collection" and therefore the streetcar would be the better option. Hello! What is the point of having the TSM 2 alternative if it won't happen anyway? And guess what? Arlington has ART and Fairfax has Connector. If you want, you can jointly run the Pike with off-board fare collection. The lack of a serious answer to a serious question was sad and pathetic. If this is a serious process, and you are making a decision by seriously considering alternatives using logic and reasoning, nonsense like this should not be permitted. If there are serious answers to the questions that were proposed, we should be given them. If there are no serious answers to these questions, than the questions should be answered before we move forward. Thank you.

ID	Comment
115.02	I wanted to follow up on my previous comments regarding the response to the series of yes or no questions, and the statement that Metro has shown no interest in off-board fare collection. I have been thinking more about it, and even in the Streetcar Alternative, there would still be Pentagon-bound/originating buses along with Pentagon City-bound/originating Streetcars. Would the Streetcars have off-board fare collection, but not the buses? That would be a big mess. What if you have already paid off-board but the next vehicle that shows up is a bus? A lot of people will not be happy if they have to skip the next vehicle and wait (and get home later). So maybe people will wait until they see it's a streetcar and then we will have lots of people trying to pay at once and the streetcar waiting or not waiting and making people unhappy. Even with a display such as those on Metro stations saying which vehicle is next, sometimes the display does not work, and even when it is, trains can appear and disappear on and off the display, maybe contact is lost or something, and even occasionally the display is off by two or three minutes and you'll have the problems in those situations. Regarding the off-board fare collection, can you have something like a regular Smartrip bus fare contact at the stops, and when an inspector comes, they can have a handheld version that will see if it scans as a transfer (because you just scanned it) or as a fare, meaning you didn't scan it, in which case you get fined. That would be simplest, just using Smartrip without paper tickets, and allowing transfers to buses. Thank you.
116.01	Bombardier has a primover catenary free system Sound like a good system and no overhead wires I am in support of the streetcars
116.02	Is there any one looking in to extending the system in the Alexandria along to tye in with METRO subway Bradock Road station
117.01	I am sure this has been considered, why not extend the streetcar line 4 miles down Route 7 to Old Town, Alexandria to connect with hundreds of jobs, thousands of potential riders, Amtrak, VRE, Metro, retail, and hospitality? Thank you,
118.01	I feel is was comprehensively done I believe the report supports the building of the street car, I am very supportive of the project
118.02	I looked at the effects on water resources and feel the measures necessary to protect the water resources should not present significant challenge
119.01	Please stop this now; Currently, we have perfectly good, high-quality, high-capacity public transportation. Why do we need anything else? We defenitely don't need what so called "high-quality, high-capacity transit service" Hope my voice heard!
120.01	Why a streetcar system when a BRT would cost so much less? Not rational. Waste of tax dollars.
120.02	Build the articulated bus system stop wasting any more tax dollars on a streetcar system!
120.03	The quality of life here is terrible for what we pay to live in this building. I am moving out at the end of this month. Why does anyone want to build this kind of apartment building on the pike? Crazy.
120.04	The streetcar system would only make traffic worse.
121.01	I live in Pentagon City, and I believe that it is a bad idea to run a trolley line along Columbia Pike. There is already too much traffic on Columbia Pike. So, unless there is some plan to add additional lanes, traffic can only slow to a crawl when one lane is blocked by a trolley, and someone else is trying to turn in the other lane.
122.01	I hope our elected representatives on the Arlington County Board to will vote against construction of a street car system on Columbia Pike. "Updating" Columbia Pike has been on the agenda for quite some time and I'm not sure it is something that can be mandated or implemented by local government.
122.02	Any public funds devoted to building a street car system should be used instead for the benefit of all Arlington residents, especially those in particular need. Revenue which might follow installation of a street car system is purely theoretical.

ID	Comment
122.03	One example of a street car system to look at is in San Francisco, where it has been in place since at least the early 1900's. In recent years, in order to comply with legal requirements governing public facilities for citizens with disabilities, elevated platforms with ramps had to be built at every street car stop, lining the street with these large concrete installations and interfering with automobile traffic. These kinds of accommodations are not necessary for buses, which pick up passengers at the curb. Also, these large installations, along with the required overhead wires, would certainly not contribute to updating or "beautifying" Columbia Pike. Thank you for your attention to my comments and those of other Arlington residents.
122.04	Street car system would require people to walk into the street to board a car. It is safer to board buses at the curb.
122.05	I am writing to you as one of our elected representatives on the Arlington County Board to urge you to discourage construction of a street car system on Columbia Pike. "Updating" Columbia Pike has been on the agenda for quite some time and I'm not sure it is something that can be mandated or implemented by local government.
122.06	Any public funds devoted to building a street car system should be used instead for the benefit of Arlington's residents, especially those in particular need. Revenue which might follow installation of a street car system is purely theoretical.
122.07	One example of a street car system to look at is in San Francisco, where it has been in place since at least the early 1900's. In recent years, in order to comply with legal requirements governing public facilities for citizens with disabilities, elevated platforms with ramps had to be built at every street car stop, lining the street with these large concrete installations and interfering with automobile traffic. These kinds of accommodations are not necessary for buses, which pick up passengers at the curb. Also, these large installations, along with the required overhead wires, would certainly not contribute to updating or "beautifying" Columbia Pike. Thank you for your attention to my comments and those of other Arlington residents.
123.01	No general comments. Both the articulated-bus and the streetcar-build alternatives meet the technical objectives posited in the study. Based upon cost-effectiveness, selection of TSM 2-Articulated Bus is a no-brainer; its capital cost is less than 25% of the streetcar alternate, and the O&M costs of each are a wash at worst. I don't understand why the County would choose the streetcar alternative.
123.02	If a bus breaks down, you can move it to the curb. If a streetcar breaks down, you've lost a traffic lane until it can be repaired. This scenario would be a traffic nightmare.
124.01	Will streetcars run in real bad weather
124.02	Are they dig up the street to put tracks down
124.03	Will you the subway Will you the same buses What will you do to improve the bus stops

ID	Comment
125.01	<p>Yeah. Hi. I'm Delegate Alfonso Lopez. I represent the 49th House of Delegates District, basically from Pentagon City all the way to Bailey's Crossroads, and the spine of the district is Columbia Pike; and this is incredibly important, this entire initiative, to me and to all of my neighbors. I've been incredibly frustrated by this project. Every meeting I've gone to for the last couple years has said essentially manana, manana, manana, we're going to get this done in a year. We're going to get a full funding rent agreement. We're going to get a Small Start. We're going to move forward. It's going to be great. And now what's even making me even more frustrated is you're looking for approximately 14 percent of the capital costs to come from the state. I got to tell you. The state is not paying for transportation initiatives in northern Virginia. They're not even funding Dulles MetroRail for the second phase after Weoley Avenue; and so I just wish that we would be -- I would hope -- first off, let me just say that I was incredibly happy that you're here, that you're engaged, that you're involved in this process, and thank you for your expertise and your time. But I just want to know that we're getting the truth. I want to know that we're being realistic when we talk about our assumptions. And it's fascinating, when you read the documents, these are assumptions about state funding and federal funding. Now, you have Arlington County staffers or some that invest in the country, Fairfax County staffers or some who invest in the country. They're doing an extraordinary job putting this forward and working with you to make this happen, but I just -- I want the staff here presenting tonight to be honest with us about how realistic it is, with the current environment in Richmond and with the current environment at the federal level that a 35 million dollar windfall is going to come from the feds, an approximately 75 million dollar -- 35 is going to come from the state and approximately 75 million is going to come from the feds, because, you know, I've been doing federal legislative work now for over 20 years; and Congress has essentially broke, and this money has to come out of the transportation reauthorization package that relies on earmarks which no longer exist. They keep delaying the transportation reauthorization funding package; and so someone, whoever you choose, could tell us forthrightly and openly how realistic it is that you feel that this funding's actually going to happen both at the federal and state level, because, thank you, I've experienced the state now for a while, and it's -- it's a little painful.</p>
126.01	<p>My name is Jacob Torgensen. I represent Target Corporation. I'm sorry. Hi. My name's Jacob Torgensen, and I represent Target Corporation assisting middle states assets in the State of Virginia and in this case the Target store at the Skyline Plaza. My comments might be limited to the streetcar build and why Target generally supports the streetcar across from Route 7. We do object to the Skyline Central Plaza design option where the streetcar would run above portions of the Target store and the Skyline Plaza option, which has numerous challenges for Target both from an operations perspective and a guest experience perspective. Simply put, the store was not designed to accommodate a streetcar running above it, and expensive and disruptive investigation would be necessary to determine the store's existing structural capacity. At a minimum we believe that we would need to remove portions of the plaza area to expose the store's structural components to determine the current condition. This investigation would cause significant interference with our operations and our guests' experience at the store. Independent of any investigation, we can't have certainty that additional structural enhancements wouldn't be required at the store; and while it's not known the extent of any particular structural enhancement, it is likely to interfere with our store operations and our guests' experience at the store, especially if new structural components are required in places where guests and team members of Target are present. In addition to these concerns, we're also concerned about the potential vibrations emitted by a streetcar operating in the Central Plaza area and the effect that it may have on our guests' experience with merchandise at the store. Also, the elimination of 15 to 20 parking spaces which were noted in the AAEE, I understand that that may be reduced at this point. There already is limited parking in the Skyline area.</p>
126.02	<p>As far as the Route 7 option is concerned, we do support the Route 7 design option subject to several reservations. We're most concerned with loss of visibility to our store and any signage we have, also the loss of parking in the front of the department store in the parking field. Finally, we're concerned about any decreased level of service at the intersection of Route 7 and Jefferson Street, particularly how that may affect the guests exiting our department store or our parking field turning left onto Route 7.</p>
126.03	<p>I'd also like to add that I understand that Vornado has proposed an additional design option which is being considered alongside of the three in the AAEE. At this time Target does not have a position one way or another. We neither oppose nor support that option since details of how it would affect our parking in the center have not been provided.</p>

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126.04 These public comments are written on behalf of Target Corporation (“Target”) in response to the Columbia Pike Transit Initiative (“Initiative”) Alternatives Analysis/Environmental Assessment (“AA/EA”) released on May 22, 2012. Of the Alternatives presented in the AA/EA, Target will comment only on the Streetcar Build Alternative. Of the Streetcar Build Alternative designs options, Target will comment on the Skyline Central Plaza design option and the Route 7 design option only. Target has no comments regarding the Jefferson Street design option or any of the other AA/EA Build Alternatives.

Target strongly objects to the Skyline Central Plaza design option. This option presents numerous challenges for Target, both from an operational perspective and a guest experience perspective. Portions of the Target store over which the streetcar may travel are not designed or constructed to handle the weight necessary to support the proposed Streetcar Build design option. Extensive and expensive structural evaluation and testing will be necessary to determine the current condition of the store’s structural components and its current support capacity. Target will likely suffer severe disruption to its operations even at this investigatory stage. At a minimum, exposure of the structural components on the Plaza Level would be required to evaluate the possibility of such things as water damage, concrete deterioration, and rebar corrosion on the structural components of the Target store. This investigation would not only negatively impact Target’s guest experience, but also the guest experience of the Sport and Health club, which sits above the Target store and is Target’s tenant.

After an investigation into the condition of the current structural components, additional structural upgrades will likely be required to support a streetcar running above the Target store. This is true even if the track is moved or located over areas designed to accommodate existing car and truck traffic. At this time, there is significant uncertainty as to the nature and extent of any specific required structural upgrades. However, the structural upgrades necessary to support the increased weight capacity of a streetcar are likely unacceptable. These structural upgrades, including additional one way slabs, beams, columns, and the foundations –among potential others- may negatively impact Target’s operations and guest experience, both during the construction of the upgrades but also for the duration of the store’s operation, especially if the structural upgrades require new structural features in locations where Target team members and guests are often present.

Target is also concerned about potential vibrations emitted by a streetcar operating in the Skyline Plaza area. A Technical Memorandum issued by AECOM on September 10, 2010 on the Skyline Central Plaza design option stated that “vibration and rocking affects of streetcar can be accommodated.” No support was given for this assertion and the statement implies that there may be vibrations and motions that are unique to streetcar/rail systems that may not be mimicked by the cars and trucks that currently utilize the Skyline Central Plaza access road. Target is not currently experiencing any vehicle vibration issues, but streetcars may introduce the Target store to a new range of motion which may result in vibrations or other structural issues that may negatively impact Target team members, guests, and merchandise.

Additionally, the Skyline Central Plaza option also includes the elimination of 15-20 parking spaces. Presumably these parking spaces are those which are located immediately in front of the Sport and Health club entrance. The Sport and Health club heavily utilizes these parking spaces and this loss would negatively impact not only guest access to the Sport and Health club, but also the future value of the Sport and Health club real estate.

ID	Comment
126.05	<p>Of the Streetcar Build design options, Target does tentatively support the Route 7 design option, subject to several reservations. First, Target is concerned about a loss of visibility of the Target store and signage due to the presence of a streetcar station. While a general rendering of a prototypical station has been offered, it is unclear how the station will sit on the Target property and if it will obscure visibility of the Target store or any Target signage to Target guests traveling on Route 7 or Jefferson Street.</p> <p>Second, details demonstrating the impact that the proposed street car station may have on the Target property are not available. At this time, Target is not aware of the extent of any lateral or subjacent support necessary to sustain the streetcar station, and whether any such support would result in the loss of parking stalls in the parking field in front of the Target store. The parking field in front of the Target store is heavily utilized and often congested. Any loss of Target parking stalls would negatively impact the guest experience at the Target store, negatively impact Target's performance at this location, and negatively impact the Skyline development as a whole.</p> <p>Third, Target is concerned over the potential decrease in the intersection level of service at the Route 7 and Jefferson Street intersection. The AA/EA indicates that the anticipated increased delay at this intersection as a result of the implementation of the streetcar may be as high as 23 seconds. This increased delay may serve not only to delay guest access to and from the Target store but also result in increased congestion at Target's parking field entrance due to backup along Route 7. Target also requests further study of the anticipated delay at Route 7 and Jefferson Street to determine the delay's impact upon guests exiting the Target parking field onto Route 7 heading west.</p> <p>Therefore, while Target is generally supportive of the Route 7 design option, these concerns will need to be addressed.</p>
126.06	<p>Vornado has proposed an additional design option which is being considered in addition to the three street car design options proposed in the AA/EA, but subject to further evaluation. At this time, Target neither supports nor opposes the option proposed by Vornado due to the extent of unknowns present at this time. However, Target is willing to examine this option further when more details become available.</p> <p>If you have any questions, please feel free to contact me.</p>
127.01	<p>Thank you. My name is Bob Mills. I am a citizen of Arlington. I've lived here for about 25 years. Didn't come to stay, but I stayed. It must be something about Arlington the way that it is. My concerns are multiple about this estimate. I believe the AAEA estimates are underestimated by any estimation. Everything I have read about (inaudible) and transit estimations throughout the country shows every one of them was under budget by a minimum of twice, if not three or four times, and it just depends on where you're looking. I'm sorry. I don't believe any of your stuff when it comes to the costs.</p>
127.02	<p>I think the other factors that have not been addressed, despite what Ms. Anderson said in the environmental assessment, is the second and third order effects of increased road in along the Columbia Pike transit area. What happens when we have thousands, 50,000, 60,000, 70,000, 80,000 more people living along Columbia Pike? There will be schools that have to be built. There's a whole host of infrastructure that has to support those people, and you're telling me there's no effect. I'm sorry, ma'am, I don't believe that. I'm not from Missouri, but I share their views.</p>
127.03	<p>The other -- the last point I'll make is there's an assumption that you're going to use the part of Columbia Pike that goes down towards the Pentagon down the hill and then into Pentagon City. Last time I looked at a federal map, Arlington National Cemetery owns all the land up to and including just shy of 395. The last thing I can find in the environmental assessment that even addresses that is a reference to negotiations in 2005. There is no documentation of any contact from the Department of Defense, thank you, and I'm inclined to doubt that the veterans of this country will allow Arlington to be transgressed by trellis. I'm sorry. Thank you.</p>

ID	Comment
128.01	I'm Linda Dye. I'm a committee member. I moved to Columbia Pike in 1975, been in Douglas Park since 1979. I have two questions, the first one about the sources of funding and generally you asked my questions in responding to Delegate Lopez. I'm curious if there's any other information that should be provided to this group tonight about the challenges, and specifically the kinds of programs within the federal government that would possibly be able to fund something like this. So just is there anymore information that you can provide over and above what was provided here to Delegate Lopez?
128.02	My second question is with regard to building a streetcar. My understanding is that Portland or Seattle -- I cannot remember which city it was -- in their experience in building a streetcar, because you no longer needed everything below the ground's surface, that they were able to build at the rate of one block per week; and we did not -- they did not see the kind of massive destruction that many of us have seen with the building of the first part of the Metro. I have been living here all my life and was witness to all of that; so I'd like confirmation that the techniques for building in a fully urban area for a streetcar, what should we know about those as a community. So those are my two questions. Thank you.
129.01	I'm Delores Murray. I've lived in Arlington for going on 50 years. I remember the streetcars we used to have in Washington, and I want to say that right now I think is absolutely the worst time for us to be attempting to do something like this, considering the financial situation that's going on in this country. That's all I have to say. Delegate Lopez has already raised my objection.
130.01	Good evening. Good evening. My name is John Snyder. I live in Douglas Park on Columbia Pike. I'm one of the people who's been working over the last ten years to try to improve the pike and my Douglas Park neighborhood. An observation about this effort is that I know you have to follow the FTA rules. That's what the document's about. But what that leaves out is the very important and key issue, which is the choices that people make. The streetcar is the choice that is going to get people more likely to actually use it. To install a transit that is not used to its capacity is a waste of time and money. The streetcar is also something that is going to have people choose to make investments on the pike, which is what we want them to do. We want people on the streetcar, not following the streetcar. That's the idea. Use it. Transform the way that people use Columbia Pike. It's not just to be a chute to get commuters to the Pentagon. It's to be used (inaudible) articulated and bends in the middle is not going to create a down path. It never has. The second element is also about people, which is we have zoning restrictions and plans for how many people are going to live on the pike. The plan is about to change to add about 6,000 more apartments, not 80,000 people. There's no plan for that, and there's no one who supports such a thing. There is -- that plan for those 6,000 apartments is not included in the numbers here. So the question is: Can the non-streetcar alternative handle the additional 12,000, 15,000 rides per day? And if not, how are the streets going to handle those cars?
131.01	Hello. My name is Karli Boothe, and I've been here approximately five years, but I've moved three times since I've lived here and every time I stayed on the pike because I choose to use the buses. I am making that choice, and I think that it's important for me to live in Arlington County. I work here. I live here. I volunteer here. I'm a member of this community, and I think that part of being in Arlington is having these options; and I'm worried that with this streetcar it's going to become like Clarendon on Columbia Pike, and those of us who are in middle and lower east Arlington County can't afford to live in Clarendon. And I work with the economic development apartment that's opening on the pike, and all of them are luxury apartments that are not affordable to many Arlingtonians; and so I worry about my future on the pike with the streetcar and what that's going to bring in terms of property development and property values and how it's going to affect my ability to live on the pike. I have to worry about the transit options with having (inaudible) streetcar breaks down, what that means for transportation. It can't go in a different route, so I worry about that, in addition to my primary concern is how this will affect the ability for people who are middle and lower income to live in the pike; and I know that county board has mentioned many times concern about affordable housing. We have affordable housing here on the pike, market rate; and I worry about how this streetcar would affect that housing that's available to the thousands of people, the diverse community, that was already here on Columbia Pike. Thank you.

ID	Comment
132.01	Hi, ladies and gentlemen. I'm John Burke. I'm an Arlington County citizen and have been ever since I moved here from the infant ward of GW Hospital about 30 years ago. I appreciate your statistics, but I would like to say that about 62 and a half percent of all statistics are made up on the spot and about 83 percent of the people believe them whether they're accurate or not. So with that said, my comment is I'm fully in support of the streetcar. It is the way to go. It is the only alternative that would bring the private capital investment to the Columbia Pike corridor that you need. (Inaudible) deciding for the last 10 or 15 years that we want Columbia Pike to be. Thomas has been around. He knows what's going on.
132.02	My question is the western terminus options are different expense levels, and most of the additional benefit from the more expensive options would flow towards Fairfax County. And is Fairfax County willing to increase their cost share of the project for the more expensive terminus options? Thank you.
132.03	1 – The fixed infrastructure investment of rails in the ground will attract private capital to the corridor. Without that private capital, the transformation of the corridor into a medium density urban, walk-able environment with thriving shopping, business, and nightlife will be significantly delayed at best, and might not ever happen due to the huge risks faced by early entrants into the market.
132.04	2 – The mode preference for street cars over bus is observed to be significantly higher in reality than the FTA's AA/EA model allows. The street car will capture a higher percentage of the total trips along the corridor than a bus ever will simply because there are people who will never ride a bus who will ride a street car. The increased trip share of the street car will offset the increased in total trips from the increased population far more effectively than higher capacity buses.
132.05	3 – The private capital that is attracted by the street car will raise the value of the commercial property along the pike significantly and the increased tax revenue will pay for the cost of the street car. The increased capital and O&M costs of TSM-2 will not result in any increase in tax revenue. This leads me to believe that TSM-2 is actually more expensive to the residential property owners than the street car option.
132.06	4 – The AA/EA did not include an estimate for the life-cycle cost of each alternative. Buses are not a durable as streetcar vehicles and require a tear down rehab much more frequently. Articulated buses are even less durable. Part of the capital cost of the street car is to re-build the road surface using concrete along the curb lane. This concrete is much more durable than asphalt and will have to be replaced less often. With TSM-2, the increased weight of the articulated buses will result in a reduced life span for the existing asphalt road. These factors lead me to believe that the capital and O&M costs for TSM-2 have been underestimated.

ID	Comment
133.01	<p>Thank you. My name is George Finkel, and I'm a resident of Arlington County. As a resident on behalf of Washington Pike, (inaudible) destinations in D.C. and other Arlington areas. I also travel Columbia Pike in my car, both east and west; so I feel confident in making the following observations. During rush hour there aren't many people waiting for a bus more than eight or ten minutes in the morning, five or six minutes in the evening. Problems, in going places in (inaudible) when a bus makes a pick up or a drop, cars are delayed because they're waiting for a chance to move around the bus. In some places there are additional bus stop lanes. This helps a lot. The number of such stops is very limited. Cars needing to make a left turn cause extensive delays. Trucks making deliveries on the pike in most cases have no place to park on the street. The result is they're ultimately double parked on Columbia Pike. These are the major observations I've made since the possibility of the streetcar was first introduced, all of which leads me to draw the following conclusions. There appears to be sufficient transportation for people who live along the pike, and I know that there are plans for making city improvements. However, ART makes connections to other parts of the county, so our transportation system is improving. Building plans call for more houses and above retail space. More vehicles will mean more vehicular traffic. I believe the traffic conditions would be significantly improved if the cost -- and the costs will be much less if we provided more parking on the pike and wider spaces where the buses are stopped to load and unload. The cost in dollars is increasing with every announcement. Our present economy should seem to shout no to this proposal. I have examined the maps, listened to the explanations about the width of the pike, the tree scape, the sidewalk plans, the safety proposals, all introduced to make this debate that this might help traffic move better. I don't think it will. I think it's going to make things worse, and the trolley car worst of all. Now, I have great faith and respect for the people who worked on this project. I have a tremendous amount of respect for the Arlington Board and for what they have done. Please do not move this project forward. It may be -- it may have seemed like a good idea at one point --</p>
134.01	<p>My name is Bill Goodwin, and I live on South Barton Street right behind Penrose Square, so I have some of my neighbors in here; and we have some experience with economic -- the environmental impact of when you put up a new structure like Penrose Square, but that's not a point I want to talk about. I would love to get going from Penrose Square down to the Pentagon, a nice, quiet, smooth ride in a streetcar as opposed to a noisy bus. Now, a few years ago I had a chance to visit a friend of mine in Yanci, France or Yanci as they say. About 2000 or 2001, they built a system just about the same length as this one to serve the same purpose as this one does, that is to take people from the servers into the central train station and downtown. Instead of doing a two-track system, they went for rubber wheels and electric overhead feeder system with downtown as a simple guide rail, and that would be guiding the cars. When they get outside of downtown, then they run just like a bus. They come off that rail and they run like a bus. That was considerably less expensive than building a two-track system. Now, we get around. My friend lives on the main street going through downtown Yanci. There was a dedicated lane for the tram to get in; so on the right- hand lane all traffic lights are timed so that that tram goes through as priority over everything else entering or passing. There are no cars in the tram lane ahead of the tram. If you see a tram, you got to get out of that lane. There are no buses on that route except when the tram is not running, no regular buses. Vehicles must always give a right-of-way to the tram, and which leads me -- now I've been to these meetings before and asked the question. What runway or what will we do to ensure that the tram runs ahead of everything else? Because if you look at the report there's only one or two minutes difference between the second alternative and the streetcar alternative in getting from Skyline down to Pentagon City; so if you're not going to do this with expediting the train systems, you're essentially spending 240 million dollars to build a bus that runs on the tracks. Thank you.</p>
134.02	<p>I presented my comments orally during the public information meeting at Patrick Henry Elementary School on June 6, 2012. I hereby submit them in writing.</p> <p>As a general proposition I am in favor of a streetcar or similar service on Columbia Pike.</p> <p>At previous meetings I asked the staff if any priority would be given to the streetcars, as in preferential traffic signals, to speed their progress. The staff said there would not; that the streetcars would move in regular traffic. The Alternatives Analysis / Environmental Assessment (AA/EA) bears this out, estimating that travel times between Pentagon City and Skyline during peak periods would be only one minute less via streetcar as opposed to articulated bus (22 minutes vs. 23 minutes in 2016).</p>

ID	Comment
134.03	Furthermore, it would replace only two bus routes, the 16G and 16H, while all other existing routes would share Columbia Pike with it.
134.04	<p>I have come to the conclusion, therefore, that the present streetcar alternative would do little more than spend upwards of \$240 million to build another bus, albeit one that runs on railroad tracks.</p> <p>There are other alternatives which should be considered.</p> <p>A few years ago I spent some time with a friend in Nancy, a city in eastern France with about half the population of Arlington County. In the late 1990s Nancy built a system about the same length as our streetcar alternative.</p> <p>Instead of going the costly streetcar route, it opted for a less expensive guided light transit using 80-foot-long articulated buses running on rubber wheels. Overhead cables provide electricity to the main motors, and each car has an auxiliary diesel engine in case of electrical failure. The cars are guided in the city center (about 60% of the route) by a central track, which steers the vehicle. Outside of downtown they operate as free-wheeling electrical buses steered by the drivers. The cars are capable of negotiating grades of up to 13%. Riders pay before they board.</p> <p>Equally as important from our perspective is how Nancy expedites the service:</p> <ol style="list-style-type: none"> (1) Traffic signals always let the tram have the right of way. (2) No buses are on the route when the tram is running. (3) Vehicles must give way to the tram. (4) No parking whatsoever is allowed in the dedicated tram lane. <p>It seems to me, therefore, that unless all buses are banished from Columbia Pike and other measures taken to expedite the streetcars, we will be wasting our money to build a rail-only system.</p> <p>I strongly encourage the county to examine other viable and less costly alternatives, such as guided light rail and electrically-powered articulated buses found in Nancy and other European cities.</p>
135.01	<p>I'll keep this brief. I'm Joan Rineberg. I've lived here since 1982. I'm half a block off the pike on -- forgot my own street already. MALE SPEAKER: It's Wayne. MS. RINEBERG: Can you hear me? Oh, you can't hear me. Okay. The comments I have, I moved here and I was told our communication process is buried, take the overhead wires down; so beautiful, I'm going to get rid of all and we're going to direct the streets -- we're constantly taking up this patch and that patch and the other patch. I do not see the point of putting in rails when we're trying to have bicycle paths for people in this county. This is totally impossible. You cannot run over those tracks without getting caught. Oh, then we're told we're going to even have an alternative street, the street behind. The closest alternative street to Columbia Pike that goes through any park is 2nd Street. Now, this is 10th street basically, Columbia Pike, it's basically tenth street. You're talking eight blocks away. That is not convenient.</p>
135.02	<p>Number two, we talk about -- I don't want to get into the extra spending. I get too angry. This has to do with sidewalks. What I find here is with these numbers, whether they're ten times more expensive, which is what I heard two years ago for the trains, or whether it's five times more expensive, numbers can change. The main thing is the trains cost a lot more for not providing anything more really. We're talking about, if we use the trains, having to build a huge facility. We're talking about putting -- is not part -- is somehow separate now. We're talking about putting a big building perhaps with other things up above so we won't get the noise outside. But what about the people in the building? Who's going to go in there? That's number one.</p>
135.03	<p>Number two, you talk about a park and drive lot. How many cars can actually fit into that lot and who are you pushing out of it that's there now? Those are the questions I have.</p>
135.04	<p>And the last one is you talk about Fresh Start, and my understanding is that we're already above the size of the funding to be able to use the Fresh Start that -- or the new beginnings, whichever one it is. I don't think -- see where the federal funding is going to come in, and I hope you have some. But I think the buses are the only way to go. Thank you.</p>

ID	Comment
136.01	<p>Hi. My name is Joshua Waldman. I'm an Arlington County resident. I've been living here for nine years. I live in the Barcroft community right here in Columbia Pike, and I ride the 16 line bus down Columbia Pike every day to and from work. My question is about the percentage of overall capacity in a streetcar for seating versus standing and how that compares to seating versus standing in the articulated bus. My own personal preference is to sit. It's more comfortable, and I can read. I notice that when I ride the bus and then ride the Metro in to work that almost all the seats are taken. Almost everyone prefers to take a seat if it's available rather than to stand. On the streetcar, one third of the capacity is seating. On the articulated bus, two thirds are seating; and at an open door kind of board meeting board member Chris Zimmerman told me that he thought there was some flexibility in how much seating capacity there was in the streetcar. So my question is: Is there flexibility? Your numbers here provided by you show one third is seating capacity. Is there any possibility of increasing that? What can be done, if anything, to increase the seating capacity as a percentage of overall capacity in the streetcar option? Thank you.</p>
137.01	<p>Good evening. My name is Charles Adams, and I've lived here for 52 years. I'm opposed to this streetcar. I'm sorry. My name is Charles Adams, and I'm opposed to the streetcar. For me, I ride the bus every day. I've been riding for years. I hear some of the people get up here and say how crowded the situation is and what the projection is for ridership. It's not true at all. I ride it every day, and you can't pull the wool over my eyes on this one. The county has done so many things fixing things that are not even broken. This is something that's not broken. I don't understand it. If I wasn't so teed off about it all, I'd laugh, but it's so absurd. The whole deal is to raise peoples' taxes and kick poor people out of the county. That's all that it's all about. And if you believe the part about wanting the streetcar, go to New Orleans or go to San Francisco. We don't need you here. That's why it's crowded now. Thank you very much.</p>
137.02	<p>I currently ride the 16 line bus and the metro every day to work. My own preference for both is to have a seat rather than stand, and I notice that this is the general preference of other rides too. It makes the ride more comfortable, and allows the passenger to read while riding the bus or metro. According to the AA/EA (Table 1-8), the TSM2 articulated bus option will have a capacity of 94, with 60 seated passengers and the streetcar will have a capacity of 115 with 44 seated passengers. This means that TSM will have much more seated capacity than the streetcar. It would be a far more pleasant and preferable ride if the streetcar were able to match the seating capacity of TSM2 as closely as possible. At a June 2012 form on the AA/EA, the public was told that there is some "flexibility" in the seating arrangements possible for streetcars, although there was no specificity on the range of seating available. It is difficult to fully compare the streetcar and TSM2 options in the absence of such information. The Pike Initiative should make public the range of available options as soon as possible. If the streetcar option is chosen, a streetcar design with the maximum possible seating should be selected. Otherwise, if maximum capacity is emphasized over seating, then the quality of the ride will be lessened as compared to a TSM2 option with more seating capacity. That is true even though a streetcar will have a smoother ride than a bus. Notwithstanding the smoother ride, I (and probably many other passengers) would prefer to sit rather than stand, so that we can read, do work, and generally be more comfortable during the ride.</p>
138.01	<p>Hi. My name is John Grant. My wife and I live in south Arlington about a half mile away from here. In respect to time, I'm going to cut my comments short, and I'll be well under, I promise you. I ride the 16 line bus twice a day, five days a week; and as a result of that process, I am very much in favor of doing the streetcar more for I think that Arlington has a rich history of investing in transit and being rewarded for it, and there's no reason to believe that that will not work out if there's a hard investment in transit in south Arlington. If you look at the goals that are set out in the study, which I would mention started over ten years ago, the streetcar is by far the best option based on all the goals that have been set out in a ten year public process. We're ten years into it. We've waited long enough. Let's build the streetcars.</p>

ID	Comment
139.01	<p>Hi. I'm Chris Slatt. I live just down the street here, and I've asked to speak today because I fear that the alternative analysis severely understates the increased ridership benefits of the streetcar alternative. If you look at the numbers there, it only shows about a difference of five percent between the articulated buses and the streetcar alternative; whereas, numerous examples and studies of recent times have painted a much rosier picture for streetcar service. For instance, in 2003 the city of Tacoma converted an existing bus line between the downtown theater district and Tacoma Dome to streetcar service. Ridership increased not by five percent, not by 50 percent, but by 500 percent. When Seattle temporarily substituted buses for the streetcars that had been running on its Water Park line, ridership dropped not by five percent, not by 50 percent, but it dropped to one fifteenth of what had previously been riding the streetcars. When he attempted to study this exact phenomenon, I'm trying to determine what, if any, effects it would have on ridership while holding everything else equal, transferring, fares, frequency of service, population, he found that rail service is likely to attract not five percent but 34 to 43 percent more ridership than exactly equivalent bus service. This propensity for increased ridership appears to be primarily due to their ability to attract riders to choose to ride transit, in addition to those who must ride transit due to lack of other options. When Memphis surveyed its transit riders, it found that 83 percent of those who rode the streetcar systems did not ride any other form of public transit in the area. They either rode the streetcar or they rode their car, nothing else. This factor, along with the demonstrated economic development benefits of rail transit are the key to why we must invest in the streetcar on Columbia Pike. And I'm going to ask you what, if any, percentage in mode preference is included in the numbers that are in the AAEA? Thank you.</p>
140.01	<p>My name is Ron Ross. I've lived here for three years now. Several questions. Several of your exhibits refer to the increased pace of economic development brought by streetcars and also to the term investment; and one question is is the project on hold until return of investment is completed? And what other cities have installed streetcars and what's their experience with this return investment?</p>
140.02	<p>And also, how do you reconcile the streetcar plan for increased economic development with the county's plan for increased affordable housing?</p>
140.03	<p>After attending the Public Forum held June 6, in which AECOM presented the Alternatives Analysis/Environmental Assessment, I came away from the meeting with facts and thoughts that I would like to share: 1. The Streetcar, one of several options considered, marginally increases ridership and marginally decreases the length of time of trips, but overwhelmingly exceeds its nearest alternative, articulated buses, by millions of dollars.</p>
140.04	<p>2. While AECOM explained that a conservative approach was taken in its consideration of funding sources, several assumptions were made, none of which can be guaranteed. As Delegate Alfonso stated, assumptions with regard to Federal and State funding are highly doubtful. If these sources fail to materialize in the amounts assumed, will the County Board propose additional bond funding, raise property tax rates on properties lining the Pike, or raise county property taxes altogether? 3. Should funding assumptions prove incorrect or project delays lead to cost overruns, the Streetcar's estimated expense of \$250 million will undoubtedly increase.</p>
140.05	<p>4. When asked about Rate of Return on Investment, AECOM could only cite prior experiences: a range of 0-30% rate of return, which only applies to the properties lying immediately along Columbia Pike. However, an anticipated increase in property value of properties along Columbia Pike is projected at only four percent. Increases (or decreases) in values of residential property areas were not considered.</p>

ID	Comment
140.06	<p>5. One goal of the Streetcar plan is to increase the pace of development along Columbia Pike. However, no consideration seems to be included in the overall plan for the type of development that may be anticipated or desired. AECOM argued that developers want permanence before committing to an area. My own personal opinion (not included in AECOM’s argument) is that current and potential demographics drive developers, and if the market is not there, currently or potentially in the future, developers will not commit to an area. As a Forest Glen delegate to the Housing Committee of the Arlington County Civic Federation, I know that construction is currently being undertaken at 4785 Columbia Pike (Columbia Pike & South Dinwiddie) for a new community center that will also include 122 units of affordable housing. Also, the Arlington County Board has recently approved a \$6 million dollar loan for the construction of additional affordable housing on South Greenbriar, at Columbia Pike. These units of affordable housing will be in addition to the current units of affordable housing in the 22204 zip code, which includes Forest Glen and Columbia Heights West. With so much affordable housing lining Columbia Pike, and with affordable housing only permitted to those with lower incomes, why would developers be enticed to locate in the Pike corridor? Many, including myself, would like to have restaurants, cafes, coffee shops, and other businesses along Columbia Pike, as can be currently found in North Arlington along Wilson Avenue and Fairfax Avenue. From my point of view, these kinds of businesses would increase the attractiveness and appeal of Columbia Pike as well as its “walkability score.” Building a Streetcar along Columbia Pike will not assure this type of development, and increasing the number of affordable housing units along Columbia Pike will almost assuredly decrease the chances of this type of development. As such, the objectives of the Streetcar plan and the objectives of affordable housing units along Columbia Pike seem to be in direct conflict.</p>
140.07	<p>6. Editorials in the Sun Gazette have noted that the Columbia Pike Streetcar seems to be County Board Member Chris Zimmerman’s desired legacy to Arlington County. At the June 6 Public Forum, many spoke against the Streetcar plan; a fewer number spoke in favor of the plan. Crowd reactions to questions and answers did not seem heavily inclined (to me) either in favor of the plan or against the plan. I left the meeting impressed with the alternatives considered, but not convinced of the correctness of the many, many assumptions built into the plan.</p>
140.08	<p>7. County Clerk Paul Ferguson has concluded that placing a referendum on the November ballot is not legal under Virginia State law. In a letter to the Editor of the Sun Gazette, one Arlington citizen, acknowledging this technicality, challenged the Arlington County Board to place a bond issue, perhaps \$1 million, on the November ballot to gauge whether Arlington residents support or oppose the Streetcar plan. This suggestion, if legal, seems reasonable to me. 8. June 21 is the deadline for submitting public comments. In the June 21 Sun Gazette (“Public-Comment Time for Columbia Pike Streetcar Ticks Away”), it is noted: “How much impact those comments will have remains to be seen. Officials in Arlington and Fairfax counties are required to consider them as part of the planning process, but are not obligated to follow the general consensus of the comments, if any develops.” I can only hope that Arlington County Board members consider the comments submitted regarding the Streetcar plan. However, the history of the Board, and the perception of many, many Arlington County residents, is that it [the County Board] is not interested in the input provided by Arlington residents. Rather, the Board does what it wants, and Board members generally defer to the wants and wishes of other Board members. Arlington County prides itself in being a very democratic county, but the manner in which the County Board operates is anything but democratic.</p>

ID	Comment
141.01	<p>How do I adjust the height on this a little bit? How's that? My name is Ryan Arnold. I grew up in Arlington until some time in high school and went out and lived in Michigan for the last 12 years. Now I'm back. But I do really appreciate the chance to speak here tonight and share some of my thoughts and unfortunately no questions will be coming; so that will save time. Right? Now, I know that the idea of streetcars on Columbia Pike isn't popular with everyone. I know there are plenty of critics who have come here tonight, and I'd just like to suggest that we keep an open mind, take another look. My understanding is that the main issue for many of the critics is the cost of the streetcar program. Yes, it does have a cost, but the whole reason we want to do this is it can also have benefits, and we need to look at the whole picture. Of course when the benefits match or exceed the costs, then the costs are in my view certainly acceptable, and I think that's reasonable to say. Benefits, the recently updated report from the (inaudible) found that cities that establish large rail systems enjoy a whole range of benefits versus cities with smaller rail transit service or with only bus service, benefits like higher per capita transit ridership, lower per capita vehicle ownership and mileage and less traffic congestion, lower traffic death rates, lower consumer spending on transportation and higher transit cost recovery. On a personal level, I would add to that list quality of life, peace of mind. As a former Michigan resident, I'm thrilled that here I can do so much of my local travel without worrying about my car, parking, gas prices, whether somebody else is going to crash into my door and running a red light. It's a headache I worry about every single day back in Michigan, so this is great. And the streetcar line that is planned here will extend the reach of that existing network, rail network, bringing all of those benefits to the Columbia Pike area as well, and the streetcar will help Columbia Pike to continue to evolve into the kind of place to visit in the Columbia Pike initiative adopted about four to ten years ago after lots and lots of public meetings and community input. My last point, Arlington County has decades of experience planning transportation systems, as it's been noted. We all know how successful the areas around Metro stations have been, and that's not just because of transit planning but the coordination of transit planning with smart land use planning. Most other places, like where I lived for ten years in Michigan, you could rightly call this streetcar plan risky, but not here. When it comes to transit, investing in transit is to the benefit of the community. Arlington has shown that it knows what it's doing on this one particular issue at least; so the county's experts deserve our trust, or at least the benefit of the doubt. Thank you.</p>
142.01	<p>Hi. I am Steve Maguire. I live in Arlington Heights. I've got three kids. One is here, Patrick Henry, a few more on the way. Patrick Henry. I've lived in Arlington for 13 years, south Arlington as well. And my question is probably directed more to AECOM, and it has to do with financing and it also brings in this tax increment financing idea as described earlier; and it also brings up Representative Lopez's concern about the funding from the federal and state government. And here's a paragraph from Page 480. I've forgotten where it was in the documents. "Arlington County has expressed interest in tax increment financing as a way to capture the value produced by improving transit investment in support of the capital -- private county buses. This approach may be considered as a source of backup funding in case federal or state funding falls short of planned levels. These and other funding options will be explored in more detail as the project planning progresses." And what I wanted to emphasize is what you said earlier is this is redevelopment property value will increase by four percent. That's an incremental increase in property values. When you do a tax increment finance in the District, that's all you have access to. You can't take all the property tax revenue; and to make a suggestion that this doesn't come out of the budget somehow is not a fair assessment. That property tax revenue that could have been collected by the county could have gone to the schools, could have gone to improve this building, could have -- there's lots of other uses for that property tax revenue. So I think when we are analyzing this proposal, it would be important for me to have another column that includes no federal funding, no state funding, and how that additional expense is going to be financed. The TIFS, you're going to sell bonds with that too. Those likely have to be included in the capital, the CIP, as well; and so to me I feel the -- I'm all for mass transit. I take the bus every day to work. I sit down every day. Seems to be fine. But I realize there's reasons to think progressively about how to get people to and from work, and I applaud all your efforts, but I just hope we can spend more time on the financing side because I think that's what this whole thing hinges on. Thank you.</p>

ID	Comment
143.01	<p>Hi. I'm Robert Louman. I live on Green Briar Street, and I've used the bus for transportation for years; and in fact I can't afford to drive. I had to live from paycheck to paycheck for years because I thought I had to keep a -- maintain a car; and that's true of many, many people who drive. But when I leave here tonight I expect to wait no more than 15 minutes for a bus, and I don't see -- that doesn't affect me. That's as good as it gets in the real world. I just want more, more of what we've got on Columbia Pike. Enhanced bus service, the TSM Number 2 plan sounds excellent to me. And I watched the ART bus system grow over the past several years, and every increase in service or an addition adding routes has improved my quality of life. I consider the bus system to be the way to go, and also to many people who use the 16 buses use -- do grocery shopping and everything else that people do on, you know, in order to maintain a household; and I think very few of those people would say I would rather stand and get home two minutes faster on a trolley rather than have a much better chance of sitting on the bus. And anyway, I just say it's not broken. Just keep -- continue to enhance the existing bus system. I consider Columbia Pike, the bus system, to be very good; and I've never been on a bus system that's considered that I would call excellent. I don't even know if that's possible in the real world.</p>
144.01	<p>My name is Takis Karantonis. I'm with the Columbia Pike Resident Organization, but I'm also a native here and (inaudible) I live here in 2002, but I came from Houston, Texas; and actually this is my second meeting because when I left Houston we had some neighbors where it's actually the same thing, to build a streetcar from downtown to the Metro center. There is nothing more remote to the soul of a Texan than to ride or to consider spend time on any kind of public transportation. This is a very civilized, nice medium, and we should have seen that. Now, they built the streetcar against all. I remember my neighbors in Pine Street coming up and saying, "This tearing up the street." Today, ten years later, their property values went up three times. This system has ridership that no other -- in the State of Texas no other local transportation, public transportation system is going to have. People will use it and they are very happy about that, so happy that they are considering the big bucks, the real big bucks to really define the line and to go -- it's not only about (inaudible) that's what I wanted to say. I work with small businesses because it's my job to do that and because it's also my passion to do that. My private organization is a nonprofit organization which depends on private contributions, the contributions of small business. On my business I have 596 business clients on four miles of Columbia Pike. We have 40,000 people on north and south Columbia Pike on two blocks, 40,000 people; and we have only 196 business lines. We used to have three years -- or ten years ago three times that. My grandfather in Florida -- think about that -- has in his list 1,895 business lines. This is the difference between adding -- having a rail system as a transportation system and having just a bus system but. It's good, but it's not because of the (inaudible) everybody would accept. Ask a small business owner what he does when he's no longer served and drawn for serious money and then he ask the problem to justify wherever the customers will come. So that's a problem, economic. And my question to you is: Where are we going to connect, not only to Metro, but what is it about Crystal City, 12 million square foot of office space. People work there, but only three percent of these choose as a housing option Columbia Pike.</p>
144.02	<p>I live in the Columbia Heights neighborhood and I'm a frequent user of the Pike-Ride bus lines and ART lines 77, 74 and 45. To my family and myself connectivity and mobility across Arlington and the entire Washington metropolitan area by means of public transportation are essential for our quality of life. I commend Arlington County Staff for their continuous efforts to improve existing service on Columbia Pike and propose solutions that will satisfy growing transportation and mobility needs in our corridor. I agree with the Streetcar alternative. I'm convinced that a modern streetcar is a superior choice than the other proposed alternatives, especially if one considers next to the transportation advantages also the expected positive economic impact of Streetcars on our local economy. For almost 15 years bus service on the Pike may have succeeded to satisfy the needs of the commuting population but has had no significant positive impact to the local business environment. Modern Streetcars have a track record of supporting economic development, attracting a higher ridership and making a place more desirable to live, work and shop. I largely agree with the findings of the EA/AA. Further, I strongly support electric locomotion as its carbon footprint will decrease over time as the share of renewable energy generation increases.</p>

ID	Comment
145.01	<p>Hi. I'm James Vennett. I'm currently the first Vice President of the Arlington Heights Civic Association, which is the one we're in right now. I live just about less than a block off the pike, and I've lived here for over -- well, almost 20 years now. I think a lot of the people who spoke in favor -- I'm in favor of the streetcar, and a lot of people who spoke in favor of it said it much more succinctly and eloquently than I could; so they stole my thunder. I'm not going to retread that. But I do want to make a quick statement and then just have two quick questions at the end. I think -- I'm a bicyclist by the way. Somebody brought that up before. I don't bike around the pike. I think if you do bicycle around the pike, you should be referred to a mental health professional. It's insane now; so as far as putting streetcars in, that's not going to change it at all. The bike boulevard thing is great running parallel routes north and south. On the bike that's the way to go anyway, because you'd take your life in your hands if you rode a bicycle on Columbia Pike; so putting the streetcar, again, that's not going to change it for me.</p>
145.02	<p>I think a streetcar, as many people articulated, is just great for business, for movement, for the idea of people who will ride it like myself. I don't like buses. They confuse me. I rode a bus years ago and I was in north Arlington, which is not where I wanted to go. I know if I get on the street, I'll either end up in Manassas or Washington, D.C. or somewhere else from here to here; so it's just -- it makes a lot more sense for me.</p>
145.03	<p>Two questions to finish with are this: The first one is everybody's constantly bringing up this idea about how the streetcar's going to break down every other minute and constantly be blocking traffic and whatever, whatever. I heard that there's an option that the streetcar can go off track for a brief period and get out of the way and run on battery power for a brief period. Is that being considered? I think that's a good idea, if possible, to maybe eliminate that problem of blocking.</p>
145.04	<p>And the other thing is for a lot of people have been saying oh, we got to vote, oh, we got to vote on it. I didn't live here decades and decades ago. Before they built the Metro, was there a vote in Arlington of whether we were going to do it or not, because it really impacted Arlington? So those two questions I would be interested in the answer to. Thank you.</p>
146.01	<p>Hi. My name is -- hello. My name is David Dickson. I live in Columbia Pike corridor. I've lived in Barcroft for now 25 years and have commuted and insanely bicycled along Columbia Pike. I will say I grew up in San Francisco and used to ride my bicycle on California Street, and if you ever looked on California Street, you'd notice there are cable car tracks there; so you can do it. I don't recommend it. Let me also say for a living my job is I am the State Program Manager for the Virginia Chapter of the Sierra Club on transportation issues; and when I first heard that there was going to be a streetcar put on Columbia Pike I said you guys got to be nuts. You've got all these buses, all these cars. I take my life in my hands on my bicycle. What the heck are you going to put a streetcar on there? Since then I've learned a lot more about transportation, about transportation oriented development and I've become a strong proponent of the streetcar project; and indeed Sierra Club chapter has endorsed the inclusion of funding for the Columbia Pike streetcar in -- right now I'm going to go into addressing some of the comments made by Delegate Lopez, and by the way I share his frustration in the general assembly. But in the Department of Public Transportation's six-year improvement program, the latest draft version that gets updated every year -- it's available online too. You can look at it -- from 2013 to 2018 -- and I don't have it in front of me, but I believe and I testified at a public hearing out in Siberia, Fairfax County that they have 40 million dollars allocated in there for a streetcar in Arlington, and I believe it says capital funding, and 20 million dollars allocated in there for Fairfax County's portion. They are also seeking to -- they also are trying to get to a point where -- they're right now providing statewide 17 percent support for operating budgets for public transportation, and they're trying to get to 20 percent; and capital investments they are trying to get overall to 65 percent of the nonfederal share for capital construction of transit parking. The three priorities for capital investment in public transportation in the Commonwealth Transportation Board, which is making its decision -- I'm going to end up in just a second -- in June, one priority is 28 buses statewide. The second priority is 50 million bucks for the Dulles MetroRail, and the third priority is the Columbia Pike streetcar. Thank you.</p>

ID	Comment
146.02	<p>Comments of the Virginia Chapter of the Sierra Club on the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment (These comments have also been submitted via email to Info@piketransit.com.) The Virginia Chapter of the Sierra Club appreciates the opportunity to comment on the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment. The Virginia Chapter of the Sierra Club has over 14,300 members in the Commonwealth with over 4,600 residing in Arlington and Fairfax Counties. The Virginia Chapter of the Sierra Club envisions the Commonwealth’s residents enjoying a healthy, vibrant, and prosperous quality of life living in communities where they work, learn, shop, and enjoy recreational and cultural amenities without depending on the automobile and the fossil fuel it burns. For the Columbia Pike Corridor, of the four alternatives studied in the Alternatives Analysis, the Streetcar Build Alternative comes closet to realizing our vision. We therefore urge the adoption of the Streetcar Build Alternative as the Locally Preferred Alternative for the Columbia Pike Transit Initiative. The streetcar will do the most to reduce reliance on the automobile in the future by doing the more to reduce vehicle miles traveled than the other three alternatives studied. Transit studies in the U.S. have clearly shown that streetcars/light rail reduce the number of car trips by the population more than any other form of mass transit.</p>
146.03	<p>Arlington’s streetcar will carry upto 115 riders in their original design, more riders per vehicle than the buses they replace so mass transit capacity will increase immediately upon completion of the system.</p>
146.04	<p>The streetcar will also reduce travel time along its route more than any of the other alternatives, provide the greatest value in travel time savings, and do the most to reduce traffice congestion.</p>
146.05	<p>Because the streetcar will utilize off-board fare collection, multi-door boarding and alighting it will have much less dwell time at each stop and be more likely to aleviate the bunching of transit vehicles traveling the corridor. While the “Transporation Systems Alternative 2 – Articulated Bus” alternative also assumes off-board fare collection and multidoor boarding, our conversations with transit experts indicates these measures have never been successfully implemented for these vehicles in the United States.</p>
146.06	<p>The streetcar will most sustainably add to the economic revitalization of the Columbia Pike Corridor. Columbia Pike is already the most heavily travelled bus route in the state yet Columbia Pike lags behind the Metro corridors in terms of development and new investment. Buses do not add to the economic development of a region as will a “tracks in the ground system”. Streetcars require tracks, like the subway system, so business owners and developers know where it will be operating, now and in the future. That means increased investment The attractiveness of a streetcar system to developers provides the Counties with a bargaining chip. Developers can maximize their investment in return for building to LEED standards, having mixed-use (i.e. ground floor retail) and including affordable housing units.</p>
146.07	<p>The Chapter is concerned, however, that development facilitated by any of the alternatives studied for the Columbia Pike Transit Initiave not lead to the loss of any affordable housing or the dislocation of transit dependent people who will most benefit from the Streetcar Build alternative. We therefore urge Arlington and Fairfax Counties to pursue aggressive affordable housing policies along the corridor. We thank you for considering our views in urging the adoption of the Streetcar Build Alterternative as the Locally Preferred Alternative for the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment.</p>

ID	Comment
146.08	<p>Comments of the Virginia Chapter of the Sierra Club on the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment (These comments have also been submitted via email to Info@piketranst.com.) The Virginia Chapter of the Sierra Club appreciates the opportunity to comment on the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment. The Virginia Chapter of the Sierra Club has over 14,300 members in the Commonwealth with over 4,600 residing in Arlington and Fairfax Counties. The Virginia Chapter of the Sierra Club envisions the Commonwealth’s residents enjoying a healthy, vibrant, and prosperous quality of life living in communities where they work, learn, shop, and enjoy recreational and cultural amenities without depending on the automobile and the fossil fuel it burns. For the Columbia Pike Corridor, of the four alternatives studied in the Alternatives Analysis, the Streetcar Build Alternative comes closet to realizing our vision. We therefore urge the adoption of the Streetcar Build Alternative as the Locally Preferred Alternative for the Columbia Pike Transit Initiative. The streetcar will do the most to reduce reliance on the automobile in the future by doing the more to reduce vehicle miles traveled than the other three alternatives studied. Transit studies in the U.S. have clearly shown that streetcars/light rail reduce the number of car trips by the population more than any other form of mass transit.</p>
146.09	<p>Arlington’s streetcar will carry upto 115 riders in their original design, more riders per vehicle than the buses they replace so mass transit capacity will increase immediately upon completion of the system.</p>
146.10	<p>The streetcar will also reduce travel time along its route more than any of the other alternatives, provide the greatest value in travel time savings, and do the most to reduce traffice congestion.</p>
146.11	<p>Because the streetcar will utilize off-board fare collection, multi-door boarding and alighting it will have much less dwell time at each stop and be more likely to aleviate the bunching of transit vehicles traveling the corridor. While the “Transporation Systems Alternative 2 – Articulated Bus” alternative also assumes off-board fare collection and multidoor boarding, our conversations with transit experts indicates these measures have never been successfully implemented for these vehicles in the United States.</p>
146.12	<p>The streetcar will most sustainably add to the economic revitalization of the Columbia Pike Corridor. Columbia Pike is already the most heavily travelled bus route in the state yet Columbia Pike lags behind the Metro corridors in terms of development and new investment. Buses do not add to the economic development of a region as will a “tracks in the ground system”. Streetcars require tracks, like the subway system, so business owners and developers know where it will be operating, now and in the future. That means increased investment The attractiveness of a streetcar system to developers provides the Counties with a bargaining chip. Developers can maximize their investment in return for building to LEED standards, having mixed-use (i.e. ground floor retail) and including affordable housing units.</p>
146.13	<p>The Chapter is concerned, however, that development facilitated by any of the alternatives studied for the Columbia Pike Transit Initiave not lead to the loss of any affordable housing or the dislocation of transit dependent people who will most benefit from the Streetcar Build alternative. We therefore urge Arlington and Fairfax Counties to pursue aggressive affordable housing policies along the corridor. We thank you for considering our views in urging the adoption of the Streetcar Build Alterternative as the Locally Preferred Alternative for the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment.</p>

ID	Comment
146.14	<p>The Virginia Chapter of the Sierra Club appreciates the opportunity to comment on the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment. The Virginia Chapter of the Sierra has over 14,300 members in the Commonwealth with over 4,600 members residing in Arlington and Fairfax Counties.</p> <p>The Virginia Chapter of the Sierra Club envisions the Commonwealth’s residents enjoying a healthy, vibrant, and prosperous quality of life living in communities where they work, learn, shop, and enjoy recreational and cultural amenities without depending on the automobile and the fossil fuel it burns.</p> <p>For the Columbia Pike Corridor, of the four alternatives studied in the Alternatives Analysis, the Streetcar Build Alternative comes closet to realizing our vision. We therefore urge the adoption of the Streetcar Build Alternative as the Locally Preferred Alternative for the Columbia Pike Transit Initiative.</p> <p>The streetcar will do the most to reduce reliance on the automobile in the future by doing the more to reduce vehicle miles traveled than the other three alternatives studied. Transit studies in the U.S. have clearly shown that streetcars/light rail reduce the number of car trips by the population more than any other form of mass transit.</p>
146.15	<p>Arlington’s streetcar will carry upto 115 riders in their original design, more riders per vehicle than the buses they replace so mass transit capacity will increase immediately upon completion of the system.</p>
146.16	<p>The streetcar will also reduce travel time along its route more than any of the other alternatives, provide the greatest value in travel time savings, and do the most to reduce traffice congestion.</p>
146.17	<p>Because the streetcar will utilize off-board fare collection, multi-door boarding and alighting it will have much less dwell time at each stop and be more likely to aleviate the bunching of transit vehicles traveling the corridor. While the “Transporation Systems Alternative 2 – Articulated Bus” alternative also assumes off-board fare collection and multidoor boarding, our conversations with transit experts indicates these measures have never been successfully implemented for these vehicles in the United States.</p>
146.18	<p>The streetcar will most sustainably add to the economic revitalization of the Columbia Pike Corridor. Columbia Pike is already the most heavily travelled bus route in the state yet Columbia Pike lags behind the Metro corridors in terms of development and new investment. Buses do not add to the economic development of a region as will a “tracks in the ground system”. Streetcars require tracks, like the subway system, so business owners and developers know where it will be operating, now and in the future. That means increased investment The attractiveness of a streetcar system to developers provides the Counties with a bargaining chip. Developers can maximize their investment in return for building to LEED standards, having mixed-use (i.e. ground floor retail) and including affordable housing units.</p>
146.19	<p>The Chapter is concerned, however, that development facilitated by any of the alternatives studied for the Columbia Pike Transit Initiave not lead to the loss of any affordable housing or the dislocation of transit dependent people who will most benefit from the Streetcar Build alternative. We therefore urge Arlington and Fairfax Counties to pursue aggressive affordable housing policies along the corridor.</p> <p>We thank you for considering our views in urging the adoption of the Streetcar Build Alterternative as the Locally Preferred Alternative for the Columbia Pike Transit Initiative Alternatives Analysis/Environmental Assessment.</p>

ID	Comment
147.01	<p>Well, thank you very much and good evening. My name's Steve Dixel, and I'm an Arlington resident, and I take the orange line in the morning at around 5:20 or so, 5:20 a.m. the orange and blue line; and one of the things I've noticed after living here 12 years or so is that at that hour of the morning it's standing room only on the train. It really is. It's standing room only. When I moved here about 10 or 12 years ago, it was very easy for me to get a seat at maybe 6:15 or so. And it seems to me with the migration of the silver line and the running of the silver line through the orange and blue line tracks, that we're going to have more traffic flow in terms of people coming through Arlington. Right? Just common sense. It's just logical. So to me it's a resident marked problem. I'm really for choice. I'm for the TSM-2 project. I think it's -- regardless of what it costs, I think somehow or another that will be worked out politically, but I think -- I guess my question is this: How's the board itself or your committee actually looked at that inbound project and migration of the silver line into the orange line and realized that people living here in Arlington, they need more choices to accommodate them than the traffic going up?</p>
148.01	<p>I'm Charles Blair. I've been riding the 16 line since the late 70s. I really love public transportation. I thank the board for the excellent bus service we have in Columbia Pike. I eat down at the restaurant. I go to my eye doctor in Maryland. I love public transportation. I don't take it because I have to. I take it because I can. It's cheap, it's effective and it really works well in Washington. The one remark I heard this evening that has caught my interest was you surveyed people in one of the corridors and you said 20 percent more would consider riding a streetcar rather than a bus. To my mind, this is the critical thing. How many more people are going to get on the streetcar rather than a bus? If it's not many people, this is an awful lot of money to spend. So I don't know the answer to that question. There will be some more, but in my mind a quarter of a million dollars is an awful shady bet on how many there are going to be. That's my question. It's an awful shady bet on that maybe 20 percent. Most of America don't like public transportation. I won't lie. I love it. Are you going to pull people out of those apartments to ride a trolley versus a bus? That's the critical question here. That's the critical question.</p>
148.02	<p>Anybody can take four percent of all the businesses along Columbia Pike and bring the number and come up with a nice, juicy number of how much more growth you're going to get. Take a big number, you take a small percentage of it, you get a nice number. Nobody knows if it's going to be in business development as a result of a trolley car. That's pure speculation.</p>
148.03	<p>Finally, I really think you need to talk to your political superiors in the county government. Nobody should spend a quarter of a billion dollars and tear up Columbia Pike again for six months and put the overhead lines back in without the backing of the people in Arlington County. Now, I don't know which way it's going to go, but this is a big project and a lot of money and tax rates are going to go up to pay for the lines. Let's get real about this. It's a big project, and it's kind of iffy on whether it's going to pay off or not. Why? Because you just don't know. I'm opposed to it. I don't think you're going to get that many more riders on a trolley car than a bus, but that's just a personal opinion. Thank you.</p>

ID	Comment
149.01	<p>Thank you for the opportunity to come in and ask questions. My name is Doris Ray, and I'm the Director of (inaudible) an outreach in the independent suburb of northern Virginia which is located in Arlington but serves Arlington and Fairfax Counties and the entire northern Virginia region. And on behalf of our consumers, I have some questions. We have, through our Board of Directors, have not taken any position on this; so I need to say that, so I'm not enunciating any position. Our questions are relating to could you describe what are the accessible features of the trolley option in terms -- or excuse me -- streetcar option in terms of vehicle, streetcar loading cabs, if they are going to be used, and street scape, meaning making the streets accessible up and down the pike sothat there is an accessible route of travel for people with disabilities to get to, board, and exit the vehicles; and we ask this both in terms of Arlington County and Fairfax County, because many of the streets in the neighborhoods and areas that we're talking about are not fully accessible and are not necessarily equipped with programs. And to the degree that it is not accessible now, in your quotes regarding the project are accessibility features, including the street scapes, part of the cost that you're quoting for the project with respect to vehicles and platforms and vehicles, ramp access, are they seen as being provided? I'm wondering about wheelchair securements that we'd like and also, since there are very few seats and they're facing inward, which is an awkward position for many people with disabilities, especially when there's a lot of people standing, how are you going to assure boarding for people with disabilities and ensure that there is sufficient seating? So those are my questions on behalf of the Independence Center of Northern Virginia, and I hope Arlingtonians will forgive this Fairfax County resident who doesn't live in the 49th District for allowing me to ask my questions as an individual simply because I can't come tomorrow night because of a business commitment; and they are the same ones that I just asked, but also I'm a native Washingtonian and grew up on streetcar line on 14th Street and used the streetcars -- MR. DEL GIUDICE: Mrs. Ray, we've reached our three minutes. MS. RAY: So I can't make my personal statement? MR. DEL GIUDICE: Okay. MS. RAY: And I used streetcars in Washington and cable cars and streetcars like the streetcars in San Francisco. My concern is the width of Columbia Pike and whether it can accommodate the streetcar. I'm sure you've probably taken that into account, but I'm concerned about that; and I'm concerned about pedestrians crossing to the streetcars if there are no platforms. MR. DEL GIUDICE: Thank you. MS. RAY: I'm concerned about them being able to get to them and whether they will be located at corners where there are traffic lights. MR. DEL GIUDICE: Mrs. Ray -- MS. RAY: And I'm concerned that Jefferson Street is too narrow, and I haven't really heard a description here tonight of -- MR. DEL GIUDICE: Mrs. Ray -- MS. RAY: -- how it will traverse through Skyline. And I'm also concerned -- MR. DEL GIUDICE: Mrs. Ray. Mrs. Ray, three minutes is up. MS. RAY: And I'll finish in one sentence. MR. DEL GIUDICE: No. No. We've gone beyond three minutes. Allow us to answer your questions, please. MS. RAY: But that it's taken hours to get off of the public funded streetcar.</p>
150.01	<p>After reading the Alternatives Analysis/Environmental Assessment, it is obvious that the streetcar plan requires so much more capital expenditure than it reaps in either time or cost savings than the other alternatives that I am shocked that it is even under consideration. After years of simultaneous tax increases and budget tightening and following on the heels of the Artisphere fiasco, the last thing Arlington County needs is the money pit that this project promises to be. For the \$214-231 million capital expenditure, there are no significant advantages over the TSM2 proposal. Let's make the smart economic choice and abandon the streetcar plan. If the County Board feels that a streetcar is a "must" for Columbia Pike, I challenge them to let Arlingtonians have a voice in the matter by voting on a bond referendum.</p>
151.01	<p>I strongly oppose the creation of a street car /trolley/tram/light rail system along Columbia Pike. 1. Already the per capita charges for county expenses in Arlington Cty are higher than any of the other counties in the Capital region. 2. It is highly unlikely that this system would ever pay for itself. Payment eventually would come from the taxpayer. 3. Although the country is now in the midst of the worse recession since the Great Depression and most jurisdictions are going broke or cutting back this is not the direction that this initiative takes. 4. Local stop transit has been shown to be either less efficient or no more efficient than bus transport. Bus transport is already in place and in use. (From the Human Transit - The Professional Blog of Public Transit Planning. The conclusion that many have already made is that this street car venture is purely an exercise for "old timey" advertising for tourists.</p>
151.02	<p>1. At this time I do not believe that any other solution than "no build" is an alternative.</p>

ID	Comment
151.03	<p>I am downright mad at the arrogance of those planners who have come before the Federation here in Arlington and can not answer for the poor development along Columbia Pike. Just take a look at the high rise created on Columbia Pike at the intersection of Greenbrier St. and Columbia Pike. The building offset is about 7 feet! This is a disgrace and shows the weakness of the Arlington real estate board in dealing with the real estate interests in this area. Columbia Pike is a low income area. Unfortunately, there are no retail outlets along this avenue that would attract a middle class buyer. The addition of a street car system would only make the middle class poorer in order to pay for it. Maybe free rides for the subsidized housing along the route?</p>
152.01	<p>Ms. Hynes,</p> <p>You must be out of your everlovin mind to think that a streetcar, in today's environment, is anything near a viable option. This "ain't" San Francisco and we don't need a tourist attraction that connects nowhere.</p> <p>Arlington has great needs. Squandering money to fulfill a marijuana smoker's dream of "The Arlington Way" does a great disservice to the whole community.</p> <p>Almost every urban area that had streetcars got rid of them. Let's stay in the twenty-first century with modern transportation vehicles. But if trolleys are to be de regueur then let's go all the way and have them horse-drawn with tassels, clanging bells, and open windows to spit terbacky out of (Wooo Haaaa).</p> <p>My family has been Arlington voters for 40+ years and Democrats since birth. We live northside and care how our money is misspent/spent. We rarely miss an election, but it wouldn't bother use to vote a Board member out of office for cause. Think on it!</p>
153.01	<p>I prefer the streetcar build as I think that would be more efficient and would harm the environment less than the bus alternative.</p>
154.01	<p>Either TSM 1 or TSM 2 should be implemented, rather than the streetcar build. The disadvantages of the streetcar build far outweigh the purported advantages. Bus service is more flexible and much cheaper than building a streetcar system. The construction of a streetcar system will require years of major disruption along the pike. After that, the presence of tracks and the streetcars themselves will make driving along the pike more hazardous. The contention that a streetcar system would revitalize the pike is irrelevant, since that is already happening.</p>
155.01	<p>For the reasons noted below, I recommend that Arlington County opt for the articulated bus proposal for enhanced Columbia Pike transit.</p> <ol style="list-style-type: none"> 1. I am concerned that the consultant for the TSM study listed the trolley as being faster than the articulated bus. This was a mis-perception that buses, unlike the trolley, do not have three doors. We note that buses with three doors run in the District of Columbia and several major cities to include Los Angeles. This misstatement is disconcerting and gives the appearance of a study that has a pre-ordained outcome.
155.02	<p>The cost to establish a trolley system to replace one Pike Ride bus route with trolleys is estimated \$261 million. The rapid bus (TSM 2) will cost \$68 million to build per the consultant's study. If the articulated bus proposal is enacted, Arlington will not have to build a costly maintenance facility saving even more money for the taxpayers. Additionally, in these tough fiscal times, a project with less costs has a better chance of being built than an expensive trolley project.</p>
155.03	<p>There is some talk that WMATA will not run buses that have off vehicle fair collection. If this is the case then the County could run the articulated bus as they plan to run the street car and there will be personnel cost savings as we will not have to pay Metro wages.</p>
155.04	<p>Whereas the trolley would operate in mixed street traffic and could not pass obstacles such as illegally parked cars, vehicle moving in and out of parking spaces, traffic accidents, or broken down trolleys. Additionally, if the trolley wires were brought down by ice or wind, trolley service would be lost. Transit that is rife with delays will not be an economic engine.</p>

ID	Comment
155.05	I note Arlington taxpayers spent millions of dollars to remove ugly overhead wires, a trolley, would require new overhead wires to be installed.
155.06	Relatedly, passenger capacity is essentially the same between the trolley and articulated bus based on the consultant's work, and the trolley and articulated bus can both handle anticipated future capacity.
155.07	The trolley is not necessary for Pike redevelopment as Pike development is happening without the trolley. Over the last three years over 1000 new residential units have been completed and retail stores have opened.
155.08	Trolleys are less flexible than buses since they cannot change route or skip stops to provide faster service. We are also unable to change the trolley route to reflect changing needs without spending enormous amounts of infrastructure money.
155.09	I am also concerned that the amount of money Arlington will spend towards the trolley (80% v. 20% for Fairfax County) is out of alignment with the ridership usage since Baileys Crossroads is developing and the trolley will by necessity fill up with Fairfax people who get on the trolley first.
155.10	Environmentally, the trolley is a polluter. The current and one could assume the future bus service on the Pike uses clean natural gas. The trolley would use electricity derived primarily from polluting coal and nuclear power.
155.11	The Columbia Pike corridor differs in several ways from other cities where trolleys operate successfully. The narrow street space and the surrounding street grid lack the capacity to properly accommodate trolleys with either the current or future traffic volume.

Therefore, the please count my support for the TSM-2 articulated bus model.

- 155.12 Good evening, folks. My name is John Antonelli, and I sit on the Arlington County Transit Advisory Committee. And I am here tonight to endorse the articulated bus proposal. Steel wheels on steel rails does not make for a very flexible mode of transportation. (Indiscernible) traffic accidents, any truck unloading is going to shut down your transit system, and there are just no two ways about that. As for weather, well, you know, folks, anything that brings down power lines is going to bring down the power lines of the trolley, that includes wind, ice, and trees. It's just the way it is. As for the emergency rapid response system, well, you know, those of us who ride Metro, we know when we hear the word "bus bridge," that means water. Now, let's talk about the articulated bus system because, frankly, that study got it wrong. You will see that they have -- the fact that the bus, the articulated bus, which is flexible and can move around, it actually takes longer to get down Columbia Pike than the trolley. And so I asked the consultants this, and they said, "Well, the trolley -- the buses, they don't make buses with three doors." Folks, they have buses with three doors running in the District of Columbia, but here is Metro Magazine, there is a bus with three doors right on the cover. That's last month's edition. It makes me wonder about how diligent our contractors were in their efforts, especially in light of the citizen. Now, there is some talk about this business of cost, of the cost of the trolley versus the cost of the bus, and, frankly, the costs they have of the articulated bus is actually high. And I've heard that our friends from Metro don't want to run a bus that has off-vehicle fare collection. Well, I know two points there. Number one, that doesn't stop Arlington County from running the bus, they run a bus system now, and that would actually be a bus system that's a lot less cheaper to run. But, finally, the other thing that you'll find is that when Metro is looking at losing more bus routes. I think you'll see they decide to evolve into the 21st century. Folks, my time is almost up, but let me reckon one more thing to you folks at Goodwin House. The turn from Columbia Pike onto South Jefferson Street is a very sharp one. We're having trouble with steel wheels on steel rails making very serious squeaking noises. We're certainly having that trouble in Boston, where I'm from, at the Ashmont Train Station, so I recommend that you look at that and give some very serious thought to considering the TMS 2 articulated bus system. In fact, let me ask right now. Who here has reservations on the trolley proposal? Would you please just raise your hands so we can kind of see what the situation is? I think that's very important, folks, and I hope that you'll take that into consideration. Thank you for your time this evening.

ID	Comment
156.01	Excellent to present alternatives. Jason Mumford's presentation was excellent - The alternative of TSM 1 and TSM 2 seemed to be the most cost effective and most realistic. No trolley. Do not build the streetcar. The Enhanced Bus and Articulated Bus sound doable and will not impact the corridor.
156.02	My husband Bob and I moved to South Arlington a year ago to downsize and to be able to us the bus system here. After going to a number of meetings informing the public about the trolley and seeing the situation here on Columbia Pike We are very opposed to the trolley as an option. The bus service is good now. If larger buses are needed the enhanced or articulated bases seem like a better option. It is congested enough without adding a trolley tracks to the mix.
156.03	The cost of the trolley is prohibited at this point with our economic situation.
156.04	The street car will have fewer stops. The walking distance will be increased for commuters.
156.05	During construction travel will be impossible on a well used route. We lived in Washington, DC while Georgetown had the trolley. It wasn't a pleasant experience especially in the winter.
156.06	Much money was spent to put wires underground and now you are adding new ones.
156.07	Buses will be needed to go to the Pentagon Metro Station. So you will have buses, trolleys, cars and bakes competing for the same space. I believe the public should have a vote on whether to approve the construction of the trolley. Even though you are our elected board this is too important a decision to make without citizen input. Since all of the County Board is "at large" We have no one to represent us here in South Arlington.
156.08	My husband Bob and I moved to South Arlington a year ago to downsize and to be able to us the bus system here. After going to a number of meetings informing the public about the trolley and seeing the situation here on Columbia Pike We are very opposed to the trolley as an option. The bus service is good now. If larger buses are needed the enhanced or articulated bases seem like a better option. It is congested enough without adding a trolley tracks to the mix.
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157.01	I have not had an opportunity to review the AA/EA in detail, but have the following clarification to request: I've noticed since the June 7 meeting at GHBC that there are trees in the media on S Jefferson. May I assume those trees will be removed to accommodate rails for the trolley option? (It seems to me there are plenty of off roadway trees on either side that would minimize the effects of removal from the median.
157.02	Thanks so much for keeping us so well informed as this project moves forward. It continues to be my view that the trolley is the best alternative for the long term.

ID	Comment
158.01	<p>Columbia Pike Transit Initiative Statement Before Transit Advisory Committee June 12, 2012 Statement by Franz Gimpler Arlington County has been fortunate that an earlier generation of leaders had a vision for the county that led them to fight for a Metro rail line underneath Wilson Boulevard. As a result, the Rosslyn Ballston corridor is an internationally recognized example of the best in transit oriented development. We are fortunate that our current leaders have learned from that transit project and have envisioned the same benefits for the Columbia Pike Corridor. If you review the vision established for the Columbia Pike Transit Initiative you will recognize the genes that it inherited from the fixed-guideway transit development on the RB Corridor. They can be found in Table 1.4-1 in the AA/EA. I support the vision of a livable Columbia Pike Community established to guide the Pike Transit Initiative. I think that we are also fortunate that Arlington County has an outstanding professional transportation planning and development staff and an open and competitive consultant procurement process. We have working for us on the Pike Transit Initiative an outstanding project management and consultant team. These assets must not be undervalued. Finally, this professional team has applied to the Pike Vision state of the art methodologies and processes including an extensive public participation program. These technical tools are not perfect. The requirements of the Federal Government have been at times ambiguous and always in transition. Nevertheless, in 23 Chapters and numerous charts, tables and other supporting documents the Columbia Pike Transit Initiative has delivered to us a transparent picture of the facts, the assumptions, the evaluation methodologies and the conclusions of the study. They have presented four alternatives for consideration by the county, its citizens and its political leaders. I am not interested in doubting assumptions, re-examining procedures, mistrusting methodologies, questioning hypotheses and in other ways second guessing what has been accomplished. I am interested in selecting an alternative. I know what makes a livable Community. In my career with the Federal Transit Administration I have seen livability in the United States and In Europe. I have tasted it in the RB Corridor. I want it for my East Falls Church neighborhood and I want if for those who inhabit the Columbia Pike Corridor. I have participated in the deliberations of the original Columbia Pike Street Scape Task Force, and the Transit Initiative Community Coordination Committee and the Columbia Pike Implementation Team. I am persuaded that the Light Rail alternative is the only alternative that will bring livability to the Pike and achieve the vision established for the Corridor. And I am convinced that that outcome is worth the anticipated cost. County leaders knew that an Orange Line in the I-66 median would not achieve their vision of a livable Arlington County and they knew that the Wilson Boulevard Alignment would. They did not let cost stand in the way of the right decision. As a resident of North Arlington I am willing to pay the cost of the rail alternative even though I will not benefit directly. I know that everybody along the Pike paid for my livable community along the Orange Line. Now it is my turn to pay for theirs along Columbia Pike.</p>

ID	Comment
158.02	<p>THE AA/EA COMPLETELY MISSES THE BOAT IN ITS ANALYSIS OF NOISE AND VIBRATION IMPACTS. . 1. COMMENT ON NOISE GENERATED The AA/EA states: "TSM 1 and TSM 2 Alternatives are not expected to change background noise levels or cause additional operational noise impacts." The AA/EA goes on to state: "In accordance with the FTA guidance, the streetcar service was treated as a new source of noise along the project corridor. As a result, the existing local traffic and buses were included in the background noise levels, which were used to develop the project impact criteria." Comment: I do not understand what appears to be an unbalanced analysis of the noise levels associated with these alternatives. Articulated buses with 300+ horse power engines and tire noise have no impacts but a rail vehicle with essentially noiseless electric motors running with relatively quiet steel wheel/steel rail characteristics has impacts – and those impacts are additive whereas the bus are not. Please explain this to the public which has a strong experience to the contrary and perceives light rail as quieter than large diesel transit buses. 2. COMMENT ON NOISE MEASURED The AA/EA states: "The FTA screening distances of 350 feet for noise and 150 feet for vibration were applied to the surrounding land uses to determine the population of potential receptor sites included in the modeling analysis. Over 2,500 sensitive receptors were identified for evaluation." Comment Was no consideration given to noise levels on the street, the noise that is experienced by transit riders and pedestrians? Was only the experience of noise 350 feet away from the street considered relevant? Anybody who has stood curbside, at a bus stop, or in a bus stop shelter knows what it is like when a diesel transit bus passes or, more significantly accelerates away from a stop. Anybody who has ridden a bus knows the interior noise created by even the most "muffled" diesel engine. Light rail vehicles are currently designed with many noise suppressing technologies such as resilient and damped wheels. Anybody who has experienced these light rail vehicles is acutely aware of the superiority of their virtually silent noise patterns compared to diesel buses. Electric power is qualitatively superior to diesel engines and mechanical shifting transmissions. Go to Portland or any of dozens of European cities, stand next to the tracks as a light rail vehicle passes within a few feet, or board a light rail vehicle and feel the quiet and smooth acceleration, no vibrations, no "jerk", no sound. Please explain how it is that the AA/EA is silent on this fundamental superiority of electric light rail over diesel/mechanical buses.</p>
159.01	<p>Good evening, ladies and gentlemen. I'm Audrey Clement. I'm a candidate for Arlington County Board, and I'm with the Green Party of Virginia.</p> <p>Arlington County is a great place to live because citizens actively participate in civic life, but our lifestyle is threatened because the Arlington County Board doesn't understand the difference between sustainable growth and so-called "smart growth." To be sustainable, infrastructure development has to be based on new construction. Also required are programs to support monitoring spending. Otherwise those within the county are stuck in a never-ending cycle of tax and rate increases as others are gentrified out, which is not significantly sustainable for anyone in the long run.</p> <p>The \$250 million Columbia Pike trolley isn't sustainable because it will further congest an already crowded major artery. It will compete with cars for the extremely limited road capacity. Though it may transport more people than now, the Pike AA/EA indicates that the TSM 2 Alternative and articulated bus system could transport as many people at a fraction If, as expected, the County Board chooses the trolley over TSM 2 or some other bus configuration, Arlington businesses will be paying the bonds issue for the trolley far into the future because at \$22 million per year, the commercial real estate surcharge tax produces a revenue stream that will only cover a fraction of the trolley's cost.</p>
159.02	<p>As some of you know, I'm running for Arlington County Board in November. If elected, I pledge to scrap the Columbia Pike trolley and other big-ticket capital items like (indiscernible) private fitness center. The hundreds of millions of dollars to be spent on these wasteful projects should be directed instead to basic services like schools, libraries, road needs, public safety, and more ART bus service. I urge you to join my campaign to halt the County Board's property spending and impose fiscal restraint. I also urge you to join my campaign for a greener Arlington by saying no to green washing and yes to programs that will increase commercial sector recycling and install renewable energy on public buildings and promote mass transit by providing enhanced bus service throughout the county, not just along the Pike. To find out more about my campaign for a greater Arlington, visit www.audreyclement.org. With your help, I can preserve the Arlington way. Vote Clement for County Board on November 6th. Thank you very much.</p>
159.03	<p>There are three problems with the Columbia Pike Trolley: 1) excessive cost;</p>

ID	Comment
159.04	2) likely increase in congestion due the lack of maneuverability of a trolley on a narrow, already congested roadway;
159.05	3) elimination of affordable housing along the Pike due to the escalation of property values from trolley induced development.
159.06	Supporters of the Trolley acknowledge that a bus rapid transit system serving the same number of passengers, could be built for \$50 million, but they nevertheless favor the Trolley at five times the cost. While developers will benefit from the Trolley, Arlington taxpayers--primarily businesses--will be stuck with the \$250 million bill. In 1992 Philadelphia replaced trolley service on its most heavily travelled surface route--No. 23--with bus service, because of steadily increasing traffic on its narrow two lane transit corridor. Transit officials need to investigate why SEPTA made this decision, as road conditions along the No. 23 trolley route are more comparable to conditions along the Pike than other transit systems studied by Pike Trolley proponents. Bottom line is surface trolleys are great on uncongested secondary roads. They are contra-indicated on heavily travelled arteries, whether primary or secondary.
159.07	The EA/AA indicates that TSM 2 will provide comparable service for one fifth the cost as the streetcar. So the choice should be a no brainer for any fiscally responsible public official. The fact that it isn't says more about the priorities of Arlington public officials than the relative merits of the alternatives.
159.08	While I prefer TSM 2 to the other listed alternatives, I recommend double decker buses on Columbia Pike, because I think articulated buses will be a challenge to operate on the narrow, congested roadway.
160.01	Good evening. I'm Jim Hurysz, and I live in Fairlington in South Arlington, a community of 9,000 residents with no formal ART bus service, which is heavily dependent on single-occupant vehicles. No ART bus or local bus service is even planned. There is no money. Where is it going? It's time to scrap the Columbia Pike and Crystal City streetcar systems before any more tax dollars are squandered on their design. For one-fifth the cost of a streetcar system on the Pike and in Crystal City, \$500 to \$550 million total cost, we can have a state-of-the-art bus rapid transit system or double-deck bus system in Crystal City and on the Pike, but the Arlington County Board has become so irrational about streetcars that it won't allow an alternatives analysis to be conducted for Crystal City. Why? Because an alternatives analysis would show that bus rapid transit would save the taxpayers \$200 million. The County Board won't discuss San Francisco's problems with streetcars, like bicycle safety, and although the County Board is putting everything else on the bond referendum, it won't let the voters decide whether or not they want streetcars. Outside in the hall we have videos of the Las Vegas articulated bus and double-deck bus systems in operation in downtown Las Vegas. The articulated and double-deck buses operate on four lanes, two lanes in each direction, in downtown streets. Both have multiple large doors, don't require platforms, you board from the curb, don't require street cutouts, passengers board from the curb. Buses are very quiet. Las Vegas has an advanced traffic control system so buses don't bunch up. Articulated buses use clean diesel or natural gas, and so do the double-deck buses, not electricity generated from coal or nuclear power plants. Today's alternative analysis doesn't even mention double-deck buses, which would require good investment in maintenance infrastructure. Articulated buses would cost \$50 million for the system, and double-deck buses would cost half of that, \$25 million for 30 buses. I have attended public work sessions where elected officials in Arlington and Fairfax County discussed Columbia Pike transit, Penny Gross -- MR. DITTMEIER: Mr. Hurysz, Mr. Hurysz, you have had your 3 minutes. MR. HURYSZ: They did not want -- MR. DITTMEIER: Mr. Hurysz, 3 minutes. MR. HURYSZ: -- they do not want any transit system other than -- other than the streetcar system. You can just ask them. Thank you.

ID	Comment
161.01	<p>Thank you, John. Good evening. My name is Greg Cichy. I'm a vice president with Vornado/Charles E. Smith, and we represent the eight office buildings at Skyline in Fairfax County. I want to go on record here saying Vornado strongly supports the streetcars over any of the alternatives studied in the study you saw this evening. Further, Vornado believes it's critical to continue the streetcar line across from 7 into or adjacent to the Skyline conference. The background on the Skyline complex. There are over 2.6 million feet of office space, representing 10,000 workers, 4,000 residential units, representing over 8,000 residents, 200,000 square feet of retail space including Target and Sport and Health, and it's short distance to Northern Virginia Community College, representing over 17,000 students. In the 2-mile radius around Skyline, there are over 130,000 people. It's a great mixed-use area over 130,000 people. development, serene, park-like and clean community, but it's lacking this transportation that we desperately need. Vornado currently runs a shuttle bus for our office workers with consistent and significant ridership, but even with the buses, the Skyline area is still a beautiful center. We have over 6,000 parking spaces at Skyline, and when the buildings are fully leased, all of those spaces are used. We believe the streetcar will attract a large number of new mass transit users from in and around Skyline, not just the folks that are already taking the bus, but many that will elect to take a better form of mass transit. This will take vehicles off the road and will help relieve traffic congestion. We understand the federal application rules in the study here granted the transit study team to assume no more than 5 percent of the travelers will choose to ride the streetcar over a bus, but we feel that this is grossly underestimated. The streetcar will help fundamentally change the Skyline area to one that is more pedestrian friendly by encouraging more mass transit use and pedestrian activity around the station stops. Simply adding more buses will not accomplish this. The property arm of the Federal Government, the GSA, or the General Services Administration, is one of the largest tenants in the greater Washington area. They have acknowledged that more people will take rail transit over buses and routinely restricts their office space searches for new office space to buildings in close proximity to rail stations and specifically excludes buildings served only by buses.</p>
161.02	<p>Finally, I would like to convey that Vornado's position on the terminal station at Skyline. Again, we feel it's imperative that the train gets across Route 7. To that end, we support the Route 7 station alternative, as presented by the Study Team. Additionally, we also propose a new option for a terminal station at the main entrance to the Skyline complex -- MR. DITTMEIER: Mr. Cichy, you've reached the 3 minutes. MR. CICHY: Sorry. MR. DITTMEIER: Okay. Thank you. MR. CICHY: We would like to have that evaluated. So thank you.</p>
162.01	<p>Good evening. I'm a resident of Arlington. My name is Desiree Faroosh. And I would love to believe that the streetcar would bring a happier, brighter, cleaner community, but you have yet to convince me. I have a lot of questions. Number one: What is global funding? Also, how many people in this room used public transportation to come to this meeting? Yay! So a few of us.</p>
162.02	<p>Also, how did you arrive at 42 percent more ridership capacity? How did you get that number? Twenty million versus \$214 million are the plans? FEMALE SPEAKER: We don't live in Arlington. MS. FAROOSH: Those of you who do, I'm asking you to consider that. How will you motivate and inspire those who commute transcounty? Columbia Pike is a freeway for people who live in the other "burbs" going into D.C. How are you going to get them out of their cars? That's what I want to know, streetcar or not? Have you surveyed these people? Are they all of a sudden going to take a streetcar? They're going to leave their car out in this structure? I want to know that.</p>
162.03	<p>I am a biker. How is biking the Pike, which is already treacherous, going to be affected by adding rails and another form of vehicles?</p>
162.04	<p>And my last question is: I lived in Washington, D.C., at 5th and H, during the whole construction of the new trail, pulling up the tracks, the old tracks. There was noise. Get ready for it, folks. There was noise. I would like an answer to those questions. Thank you.</p>
163.01	<p>The road quality of Columbia Pike is in fairly poor condition. I assume the streetcar build includes substantial road improvement costs that drivers on the pike will eventually benefit from. Do the other TSM alternatives include any road improvements? If not, what would be the additional costs to the TSM alternatives to make similar road improvements?</p>

ID	Comment
164.01	Good evening. My name is Frank Swoboda, and I'm a resident of Goodwin House, and I got over here by elevator tonight. The streetcar train is the leading element in a program to achieve full development of economic potential along Columbia Pike. However, in your chapter on economic development, you speak of a potential decline in affordable housing due to the adoption of the streetcar alternative. How much of affordable housing do you anticipate you will lose, in both Arlington and Fairfax?
165.01	What is the performance of the streetcar in 3" of snow? What is the basis of your assessment?
165.02	How was the Federal Telework programs incorporated in your AA?
166.01	My name is Nancy Randolph, and I'm chair of the resident council here at Goodwin House, and I have two questions. The staff analysis shows that the transit capacity is speed, certain modern buses, certain of those options do as well as the trolley, but they are far less expensive, and since the trolley is not necessary to transit success, why not adopt a bus analysis which costs a couple of hundred million dollars less?
166.02	And my second question is, the streetcar has been portrayed as a leading element in the program to achieve full development along Columbia Pike. However, your chapter on economic development also speaks of potential decline in affordable housing due to the adoption of a streetcar analysis. How much affordable housing do you expect will be lost under your plan?
167.01	Thank you very much, John. I would like to address my comments to the decision makers at the table. I commend you for the effort of the last 10 years (indiscernible). This is not an easy effort. A lot of pros and cons to many of your decisions. I would like to add a little bit of extra information that you might want to consider as you choose an alternative. If you've seen the Shirlington station, which is a bus station in Shirlington -- in Shirlington, you've seen the bus station? It's one of the bus stations. It's a great asset, and the community loves it. There is a place for people to sit and wait for the bus, there is a Wi-Fi, there is a restaurant there. That cost about \$5.5 million. The Washington Metropolitan Area Transit Authority, they, at \$5 million and Arlington paid about \$300,000, paid \$20,000 to (indiscernible). So the question would be, why does Washington Metropolitan Area Transit Authority not contribute any funds to this project? Especially since that increase, that was for 2,000 riders per day and here we're talking about 60,000 now, with the possibility of 30,000 in the future. I think there should be an effort to do what Arlington did, to get Washington Metropolitan Area Transit Authority to put some of the costs in this project.
167.02	And I mention that station because what prevents ridership on the bus system is not the speed of that trolley or the speed of the articulated bus, they're about the same, but the issue is the fact that it's not convenient to get to the bus stop. I live a half an hour away, I could walk to that bus stop, but I would love to have a place where I could park my car to get on the bus, I would love to have a place where I can sit inside enclosed, work on my computer, and not be afraid that I'm going to get rained on or that I'm going to be in a situation where I don't want to be. I believe the investment in infrastructure should be at the station, and even in Metrorail, the major investments are in the station. You need the tracks to get the trains to go from one place to another, or get the buses to go one place or the other, you need roads, but what gets people to utilize it is a good station. So I add this other alternative for you to consider, the alternative is this, the TSM 3, and that means you have buses that go to Annandale, the articulated bus to Annandale, you build a station at Annandale, you build another one at Bailey's Crossroads, and you build another one at Skyline (indiscernible) so they can get on the buses. And I'm finished.
167.03	1. For all options extend the line to the Skyline Central Plaza to significantly increase Metro ridership to and from the Skyline office complex and nearby residential apartments. A comfortable, safe, indoor waiting area with seating and Wi-Fi located at the Skyline Central Plaza will draw even more ridership and add to the prestige and comfort of the line.
167.04	2. To avoid delays of the Streetcar local buses must have a turnout lane at each local bus stop so the stopped local bus does not block streetcars..
167.05	3. For the TSM2 option consider locating a new articulating bus garage at the NOVA campus and include a H-CNG (Hydrogen Compressed Natural Gas) fueling station. The fueling station will have a secondary purpose as a "New Fuels" career training center at NOVA.

ID	Comment
167.06	4. Build commuter parking garages along the line and/or provide frequent shuttle service to commuter parking lots. The waiting areas for the shuttle should be indoors with comfortable seating and Wi-Fi. These commuter parking areas will draw its ridership from the residential areas that do not have an easy walk to a station.
167.07	1. For all options extend the line to the Skyline Central Plaza to significantly increase Metro ridership to and from the Skyline office complex and nearby residential apartments. A comfortable, safe, indoor waiting area with seating and Wi-Fi located at the Skyline Central Plaza will draw even more ridership and add to the prestige and comfort of the line.
167.08	2. To avoid delays of the Streetcar local buses must have a turnout lane at each local bus stop so the stopped local bus does not block streetcars..
167.09	3. For the TSM2 option consider locating a new articulating bus garage at the NOVA campus and include a H-CNG (Hydrogen Compressed Natural Gas) fueling station. The fueling station will have a secondary purpose as a "New Fuels" career training center at NOVA.
167.10	4. Build commuter parking garages along the line and/or provide frequent shuttle service to commuter parking lots. The waiting areas for the shuttle should be indoors with comfortable seating and Wi-Fi. These commuter parking areas will draw its ridership from the residential areas that do not have an easy walk to a station.
168.01	Why does the May/June edition of the Arlington Citizen, published by the County, say "after lengthy public processes, the County Board has endorsed the street cars"? Isn't the evaluation ongoing?
169.01	Thank you for the opportunity to speak. Ladies and gentlemen, I'm a member of the Transit Advisory Committee in Arlington, as well as John, and I've been following this issue for a number of years, so I have a couple of points I would like to make. One, I want to discuss the underlying philosophy. I won't philosophize, but just understand what's going on here with the streetcar, and also talk about the impact on traffic during construction. The purpose behind the streetcar is create a new main street by increasing residential densities, which attract commercial and other development. This is called livability and sustainability. The term is used in the AA/EA several times. There are problems with the state justification transportation (indiscernible) advocated focusing on transportation effects on public investments, not livability and urban redevelopment. Alan Pisarski, who was known for his studies of commuter travel in the U.S., stated in congressional testimony, "Livability in this country is hard to be measured without a more rigorous definition from a federal program, almost anything can be funded under the rubric of livability. There would be no measure of success or failure, and funding could go on forever with no accountability." The key justification in the current report is economic development. The consultants stated that TSM 2 does not contribute to economic development in an earlier draft, and cited the D.C. streetcar report. That study of a 37-mile streetcar system in D.C. estimated that the value of existing properties would increase by about 5 to 7 billion, but only 1.7 miles of the line on H Street and Benning Road NE and about a half a mile at Anacostia are actually being built, and they will open in 2013, well over a year behind schedule. The crucial issue here is how much of the future development of Columbia Pike can be attributed to the streetcar versus how much can be attributed, or how much would be due, rather, to existing and future high quality bus service? The consultant did not address this issue, but we have a track record of current development. The Halstead, for example, a 300-unit apartment, was completed a few years ago, and several other multistory buildings have recently been built around South Glebe Street and Columbia Pike, a total of about 1,000 new apartments over the last 3 years. The consultants and Arlington county staff don't know how much development would be due to the trolley; that's why there is no official estimate.
169.02	There is another issue that consultants and county staff did not even mention. What would be the impact on vehicle movements, including buses, along Columbia Pike during the construction period? H Street and Benning Road caused major complaints and disruption to local drivers and business, and H Street is not a major commuter artery. Arlington and Columbia Pike is. I have asked staff for the last 2 years about this issue and was told that it will be in the AA/EA. The contract signed by the county states that the AA/EA will -- MR. DITTMER: Mr. Warren, you've reached the 3 minutes. MR. WARREN: Okay. Thank you. I just wanted to finish by saying that there has been no information provided by the consultants or the county on the construction impacts of Columbia Pike. This is why the board doesn't -- MR. DITTMER: Mr. Warren, you've reached the 3 minutes. MR. WARREN: Okay. Thank you.

ID	Comment
170.01	Thank you. Annabelle Fisher. Real quick I have a confession to make. I am not running for public office and I have lived in Baltimore, Boston, and Seattle, and I'm well aware of streetcars, so I have some questions for all of you. First let me address the financing. You will probably get it. Virginia is one of the few states left where TIFs are used to pay, protecting neighborhoods that are low income and/or for (indiscernible) districts. Virginia is one of the few states left (indiscernible). I (indiscernible).
170.02	One, the future development that you're talking about, what groups are you targeting? How much will this increase (indiscernible), but you don't have to answer, we won't go there, we won't. You target new development groups, you target the income levels, the increase in density.
170.03	The second question, the parking lot you talk about, that a lot will be required for a parking lot. How much will that cost and how many parking spaces?
170.04	The buses, buses are cheaper than streetcar lines laid down. We don't have any here. They work very well. Seattle is using the buses. The circulator buses in D.C. are run as far over as Anacostia, and they are working extremely well in transporting people to wherever.
170.05	You talk about the travel time down by a quarter of the time. What is that? About 5 minutes between the streetcar and a bus? I think the bus is cheaper, the cost, the cost overrides. You're going to be increasing the taxes on commercial business people. Do you want to run them out of town? I've got one minute left.
170.06	I think you need the supervisors who are here, this should put to a vote of Arlington and Fairfax. I think you're not even considering when you stop at Skyline and going down to Bailey's, how is that going to impact (indiscernible) down to King Street (indiscernible) area plan (indiscernible), Northern Virginia Community College? You're not talking about it.
170.07	Buses are cheaper, they're more efficient, the wires when there is a major storm. Penny Gross, I hope you are listening, and anyone else here on the Fairfax County Board. You let the voters speak because you're spending their money. You let them vote and you put them to a vote. (Indiscernible), but the people in Arlington, I know I live right nearby here in Alexandria, and we've got (indiscernible), we've got major traffic coming down from 7, from Bailey's, crossing over to King, what have you. So I think I've covered most of my questions here.
170.08	And the funding and the -- MR. DITTMEIER: You have reached the 3 minutes. MS. FISHER: Thank you. You're going to have TIFs, I guarantee, you will have tax increment financing. Thank you.
171.01	Good evening. My name is Bill Wildhack. I've lived in Arlington since 1937, moved here January of 2010. Yes, I have been on commissions in Arlington, I've been there, done that, as they say. I have one question. Part of the area of my expertise for 20-some years was being a risk manager for a major corporation involving real estate, housing, et cetera. If you're going to run the trolley up the median -- if you're going to run the trolley up the median on South Jefferson Street, how are people going to get to it across two lanes of traffic on either side? Will you put up a light? Will they stop? We have a very interesting traffic pattern here that you go from Columbia Pike all the way up to the shopping center, and sometimes I've seen cars as much as 60 miles an hour going up the hill. Am I going to cross that street to get to the subway -- to the trolley? Is there going to be a light? Will it be activated by the pedestrian? We would appreciate some information on that subject.
171.02	We're also interested in, what are you going to do with the George Washington marker stone out there in the median? I'll let you worry about the traffic. I'm just asking what you're going to do with the marker stone. Are you going to do what they did in Maryland? They made it very clear, did everything else, and they moved it 10 feet, but they tell everybody that it's been moved 10 feet so that they could expand East-West Highway. Thank you.
172.01	(Indiscernible) there are (Indiscernible) being built into the subway (indiscernible) subway station. I would like to see the terminus extended to the campus, to the NOVA campus. It's not on the campus. A European would be stunned that the Americans would not -- that college students are expected to have a car to get them everywhere, and why do you stop short, stop right on the campus or even sprawling Federal Center at the (indiscernible)? But no buses (indiscernible) no one has (indiscernible). So I don't know why you stop short (indiscernible).

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173.01 Vornado/Charles E. Smith L.P. (together with its affiliates, hereinafter “Vornado”) appreciates the opportunity to comment on the draft Alternatives Analysis/Environmental Assessment for the Columbia Pike Transit Initiative. Vornado takes great interest in the progress of the Initiative because of our significant investment in property at each end of the study area and our desire that the Columbia Pike corridor becomes a more vibrant link between the Counties.

In the Fairfax County portion of the study area, Vornado owns the majority of the Skyline complex. Our stake in Skyline consists of 2.6 million square feet of office space and 20,000 square feet of retail space, while Target Corporation owns the remainder of the complex, consisting of 220,000 square feet of retail space. There are also over 4,000 residential units immediately adjacent to Skyline.

In the Arlington County portion of the study area, Vornado owns several properties in Pentagon City, including the 10 acre site known as PenPlace, located on the block bound by Fern and Eads Streets, Army Navy Drive and the to-be-built section of 12th Street.

We strongly support the Streetcar option as the alternative best able to handle the expected ridership between Skyline and Pentagon City and to encourage the level and character of development along Columbia Pike sought by Arlington & Fairfax Counties.

Moreover, the Streetcar option is critical to any continued leasing by the federal government in the Skyline area since the federal government increasingly restricts its leased-location searches to those buildings in close proximity to rail stations and excludes those buildings served only by buses.

173.02 Regarding the western end of the line, Vornado believes it is of the utmost importance that the Streetcar cross Route 7 and that the terminal station be located either immediately adjacent to or within the Skyline Complex so that the station will directly serve the significant daytime and nighttime population that currently exists at the Complex. To meet this goal, Vornado supports the proposed Route 7 station location immediately in front of the Target Store, as shown in Exhibit 1 (the “Route 7 Option”). In addition, Vornado proposes an alternate location at the main entrance to the Skyline Complex be considered as the terminal station, as shown in Exhibit 2 (the “Skyline Main Entrance Option”).

Over the last several months, Vornado worked with the Counties and with Project Staff to examine the Skyline Main Entrance Option, including meeting with staff on numerous occasions and meeting with the Virginia Department of Transportation on issues relation to Route 7. We also spoke with Target, who owns the property at the proposed Route 7 Option and Skyline Main Entrance Option. Vornado believes the Skyline Main Entrance Option is a more desirable and pedestrian-friendly location than the Route 7 Option. While further analysis is required to determine what other improvements must be made at Skyline in connection with making the Skyline Main Entrance Option a reality and when those improvements would need to be constructed, we are encouraged by the possibility of this new alternative. We request that the Fairfax County and Arlington County Boards designate the Skyline Main Entrance Option (in addition to the Route 7 Option) as the two Locally Preferred Alternatives.

Vornado will continue to examine the Skyline Main Entrance Option and hold discussions with County staff to resolve its feasibility as quickly as possible. We look forward to working closely with staff in the interim to refine the details of the Skyline Main Entrance Option.

ID	Comment
174.01	<p>I know Arlington County is considering adding streetcars to its public transportation system.</p> <p>What I don't know is if you have been introduced to TIG/m Modern Street Railways. We're a unique design/builder of street railway cars. Our modern low-floor streetcars and custom heritage-style trolleys are true steel-wheel-on-rail transit vehicles with one BIG difference: they require no overhead wires or wayside transmission because they are fully self-powered. They do not rely on any continuous external power supply.</p> <p>Imagine how a streetcar-traversed corridor could look without a mass of overhead wires strung between support structures and tethered to historic buildings! Imagine sidewalks without clumsy substations and feeder systems! Imagine a self-powered streetcar that can run all day without recharging!</p> <p>Yes, our product is something very different indeed. We have proven our electro-mechanical systems in service for 10 years with newly constructed, heritage-style streetcars systems installed at commercial and mixed-use developments in several places around the world. We have designed and are currently in early fabrication of a modern, low-floor, articulated streetcar using the same traction technology. This will be the first American-designed and American-built streetcar since the PCC streetcar in the 1930s, and the only fully self-powered modern streetcar in the world. And our streetcars can take advantage of solar power and wind power. Ask us how!</p> <p>If you are really serious about green transportation for Arlington County—and I know you are—I encourage you to contact me for more information.</p> <p>Please visit our web site at www.modernstreetrailways.com. Here, as well, are links to a few short videos: http://www.youtube.com/watch?v=J8DLI60x0m8, http://www.youtube.com/watch?v=E9LEQUrUZuc, and http://www.youtube.com/watch?v=SaEZHHWEk8Y, which will show you TIG/m's latest solar heritage-style trolley, just delivered to a new mixed-use community near San Antonio. It's gorgeous and we're really proud of it. Please take a look.</p> <p>We look forward to meeting with you, learning more about your project, and showing you how TIG/m Modern Street Railways vehicles can revolutionize the new golden age of the streetcar system in the United States.</p>

174.02	<p>I know Arlington County is considering adding streetcars to its public transportation system. What I don't know is if you have been introduced to TIG/m Modern Street Railways. We're a unique design/builder of street railway cars. Our modern low-floor streetcars and custom heritage-style trolleys are true steel-wheel-on-rail transit vehicles with one BIG difference: they require no overhead wires or wayside transmission because they are fully self-powered. They do not rely on any continuous external power supply. Imagine how a streetcar-traversed corridor could look without a mass of overhead wires strung between support structures and tethered to historic buildings! Imagine sidewalks without clumsy substations and feeder systems! Imagine a self-powered streetcar that can run all day without recharging! Yes, our product is something very different indeed. We have proven our electro-mechanical systems in service for 10 years with newly constructed, heritage-style streetcars systems installed at commercial and mixed-use developments in several places around the world. We have designed and are currently in early fabrication of a modern, low-floor, articulated streetcar using the same traction technology. This will be the first American-designed and American-built streetcar since the PCC streetcar in the 1930s, and the only fully self-powered modern streetcar in the world. And our streetcars can take advantage of solar power and wind power. Ask us how! If you are really serious about green transportation for Arlington County—and I know you are—I encourage you to contact me for more information. Please visit our web site at www.modernstreetrailways.com. Here, as well, are links to a few short videos: http://www.youtube.com/watch?v=J8DLI60x0m8, http://www.youtube.com/watch?v=E9LEQUrUZuc, and http://www.youtube.com/watch?v=SaEZHHWEk8Y, which will show you TIG/m's latest solar heritage-style trolley, just delivered to a new mixed-use community near San Antonio. It's gorgeous and we're really proud of it. Please take a look. We look forward to meeting with you, learning more about your project, and showing you how TIG/m Modern Street Railways vehicles can revolutionize the new golden age of the streetcar system in the United States. www.modernstreetrailways.com www.tig-m.com</p>
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ID	Comment
175.01	<p>As a lifelong resident of Arlington, I have serious concerns about installing a streetcar that shares the same road as cars, buses, and trucks. For this to be effective, the streetcar needs its own dedicated path, where common obstructions (like parked cars, or accidents) do not impede rail service. To be most effective, the street car should run down the median of Columbia Pike, and ideally it should be elevated (similar to a monorail system).</p>
176.01	<p>I am writing to provide comments on the analysis of the proposed Columbia Pike trolley. I am glad to see that the Arlington Transportation Commission seems to be seriously questioning whether this project makes sense - and sorry to see that they did not end up opposing it.</p> <p>I am a property owner along Columbia Pike (838 S. Lincoln Street), a city planner by training (PhD in urban and regional planning from MIT), and an environmental economist by profession. I am also a former chair of Arlington's Environment and Energy Conservation Commission, of its citizen commission on Chesapeake Bay protection, and of various League of Women Voters groups working on environment issues in the Washington area. In all of those capacities, I am frankly appalled at Arlington's consideration of the proposed Pike trolley.</p> <p>As many Arlingtonians are well aware, one of the single most important problems confronting the world today is climate change. The use of personal cars to commute to work is a major source of greenhouse gas emissions in non-industrial urban areas like the Washington DC. The reduction of GHGs by reducing use of cars should be the number one criterion for design of transport strategies in the region, second even to reducing traffic congestion - although strategies to reduce use of personal cars will certainly also have the welcome effect of reducing congestion.</p> <p>The assessment of the Pike Trolley does not even mention greenhouse gas emissions among the criteria for the environmental review, nor among the criteria listed in chapter 5 for choosing among the four options. Indeed, the environmental analysis explicitly dismisses energy issues altogether - this from a jurisdiction that is taking the lead regionally, even nationally, in reducing energy consumption by government, businesses and households, and whose Environment Department is counting on the transportation master plan to address energy issues and GHG emissions in that sector.</p>
176.02	<p>The four alternatives considered in the assessment never mention the one most likely to reduce commuting in personal cars; the introduction of additional bus routes that run directly downtown (like the 16Y), bringing commuters to Federal Triangle, Capitol Hill, Dupont Circle, and other high-employment neighborhoods without time-consuming and expensive mode changes. The assessment makes claims about how many transit trips will be made under each option, but does not explain the basis for those estimates. Moreover, the difference in number of trips under the four scenarios you consider is trivial. I cannot imagine that a rigorous cost benefit analysis would find that the 1100 additional trips per week (240 more commuters) under scenario 4 relative to scenario 3 would even remotely justify the additional \$150 million in capital costs they will require.</p>
176.03	<p>In light of this, it appears that the actual argument for the trolley is its possible impact on property values on the Pike. I own property on the Pike, so I stand to gain from this windfall, and I am frankly shocked that the county would make such an unethical choice. Why should the taxpayers of Arlington, and of the whole country if federal funds become available, invest \$150 million so that people who already are wealthy enough to own homes in Arlington should reap windfalls from a transportation project that will have only trivial impacts on anything other than our bank balances? If the county does want to provide benefits to someone, why not seek to benefit the lower income groups in South Arlington, who for the most part do not own property and therefore will not gain anything from the trolley.</p> <p>Much as I am dismayed to find myself even remotely in agreement with John Antonelli on anything, I'm afraid that I'm with him this time - it really does seem to be piece of folly not worthy of the reputation of Arlington County.</p>

ID	Comment
177.01	Given the stated importance of “connections to the regional transit network” in Pentagon City and the importance of the Jefferson Street plans and the planned greater land use density near Skyline area, the ends of the Pike transit corridor are extremely important to this project. Yet, the plans for the ends are poorly developed in the AA/EA. My confidence in the initiative as a whole is, therefore, dampened. The AA/EA Executive Summary and other materials seem biased toward the streetcar, especially Tables 9 and 10.
177.02	Both greater mobility and accessibility can be accomplished with TSM 2, in contrast to the recommended Streetcar Build. It is likely that TSM 2 would accomplish the goals of higher quality and higher capacity transit service better than would Streetcar Build. The recent 45% increase in transit ridership with existing buses suggests that streetcars are not needed to increase the capacity of transit service in the corridor. In addition, development is already occurring before any change in transit has even been decided upon (Giant and other Adams Square area properties, the Halstead property, the Rosenthal property, and the 5500 building). These upscale properties suggest that a streetcar is not particularly important to future development of the corridor. Advantages of TSM 2 include 1, flexibility to alter and/or expand the route to accommodate both short-term challenges and long-term changes in housing and shopping patterns; 2, anticipated weekly ridership for the TSM 2 nearly as large as for the streetcar and much cheaper per passenger; 3, seated riding comfort for more TSM 2 passengers; and 4, more stops providing substantially improved convenience. To save time and reduce traffic congestion, I suggest having some express TSM 2 buses at peak times.
177.03	1, The need to re-grade Jefferson Street to accommodate the streetcar sounds like a major project and perhaps a deal breaker.
177.04	2, Noise and vibration were identified as undesirable effects of the streetcar.
177.05	3, Streetcar tracks and overhead wires are regressive environmental changes.
177.06	4, Tracks are bicycle unfriendly.
177.07	5, Traction Power Substations might be an eyesore.
178.01	As a resident who uses the Pike daily I feel strongly that the streetcar is not a good investment of taxpayer money. It is way too expensive.
179.01	I am in favor of the No Build proposal and as an alternative, the articulated buses. I am adamantly opposed to the street car proposal and am surprised that it is even being considered. It is expensive, both in initial cost and later maintenance. I like the no build.

ID	Comment
180.01	<p>For the purpose of improving transit access to the Columbia Pike Corridor, it appears that the differences between TSM-2 and Streetcar Build are marginal at best, with only minor improvements to capacity, travel time, and other metrics by making a massive investment in the streetcar. From the discussion of the alternatives, it appears that the major reason to choose streetcar over TSM-2 is that the streetcar will encourage development along the Pike, and also increase existing property values. There are several problems with this rationale: 1. The minor (4%) increase in property values, for this small section of Arlington, does not lead to substantively increased tax revenues (less than \$1M annually). It would seem to be nearly impossible to develop an economic analysis for the streetcar investment that would show a positive payoff in any reasonable period of time--it will take decades (if ever) to break even. 2. The study correct points out that a number of other areas in Arlington and Alexandria, including Ballston, Potomac Yard, Crystal City, Clarendon, Rosslyn, Pentagon City, and Courthouse, have plans to revive and expand the urban character of these locations. All of these areas are already (or planned for Potomac Yard) served by guided transportation that already exists--ON the Metro rather than connected by streetcar to it. With multiple development opportunities existing, and little evidence of "pent-up" demand (witness many vacant office towers in Crystal City post-BRAC), it seems unlikely that a streetcar will provide a catalyst for more development on the Pike. The other development areas, served by Metro, will be far more attractive to developers (and future residents). 3. The study also points out that there is an upper bound for future development on the Pike--Residential is at 82% of build-out capacity, retail is at 73%, and office is at 53%. Again, the largest potential growth area is commercial properties--of which there is plenty of capacity already in the other areas mentioned in my comment #2. Again, even if the streetcar does serve as an unlikely catalyst, there is a limit to the gains and the huge investment can hardly be justified by a small increase in potential commercial property taxes. To summarize, the justification for the vast investment in the streetcar, vs the much more economical TSM 2, is based on the streetcar as a growth catalyst, but this is an unlikely future for the Pike. I believe that TSM 2 is a more affordable, realistic, and practical investments for the transportation needs of the Pike.</p>
181.01	<p>How much is the ride per trip??? is this a revenue maker or money loser? I think the later is true...</p> <p>We do not need this. We need \$ to build schools and other infrastructure in our growing county. We have so much debt. how can this even be considered?</p>
182.01	<p>Based on the AA/EA, it is clear that the Streetcar is the best of the three options. I use the 16Y bus twice a day, 5 days a week. I find bus service to be unpredictable and unreliable. We need a fixed transit option in south Arlington and I feel strongly that Arlington should work with neighboring municipalities to build the streetcar. It is unclear that enhanced bus or articulated bus can provide the long term traffic reduction that the streetcar can provide.</p>
183.01	<p>Thank you for all the work you've done in conducting these assessments! Very helpdul information. TSM 1 or TSM 2 (if that would mean fewer buses on the street), no streetcar!</p>
183.02	<p>My only concerns are 1) living relatively near the pike, any increase in noise associated with the articulated buses,</p>
183.03	<p>2) as a Columbia Pike commuter, how would more buses or articulated buses affect commuting times and safety (less buses=less people cutting others off due to fear of being stuck behind a bus),</p>
183.04	<p>and 3) as an Arlington Co. resident, what tax increase implications does this have.</p>
184.01	<p>How many buses versus street cars How many additional buses would have to be added to make up the delta between the rail ridership and buses, such as the NY NOVABUS that can accommodate 112 passengers What is the cost per bus versus cost per rail car Who pays for the buses versus trolleys</p>
184.02	<p>If Arlington purchases the buses for the Columbia Pike Route and the off bus fare system will Metro manage the system.</p>
184.03	<p>If the proposed bus facility is 12 miles away what is the distance to the nearest DC facility that could handle the articulated buses Where else in Arlington could a bus maintenance yard be built that would provide better logistics that has not been considered. What is the maximum number of street cars that can be manged at the proposed maintenance car barn versus the maximum number of articulated buses at the proposed bus facility.</p>

ID	Comment
184.04	What is the minimum delivery schedule for a new trolley versus a new articulated bus from NY with three doors
184.05	What is the current versus future density of the population If you increase ridership from skyline by 4000 cars what percentage of that is current / future ridership
184.06	Will the bus terminal hub also have the parking garage why or why not
184.07	How will noise abatement of the steel rails be handle for those along the pike.
184.08	What will the elevation drop be due to having to accommodate a grade of 7 percent on the hills and for the elderly and handicapped how many additional step down to and up from the new road grade will be required?
184.09	The speed on the pike is 30 yet bike lanes appear to be discouraged for commuter pushing them to less advantageous routes will rail cars carry bikes like buses
184.10	What is the maximum number of rail cars that can be accommodated on the tracks during rush hours and what is the cost of these being idle during low volume times versus articulated buses How fast can resources be shifted to accommodate changes in peak ridership
184.11	How much has currently been spent to put all utilities beneath the ground and how much will the new electric lines cost to be strung and how many years will the utility corridors be upset for small businesses. When utility work has to be performed due to water breaks and general replacement activities how will trackage not be impacted and if not impacted how much additional construction costs will be incurred by tax payers for additional sheeting and shoring and tunneling to reach breaks and how much additional construction costs will be incurred by the additional time of lost utilities to residents along the pike due to the inability for rapid response to a break.
184.12	Will buses be used for track interruption
184.13	Shirlington did not require street cars for redevelopment?
184.14	What is the estiment of passengers that would come from crystal city to skyline during rush our to work?
184.15	The advent of three door articulated buses that can accomidate 112 passengers with quick exit time seem that their should be a re-evaluation of the cost benefit of the rail versus articulated bus. It is also made in America with a buy american product that will product more domestic jobs with tax dollars is a good thing. http://www.mta.info/news/stories/?story=14 Manufactured in Plattsburgh, NY, the Novabus LFS articulated bus is 62 feet long bumper to bumper – two feet longer than the standard-length car used on lettered subway lines. Inside, there is room for 112 customers, 54 seated. Boasting corrosion-free outer skin panels and frame along with improved fuel economy from its clean diesel engine and smart transmission, this technically advanced bus is expected to cost less to operate and maintain during the course of its service life.
184.16	How far will the nuisance noise from the automobile rubber tires on the concrete paths be versus the asphalt drive paths since these area shared road surfaces
184.17	Where will low income residents move that occurs which try's to maintain affordable housing What will be the impact on section 8 housing on the pike and the population of students receiving food assistance at the elementary schools that near Columbia Pike.
185.01	The streetcar build is the best alternative out of all of the suggestions. High quality streetcars for local trips, combined with limited stop express bus service along with high frequency "Circulator-type" bus service on key north south corridors (Carlin Springs, George Mason, Glebe, Walter Reed) will allow the population to grow without choking it with added automobile trips. Articulated buses are too slow, unwieldy and have higher operating and maintenance costs. Bus service on the pike should be branded as "Express or Extra" and should be thought of as an quicker way to access the Metro stations at Pentagon/Pentagon City/Crystal City or as a quick way to get downtown (16Y). By having the streetcar system to take the burden of local trips the bus network can stop less overall and therefore increase route efficiency and move more people. The point of our transportation systems is to move more people not just move more cars.

ID	Comment
185.02	<p>By reducing automobile traffic the streetcar will have an positive impact on the watersheds of 4 mile run and Baileys Branch. Developing former parking lots into revenue producing units will reduce the amount of toxic runoff, increase revenue earned, and therefore give the county more funds to protect critical watersheds and improve parklands.</p>
186.01	<p>Such a poorly conceived idea-- it will cost too much and slow and impede traffic. Not only a huge waste of money at a time when municipalities and citizens are struggling, but it will harm its purpose of moving larger numbers of people around Columbia Road.</p> <p>First time I've been seriously embarrassed by Arlington governance. Many public transportation enthusiasts have held up Spain as a model for their train system. Spain spent beyond their means and they are bankrupt. They need a massive bailout from other, more responsible entities and are the fourth country to threaten the euro and world economic stability.</p> <p>Even if the street car was a good idea, which it demonstrably is not, Arlington can't afford it. If you think otherwise, put it out for a bond referendum.</p> <p>We are about to retire. We moved here from DC, a place with a long history of governance issues for the schools and quality of governance. We would continue to support bonds for school improvement even if we no longer receive a direct benefit. But if Arlington develops a habit of such foolhardy expenditures, the case becomes stronger to sell and move to a lower tax jurisdiction.</p> <p>Please reconsider this plan. Please listen to the feedback. Please restore my faith in the good governance of Arlington County.</p> <p>Thank you.</p>
187.01	<p>In general, I think it is premature to move forward with a project this size without having completed the ROI. I think the public has a right to review the ROI and comment on it prior to any investment being made in the project. I would also like to see a ROI for the alternatives as well. This is critical before a decision should be made. Reviewing some of the other developments in transportation around the country, I think communities have been able to realize new growth/development in areas serviced by the TSM 2 alternative. Review the success of Cleveland's RTA Healthline system in their Euclid corridor. \$4.3B in economic development, 1500 trees planted along the route, bus service every 15-30 minutes and only 6.8 miles long. You can achieve the same results with option TSM2 with a lot less investment. Other cities across the country have done it. No matter what option, I don't think the streetcars/busses should be in mixed traffic. They need their own dedicated lane. This is the case for the RTA Healthline as well as the successful light-rail solutions. To drive down Columbia Pike today is a challenge. Adding rail will only increase the challenge as cars in the left lane are trying to turn left while rails/busses in the right lane are trying to stop to pick up people. Nevermind the bikers who have to navigate the tracks and street traffic switching from lane to lane.</p>

ID	Comment
187.02	<p>The TSM 2 - Articulated Bus is the way to go if you wish to increase ridership while promoting development/growth for the corridor. Just by adding trains to the Pike will not spur development, the whole look/feel of the street will need to be changed. It would be less expensive to go with TSM-2 and spend additional money widening and landscaping the Pike. Also, the way the new transportation service is marketed will make an impact to the development/adoption of the new transit system. Cleveland did a great job presenting the RTA Healthline. www.TRAHealthline.com. Also, without the assurance from Alexandria that they will use streetcars in future development in Potomac Yards, the continuity and long-term viability from county to county will not be there for the street car. If passengers are going to be required to get off of the streetcar to wait for a bus to go down Potomac Yard, they will more likely just get in their car and drive down Jefferson Davis Hwy, instead of having to wait twice to where they need to go. Looking at the map and knowing people who live in Skyline, I don't think the majority of people are going to walk across Rt 7 to use the streetcar. Especially if it takes them to the Pentagon, where metro service on the Blue line is decreasing. If I worked in the Foggy Bottom area, I would take the bus that picks me up in front of my building, takes me to Ballston where I can catch the Orange Line. Essentially, anyone going from Skyline to at least Federal Triangle will take the bus to Ballston. It is time to compromise on the solution and</p>
187.03	<p>The environment effect and mitigation measures look to be very consistent for the TSM 2 and Streetcar.</p>
188.01	<p>I would like to commend the authors of this Environmental Assessment / Alternatives Assessment for their hard work to produce a well-developed and thorough report. As a resident living along the Columbia Pike corridor, I believe the Streetcar Build option is best solution to address the area's present and future transit needs. It is long overdue.</p>
189.01	<p>I use the metro (the 16s, 10B, 23A, 28A) and ART (45) buses, and I'm generally quite satisfied with the service. I'll accept, regretfully, your analysis that just adding buses won't handle the expected levels of growth. However, nothing presented at the meeting convinced me that we need go beyond the TSM 2- Articulated Bus option. We'll avoid the overhead wires (and no, "ornamental" holders do not make me feel better about them--the Pike has way too much clutter already), the embedded tracks, the power substations, etc. I</p>
189.02	<p>also don't think permanent fixtures are as big a plus as some people were suggesting. Regarding permanence, someone at the meeting mentioned a poll or study where people said they preferred permanent transit options like metros or streetcars to buses. I discount that because I can remember when I would have agreed with it, which was when I had a car, before moving to Arlington County. Once here, I quickly learned that Columbia Pike itself provides all the permanence needed. I know where it goes, and so I know most of the route the 16s take. And this gives me a chance to bring up one of my pet peeves against bus companies: much of the signage appears to be set up exclusively for those who already know the routes and so only need to see the bus number. I think a lot of the bias against buses might go away if routes were more intelligibly posted.</p>
189.03	<p>Another argument I discount: one of the presenters brought up that the streetcar scored higher than the articulated bus for "contribute to and serve as a catalyst for economic development." I wouldn't mind at all if that were true: I would appreciate a slower pace of development on the Pike.</p>
189.04	<p>Then there's the price: with estimated capital costs of \$47 million for articulated buses versus \$214-231 million for streetcars, why are you even considering streetcars?</p>

ID	Comment
190.01	I concur wholeheartedly with Joseph Warren's position on the streetcar. There are more practical and far more cost-effective transportation alternatives than the modified streetcar. Streetcar costs range from \$249-261 million compared with \$39-68 million for the articulated bus service. The annual operating cost for the streetcar is \$25.6 million compared to \$22.1 million for the articulated bus. Yet, projected streetcar ridership is only 4-6 percent greater than articulated bus service. Travel times of the modified streetcar and articulated buses are nearly identical and both operate in mixed traffic, however, since streetcars could not pass obstacles such as illegally parked cars and vehicles moving in and out of parking spaces, it is much more vulnerable to delays. The articulated bus is more flexible and can be had for a whole lot cheaper, with the same benefits. County spending is out of control. In 2012, assessments went up, yet the Board still raised the tax rate. The county is offering \$25.5 million, and intends to make \$12 million in renovations to house county officials and a homeless shelter in a small office building in Courthouse. The county is spending even more on Long Bridge Park. It is time to rein in spending!!!
191.01	I am fully supportive of the streetcar. As a homeowner (condo) on the Pike, I drive almost the entire length of the Pike in Arlington everyday. I feel the lousy condition of it and drive around the countless exhaust spewing, traffic blocking buses. The streetcar would greatly enhance the transit service on the Pike, reduce traffic congestion, and raise property values. Streetcars would be a vast improvement over buses. I know a lot of people who hate buses, but do not have cars and cannot visit the Pike due to the bus only service. With streetcars, a lot more non-car owners would be visiting the Pike and spending their money. The more money they spend in Arlington, the better. On weekends, my car will stay parked and I'll be riding the streetcar to all of the great new establishments. No more buses!!
192.01	Enhanced and articulated buses will NOT do the job of transforming this corridor. This should be a streetcar!!! Don't make a huge mistake in mode selection.
193.01	I am opposed to the streetcar; I think articulated buses are a better use of our resources, and will do the most to improve transit along the corridor. I think the TSM 2 - Articulated Bus option is best. The buses will be able to avoid stopped or stalled traffic in the outside lane, while the streetcars will not. The streetcar will have slower travel times as a result. The streetcar will also run on coal-powered electricity, as opposed to cleaner natural gas for the buses. The best part of the entire plan is the consolidation and improvement of stops along the Pike corridor. This, more than anything, will improve the service of any transit system. The streetcar is a lot of money for not a lot better service.
193.02	Streetcar rails will also worsen bicycle safety along the Pike. It's already a harrowing ride -- having open rail slots in the roadway will make it worse. I ride my bike on the Pike occasionally -- you simply can't get to Memorial Bridge from my house any other way -- and I will ride in the inside lane in the middle of traffic if I have to avoid the rails.
193.03	I think the streetcar will worsen traffic, imperil cyclists, and be at best a marginal improvement in transit in the corridor. The streetcar is a mistake and the articulated bus is a much better alternative.
194.01	I did not see any discussion of the safety (or perception of safety) effects of streetcar vs. the bus options. Given the horizontal/vertical curves of Columbia Pike, I believe that narrower fixed-guideway vehicles are less disruptive to all other users, and less prone to operator error that could cause crashes.
194.02	I am in favor of the Streetcar Build, primarily for its ability to more easily accommodate both the existing demand for transit, and growth (whether the forecasted growth, or if transit use grows at a faster rate than is forecasted)

ID	Comment
195.01	<p>The City of Alexandria is pleased that the Columbia Pike Transit Initiative, sponsored by both Arlington and Fairfax Counties in cooperation with the Federal Transit Administration (FTA), is moving forward and welcomes the release of the Alternatives Analysis/Environmental Assessment (AA/EA). This Columbia Pike streetcar project will help improve regional transit mobility, one of the top goals in the Washington metropolitan area. Without improved transit, our region's economy will suffer.</p> <p>Over the past several years, the City of Alexandria has been an active participant in the planning element for this project and early on expressed interest in having alternatives that would provide Columbia Pike streetcar access to the City via the Northern Virginia Community College (NVCC). I would like to express our disappointment that none of the alternatives currently under consideration in the AA/EA provide a connection to the City or to NVCC. We understand the logic of the AA/EA conclusions, and request that Arlington and Fairfax Counties, and the FTA, continue to examine and select an alternative that will not preclude a future extension into the City of Alexandria from the western end of the proposed Columbia Pike streetcar line.</p>
195.02	<p>As you know, the City is working on the implementation of the Van Dorn/Beauregard transitway (Corridor C), which was initially recommended in the City's Transportation Master Plan adopted in 2008. While bus rapid transit is initially planned in this Corridor C, the recommended long-term alignment and mode for this corridor might be a streetcar that could seamlessly connect the Van Dorn Metrorail station to the Pentagon via a connection to the Columbia Pike transitway through or near NVCC campus. Such a connection will significantly improve regional transit mobility and interconnectivity among Alexandria, Arlington and Fairfax County.</p> <p>We appreciate the opportunity to provide comment on this very important project, and look forward to continuing to work with Arlington, Fairfax County, and the FTA in the future.</p>
196.01	<p>As resident of south Arlington since 1985, Columbia Pike development of the streetcar alternative is extremely slow to progress. There has been enough evidence and support to build the streetcar. I now moved to downtown DC where a better public transportation alternative is available. I like living in south Arlington but I would like to have a car free lifestyle. I hope that they will build the streetcar in my lifetime.</p>
196.02	<p>The "no build" option is not really an option because Columbia Pike need to have a transportation solution that encourage businesses and community to interact.</p>
196.03	<p>Articulated bus is not the solution because it has been proven in DC that it is not sufficient solution on H Street.</p>
196.04	<p>I support the Streetcar solution because it has less environmental impact than a bus. I dont like the unpredictability of a bus because the stops and routes change. The unpredictability is more confusing to use specially for tourists/guests.</p>
196.05	<p>More frequent bus along Columbia Pike did not make me take the bus more often. A longer bus will not make me take the bus more often. I will take the bus if I have a destination along Columbia Pike to go to. Therefore, there should be retail destination along the pike. If there will be more destination retail along the pike because of the ambiance and predictability of a streetcar will provide, then I will leave the car and take the public transportation. If I leave the car, I have less impact on the environment. I think streetcar will encourage more destination retail businesses. Articulated bus solution have been proven to not have the same impact.</p>
197.01	<p>TSM-2 and Streetcar Build alternative evaluations of maximum passenger capacity do not consider off-normal conditions. I temporarily reside in Warsaw, Poland and use the extensive network of trolleys and articulated and regular buses every day. The trolleys mostly use dedicated trackways and the buses use streets comingled with traffic. Observations that could change the conclusions of the AA/EA include: 1. For the Streetcar build, when a trolley car breaks down or is blocked by a vehicle or has an accident, all trolley traffic on that line stops. I have seen 11 trolleys stopped behind a stalled trolley and all passengers were released to the street. The analysis needs to include this failure mode and account for a reduction in average passenger throughput. TSM-1 and TSM-2 have no reduction from a blocked lane because of the ability to go around a blockage and a negligible reduction related to breakdowns and accidents.</p>

ID	Comment
197.02	2. Buses (articulated and regular) can and do "jump the line" in traffic to get ahead. In Poland it is the law, so the buses travel ahead in the fast lane then merge into the front of the line at turn lanes. Buses travel significantly faster than cars in turning situations with heavy traffic. Implementing this rule on Columbia Pike could somewhat affect the No-build, TSM-1 and TSM-2 alternatives but not the Streetcar build.
197.03	3. Part of the analysis mentions that WMATA does not plan to implement the off-vehicle ticketing. This should not be counted against TSM-2 or the Streetcar build because it can be implemented anyway if the desire exists. Plus, in Warsaw, tickets can be purchased both at the stops and on the articulated buses.
197.04	4. Trolleys definitely ride smoother and are more comfortable than the articulated buses. 5. People tend to board the middle door of the trolley but also use the front and rear doors. People tend to board the two middle doors of the articulated bus, also use the rear door, but almost never use the front door by the driver (there are four doors).
198.01	The push for 'growth' is wrong. The policies & projects that have been introduced by government require more revenue to pay the bill. The easy way this is done is to allow higher density and development which generates more revenue. The higher density and more development requires more people to travel in the same space as before. The best solution is to curb the development and return the density to previous levels. This of course will reduce the money flowing into the politicians coffers since there is a huge amount from the development community. The solution is to replace the current policy making politicians with those who will provide legal ways to rein in runaway growth and development. We need to cut this initiative as well as other 'nice' sounding programs. If the politicians can get a program going that will give them votes-- they will find a deceptive way to sell it. This is for the developers not the voters already here. The push for 'growth' is wrong. The policies & projects that have been introduced by government require more revenue to pay the bill. The easy way this is done is to allow higher density and development which generates more revenue. The higher density and more development requires more people to travel in the same space as before. The best solution is to curb the development and return the density to previous levels. This of course will reduce the money flowing into the politicians coffers since there is a huge amount from the development community. The solution is to replace the current policy making politicians with those who will provide legal ways to rein in runaway growth and development. We need to cut this initiative as well as other 'nice' sounding programs. If the politicians can get a program going that will give them votes-- they will find a deceptive way to sell it. This is for the developers not the voters already here. The touted 'ARLINGTON WAY' is being quietly replaced. The Arlington of the past where the local people mattered is being replaced by moneyed interest and their influence. Having worked for Arlington over 20 years I have seen where the builders/ developers have been given 'breaks' that the little home owner wasn't permitted
199.01	Buses are not a true alternative to a streetcar system. Adding bus service in the past worked well for commuters and helps us live without relying on cars, but it's done little to spur development. Unless we want Columbia Pike to remain one of the seedier parts of Arlington, we need an investment like the streetcar.
199.02	I truly wish the County would have evaluated the possibility of lanes designated exclusively for streetcar use. True BRT, but with streetcars instead of buses.
200.01	I'll be brief. I've lived on the Pike for over 20 years. I gladly pay my taxes for good county government. I fully support the proposed streetcar on the Pike.
201.01	Well done and well written analysis. Very informative and helpful. Columbia Pike has been blessed with enhanced bus service 2003 and it has served us well. In 2012 it is time to move on to the next phase of transit development on Columbia Pike. While articulated buses are nice and do offer increased capacity, they can not aid in the completion of Columbia Pike as laid out by Arlington County decades. It is because of this that I write to you and encourage the selection of the Streetcar as the locally preferred alternative. I am very excited for the future of Columbia Pike. As a resident of the Pike, I can't wait for the day when I can board the Streetcar to the grocery store and leave my car at home!
201.02	Clean electricity powered streetcars will have the least impacts on the environment.

ID	Comment
202.01	I support the street car! I think the street car, though expensive, will help Arlington meeting its goals for both transportation and redevelopment. Since this will be a joint effort with Fairfax, it will have an important regional impact.
203.01	As a Columbia Pike resident and lifelong Arlingtonian, I support the Streetcar Build option for Columbia Pike. Arlington County has made great efforts in recent years to promote higher density, mixed-use development that would capitalize upon the high transit ridership of the Columbia Pike corridor. The benefits of such urban planning policies have been readily seen in additional housing and retail options now opening in the area. To continue this badly needed progress away from the strip commercial and towards a more urban and walkable community an enhanced form of transit is needed. While it can be argued that from a cost and ridership perspective that the Streetcar Build option is only marginally better, the form-giving aspect of a streetcar separate this mode choice from the others. It is difficult to document the success and overall community impact that is offered by a streetcar, but a city like Portland is a good example. A streetcar, and a streetcar only, will give Columbia Pike its greatest chance of fostering the type of urban, mixed-use environment advocated by the Columbia Pike Initiative Revitalization Plan and envisioned by the Columbia Pike community. Columbia Pike is one of Arlington's downtowns and similar to its northern counterpart, the Rosslyn-Ballston corridor, it deserves a substantial public infrastructure investment in the form of fixed rail, not bus, to achieve desired revitalization.
204.01	Very well developed study. A distinction between funding between Fairfax county and Arlington county as well as sources of funding would be nice to see.
204.02	The Streetcar Build seems like the right decision for long term growth. The Streetcar Build seems to be the best choice for the local environment along the pike, in terms of pollution and noise.
205.01	I simply have general comments. I don't understand the real need to tear up the streets and create more headaches for motorist that will result if you install a streetcar. I think more residents would be supportive of any kind of construction if you were bringing the metro to our area, but since that's not an option I would support adding more buses to the Pike corridor.
205.02	We already have an excellent bus system. If we have streetcars and buses, Columbia Pike will be a mess -- more so than it already is.
206.01	I strongly and enthusiastically support building the Columbia Pike Streetcar line.

Comments on the Alternatives Analysis.

I understand that the FTA requires a maximum rail preference factor of 5%, but this factor inaccurately understates the additional passenger draw of the streetcar alternative. It makes the streetcar and articulated bus concepts appear similar when they are not. Thousands more people will ride rail every day, yet the analysis does not reveal this substantial advantage for the environment, for traffic and mostly for the riders themselves.

206.02	The AA also does not adequately advise that off-vehicle fare collection is the key element supposedly making the TSM2 alternative almost comparable. But that system is unlikely to ever be adopted by WMATA, so in reality, the comparison is between a system that can be implemented (streetcars) and one that cannot be implemented as presented in the report. This is misleading and should be changed.
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ID	Comment
206.03	<p>The AA does not include the 6000+ apartments coming to the Pike over and above currently approved land use plans. This vastly understates the need for transit capacity on the Pike. This is critical along with the real preferences for streetcars, because if those 12,000 to 20,000 more people do not choose transit in vastly higher proportions that now choose buses, the Pike and surrounding streets will be overwhelmed with traffic. This fact must be pointed out.</p> <p>The AA does not tell us the maximum capacity of the TSM2 system. Knowing that we will have thousands more people seeking transit, don't we need to know whether they would even fit on the vehicles in the TSM2 configuration?</p> <p>Thank you for your consideration of these comments.</p>
207.01	<p>I do not believe that any bus alternative has shown to be an adequate or equivalent alternative to fixed rail investment to spur urban growth. I support the full Streetcar Build as originally proposed the best option to create a more vibrant neighborhood. I believe that though the initial cost may be more, the overwhelming benefits to a permanent, sustained and guaranteed transit investment will spur growth that will generate far greater revenue than any other alternatives.</p>
208.01	<p>I generally feel strongly that the County should move forward with the project and have few concerns with the AA/Environmental Assessment. It seems clear that the County should move forward with the Streetcar Build. Even the articulated bus option will be inadequate to meet the needs of the population. My family and I fall into the category of people who would use the streetcar far more than the enhanced bus or articulated bus.</p>
208.02	<p>Additionally, the street car is important to create connectivity with south Arlington and Alexandria's proposed street car lines.</p>
208.03	<p>I have not concerns about the potential environmental effects. Indeed, the street car will have a positive effect on the environment if it can help mitigate increases in automobile traffic through the County.</p>
209.01	<p>We want to add out voices to the growing chorus of Arlingtonians who OPPOSE the streetcar proposal and to whom the County Board is NOT listening. Arlington does not need this boondoggle. The bus service works extremely well along this corridor. Clearly the members of the board don't travel around the county much or they would realize what a NIGHTMARE would be visited upon this end of town with the construction of an UNNEEDED streetcar line. Moreover, the county cannot afford it!!!! We are saddled with enough debt as it is. When are board members going to learn that we can't realize every half-baked idea that comes into their heads??? This is the stupidest idea to come down the Pike and it needs to be abandoned.</p>
210.01	<p>The Arlington County board continues to disappoint. As a 40 year resident of Arlington County and a small business owner, I'm disgusted that you're even considering spending a proposed \$250 million on this streetcar project. I live a block off of Columbia Pike where traffic is heavy and the bus service is more than adequate. Even though it is frustrating and nearly impossible for traffic to go at a contious rate because of the numerous buses stopping nearly every block, people depend on the bus transportation. It's very reliable, runs on natural gas and is inexpensive. Now, you want to take away two lanes for a streetcar no one will ride? It is truly the worst idea in Arlington County history. Tax payers are going to be stuck paying the bill, have to deal with construction which will be a nightmare for commuters of all kinds (FOR YEARS) and worst of all be forever inconvenienced by a rail system they don't want and won't ride.</p>
210.02	<p>A streetcar will not bring more revenue into the county or encourage more development on Columbia Pike. Columbia Pike has had steady growth over the last few years and will continue to grow without a streetcar.</p>
210.03	<p>In fact, a railway may deter potential development or take away the affordable housing in the area (which is pretty much what Arlington's all about, eh)?.</p>
210.04	<p>People will not cease driving their cars in lieu of using it for daily travel - the streetcar will be a novelty at best.</p>
210.05	<p>The expense to ride it compared to the bus is reason enough not to choose it on a daily basis even though it may save on travel time.</p>

ID	Comment
210.06	<p>I have seen many other cities benefit from a railway system but they do not have the issues that surround Arlington County. Do your homework! Carefully look at those other cities and how they differ tremendously from Arlington.</p> <p>Arlington County has continued to allow development to add more revenue into it's greedy pockets. You've allowed abomination after abomination to be built in Clarendon and numerous other areas all for the sake of progress.</p> <p>What you've done is not progress, it's congested our living space to the point of defeat and made Arlington into a place where many long time residents no longer wish to stay. (Even minor construction grinds this county to a halt)! This county does not need more transportation alternatives because what we have is more than efficient and reliable. What we need is a board that stops meddling, spending money irresponsibly and listens to it's constituents.</p> <p>I think it's deplorable that the board has taken it upon themselves to make this monumental decision instead of letting those who it effects the most cast their vote. I do however understand why you don't want to let the community decide - it would never pass and you wouldn't get fame you all seek. Shame on you.</p>
211.01	I fully support the streetcar option for Columbia Pike.
212.01	I oppose the streetcar project for Columbia Pike. I use the bus on Columbia Pike to commute to meetings downtown, and to visit museums, and other venues. I can use a variety of busses (G, J, Y) to get where I am going at any time during the day. A streetcar will be less flexible, and the considerable expense involved in moving to this mode of transport reflects poor planning, and little consideration for community.
212.02	I have noticed that the county states that more people will ride the streetcar, but after having many discussions with neighbors who don't now use the bus, I have determined they won't use the streetcar either.
212.03	The reason is the streetcar will not cut transit time at all.
212.04	I have also been told that a fixed route streetcar was promised by county officials to developers along the Pike, before consultation with the community. If this is true, I hope the will be turned out of office. CNG and other flex fuels will enhance the sustainability of the system. There is nothing from an environmental standpoint that commends the streetcar.
212.05	Finally the county went to enormous expense to remove overhead wires from Columbia Pike. To reinstall overhead wires at considerably more expense is the kind of thoughtless spending that gives the region and government in general a bad name.
212.06	What will the streetcar cost to operate, and how will the \$250 Million plus capex be repaid? these questions have not been adequately addressed.
212.07	Incremental improvements and articulated busses can be used to supplement an already excellent system- The Columbia Pike corridor is very well served by the existing bus routes. However it might be a good improvement to add articulated busses during rush hour.
212.08	In general CNG and other fuels are an excellent choice for moving vehicles. Moving electricity over wires in order to operate a streetcar, will generally result in the loss of 10-25% efficiency. depending on the source of the electricity (in VA either nuclear or coal fired) it is in all likelihood not as environmentally friendly as CNG and other flex fuels.
213.01	As an Arlington resident who lives within close proximity to Columbia Pike, I support the streetcar build option. I recognize that the costs of the other three alternatives are lower; however, the streetcar is less a transit option than an economic development tool, something I believe the county has not emphasized as well as other aspects of the streetcar option. The streetcar is likely to bring more mixed-use development to the Pike, which it has lacked to large degree since the decision to put Metro along the Wilson Boulevard corridor. If improved bus options could bring more development, then I would have expected that to have occurred already, as the Pike is perhaps the most heavily used bus corridor in the Metrobus/ART system today.

ID	Comment
214.01	<p>I have been a resident of Arlington County for 32 years and a resident of Penrose for 28 years.</p> <ol style="list-style-type: none"> 1. At the Columbia Pike Transit Initiative June 6 meeting, it was stated that the plan was being re-assessed due to Federal Transit requirements. The one part of the plan that seems not to have been re-assessed is the belief that the public is in favor of the streetcar. Arlington County appears to be relying on public comments over a period of years, including but not limited to a Charrette of 2006. Why has there been no reassessment of the public's view of the desirability of the streetcar at this point in time? There are several points here. <ol style="list-style-type: none"> a. Even if no reassessment is required, the underlying Charrette(s) and early public comments should not be relied upon in determining that the public is behind the streetcar. <ol style="list-style-type: none"> i. The initial Charrette focused on the Form Based Code as well as the streetcar. There certainly were presentations about a streetcar. However, the main focus was on the Form Based Code, not the streetcar. I was at several of these meetings. My impression regarding the streetcar was that it was a nice concept, but it was not going to happen in the foreseeable future. The vast majority of time spent at these meetings dealt with the Form Based Code and its many details. Also, both the concepts of a Charrette and the Form Based Code were new, and people were trying to understand both the format of the Charrette and dealing with the underlying details of the Form Based Code. The focus was certainly not on the streetcar. ii. The Charrette was open to anyone, not just Columbia Pike residents, nor, even Arlington County residents. iii. The Charrette was not limited to voters, who under our form of democratic government traditionally are the people who should be making the decisions, even in a Commonwealth. iv. The Charrette was over 6 years ago. Substantial changes have occurred, such as (but not limited to): <ol style="list-style-type: none"> 1. The economic recession has changed people's outlook, focus and attitude about the future and county spending. 2. The price tag for the streetcar has increased substantially. 3. Significantly more details have been put forth since the initial plans.
214.02	<ol style="list-style-type: none"> b. Why not have a referendum? The County Board is opposed to a referendum. Last I checked, we still lived in a democracy. A referendum is not required, but if it is legally allowable, why not actually ask the people what they want? On a fundamental level, I believe in the representative form of government. A referendum should be held.
214.03	<ol style="list-style-type: none"> 2. Will there be a problem between the Commonwealth of Virginia and Arlington County as to labor contracts? This dispute has occurred in the contracts for the proposed silver line metro and I see the same problem developing on this project. There are several questions raised regarding this aspect of the street car. <ol style="list-style-type: none"> a. What is the cost associated with the time that it will take for the state to ultimately prevail? b. Will Arlington County give in to the state on the contracts or decide to go without state funding? c. If Arlington County decides to go without state funding, where will the additional funds come from? d. Are the current estimated costs based on union contracts or non-union contracts? e. What is the difference in costs between union and non-union contracts?
214.04	<ol style="list-style-type: none"> 3. Why is Arlington County so concerned about economic development at Skyline? Skyline is not in Arlington County. Several questions are raised on this point: <ol style="list-style-type: none"> a. How does Arlington County gain economically from increased development at Skyline? b. If there are any analyses of the economic gains to Arlington County in (a), above, how have such gains been calculated?
214.05	<ol style="list-style-type: none"> 4. The utility undergrounding project at Four Mile Run has ballooned from a projected time frame of completion from 15 months to the current projection of over 3 years- and is still not finished. The problem related to the discovery of "...a previously unknown concrete duct that conflicted with existing underground utilities." http://www.columbiapikeva.us/street-improvements/utility-undergrounding-streetscape-improvements/ Again, several points are raised here: <ol style="list-style-type: none"> a. It is a valid assumption that there are a number of unknowns about what lies under all the 5 miles of Columbia Pike that would be dug up for the streetcar. No one knows what lies under any major street. b. What assumptions have been made regarding the potential for similar problems? c. What is the proposed cost of encountering similar problems? d. What is the proposed time to fix similar problems?

ID	Comment
214.06	<p>5. It is also my concern that Arlington County has spent millions of dollars on undergrounding utility lines. This is part of the project mentioned above. It has been part of a project along Columbia Pike around the South Courthouse area as well. This raises the following issues:</p> <p>a. How much money has already been spent in the last 20 years on putting lines underground along and within a mile of Columbia Pike?</p> <p>b. What are the current plans to underground utility lines in the future in other areas within a mile of Columbia Pike? At what cost?</p> <p>c. The county's proposal for streetcar lines above ground is contraindicated by the county's actions in spending millions of dollars to underground current lines to beautify the county by eliminating the overhead lines.</p>
214.07	<p>6. I do not believe that the \$250 million price tag is the final cost. When the project has increased from \$169 million in 2011 to \$250 million in June of 2012, how can the public possibly trust the numbers? Justification of the increases only leads to further belief that the numbers are subject to change and will in fact change.</p> <p>7. The cost differential between the TSM 2, the articulated bus alternative, and the streetcar is substantial. In this economy, the pretty and perfect alternative of a streetcar that is five times the cost of a viable lower-cost alternative is not acceptable to me as a taxpayer. Please don't tell me I won't pay for it-I will one way or the other. \$250 million (or whatever figure it ultimately costs) spent on a streetcar means that money is not available for other county services. The Arlington County Board has shown that it refuses to reduce services and believes there are unlimited funds, but it's ultimately the taxpayers who pay. They are taxing out the middle class, and the \$200 million difference between the streetcar and the TSM 2 alternative goes a long way to providing other services.</p>
214.08	<p>8. The belief in receiving state funds is overrated. When our delegate stated that he has reservations about receiving the funds, he needs to be listened to. Northern Virginia is receiving millions in funding for the silver line; I don't see how Richmond will give us more when they never give us our fair share at all. Arlington County recognizes this is the future since they won't ask for funds for the other streetcar proposal from Crystal City (or Skyline). Again, as an Arlington County taxpayer, I don't want to end up paying the amount that is anticipated to come from the state. If the state doesn't give us the funds, where is it going to come from? I want to know specifically if the money will come from Arlington County, and if so, from what funding source. This contingency must be addressed now, not when "it's too late, we have no choice but to go forward." It's a significant roadblock that must be addressed honestly now.</p> <p>9. I am also concerned about our ability to receive federal funds. Funding public transit is a political issue and when the politicians change, so do the policies. If funding is not received from the Federal Government (under any program), what are the alternative source of funds? I want to know specifically if the money will come from Arlington County, and if so, from what funding source. This contingency must be addressed now, not when "it's too late; we have no choice but to go forward."</p>
214.09	<p>10. There will be substantially more traffic congestion during the construction phase and once the streetcar is in the street than has been addressed.</p> <p>a. It is hard to believe that the construction will only add seconds to driving down Columbia Pike as stated at the June 6 meeting. This is based on the actual facts of the time spent in traffic when they were undergrounding utility lines and whatever else they were doing underground in Columbia Pike between Wayne Street and Barton Street when Penrose Square and The Sienna were being built. Columbia Pike was down to one lane each way for the majority of the day during this time. After a few times of taking 10 minutes to get from South Courthouse to Walter Reed, I found another route. This, however, went on for months. The delay was not just a few seconds at an intersection. This was the reality, not a mere projection.</p> <p>b. Currently, driving behind the busses during rush hour, with people cutting back and forth between the stopped busses and the left turn lanes, is a nightmare. Adding a streetcar just means another thing to get around. Your expectation of people getting rid of their cars is unfounded.</p>
214.10	<p>11. In short, I oppose the streetcar instead of the articulated busses. The cost differential is too substantial and the streetcar is too disruptive to the road flow in the future. I don't believe that most of us would buy an option that is 5 times greater than another valid option if we were using our own funds. We deserve the same consideration from the Arlington County Board. Arlington County needs to be responsive to the needs of its taxpayers and to be fiscally responsible. Fund the TSM 2 alternative, not a streetcar.</p>

ID	Comment
215.01	I am writing to strenuously oppose the plan of the Arlington County Board to go forward with the Columbia Pike Streetcar plan. I have read the plan and the different scenarios and I do not believe the streetcar plan is the best option for the citizens of Arlington County.
215.02	I favor an articulated bus system which does not displace lanes of traffic used by cars.
215.03	At the very least, the County Board should allow a referendum on the issue and let the citizens (who would pay for such a plan) directly weigh-in on the issue.
215.04	I believe that the Board has already made up its mind and is just "going through the motions" of taking public comment. The estimated \$260 million cost of the streetcar plan should be used to fund other critical capital needs such as school construction and funding public employees' retirement fund.
216.01	The political forecasts seem to overstate the future like everybody is going to be attracted to use Columbia Pike instead of their regular way of commuting. Why was the most expensive alternative advertised as the "desired" option? Does our County Board members and leaders not realize that affordability is on the table? A combination of the enhanced bus and articulated bus alternatives will operate as the most cost effective option. Expensive fares do not attract many customers.
216.02	NO to the streetcar design as it is the most expensive alternative. A combination of the enhanced bus and articulated bus would be the primary solutions. Use of existing buses supplemented with larger capacity "rubber-tired" buses is an excellent idea. Please note the Columbia Pike street configuration design idea given under Q3.
216.03	The rubber-tired buses use the existing highway. No additional pathway is needed. Rails add another problem for pedestrians trying to cross them as well as the autos to navigate over or around them. Rails add elevated areas requiring separate structures which cost more monies. The rail alternative requires special stations for boarding and exiting (that's another cost).
216.04	Buses can pickup and drop off pedestrians at almost any location and can also use other pathways if the Columbia Pike needs to be closed because of accidents, etc. During selected rush hours, buses (and carpools) can be given the only right to be using the rightmost lane to avoid some of the congested traffic reducing bus capacity. If the minimum number of lanes could be reconfigured to be 5, the middle lane could be easily be assigned to the rush hour direction and allowing for an exclusive bus lane rush hour direction on the right most side. Sufficient ROW would needed in order to make this configuration work along with sidewalks on each side.
217.01	The streetcar (or Trolley Folly) is a mistake that should be thoroughly discussed by all at locations affected. An example of things to be considered is - what happens when a trolley breaks down (and solicit input from people like myself who have lived in cities that have had them and maybe replaced them)? (The result is backups and gridlock.)
217.02	Will these vehicles lower to the ground (like both of the current bus systems) to make it possible for the handicapped and seniors to safely enter the vehicle?
217.03	If the rails will NOT be curbside, then safety will be a major issue.
217.04	Is the reason that there really has not been an open dialogue because the county does NOT want public input in fear that this will be another Columbia Pike Library debacle?
218.01	I am adamantly AGAINST the Arlington streetcar project. From what I see, we residents are being sold a bill of goods that will balloon in cost exponentially as this ridiculous project progresses. Most Arlingtonians see this for what it is...An extravagant waste of tax dollars that should be used to improve our already existing neighborhoods. Why not put that same money to work modernizing the older sections of the county? What about underground utilities in neighborhoods littered with the old telephone poles?
218.02	As for alternate transportation, we have plenty of busses running up and down the pike. Don't clog our roads with this ridiculous and very expensive boondoggle. I am not concerned with alternatives, I feel our current system of busses is an appropriate and functioning system.

ID	Comment
218.03	Environmental impact? Get real. This is bullshit speak intended for use when all else has failed. I'm sure some so-called "green advocate" will stand up and bay at the moon over the tons of carbon that will be saved with this miraculous new streetcar. I call foul. The real environmental impact will be years of traffic disruptions caused by the construction and operation of this nightmare transit system. This entire project is a NIGHTMARE. Stop the bullshit and the rhetoric. Stop dreaming up new ways to waste our valuable tax dollars and put an end to the crap. Stop this project!
219.01	Please do not waste our hard earned tax dollars on this project. It isn't needed and just like the dc circulator will be under utilized. I am sure that education and roads would be better investments
220.01	I have happily lived in South Arlington for fifteen years. Eight of those have been in Forest Glen, Arlington's smallest neighborhood which borders the beautiful Glen Carlin Park. In theory, a trolley would be a wonderful way to travel from our neighborhood to some of my favorite spots which includes Thai Square, Atilla's and Arlington Cinema & Drafthouse. However, I'm physically fit yet still find it challenging to get up and down the hills of S. Greenbrier and S. Dinwiddie streets on humid days. Don't even attempt to walk on S. Dinwiddie during a snowstorm! For our handicapped or older residents, getting to a trolley on the Pike would be nearly impossible. Currently ART and metro busses have stops on S. Greenbrier and S. Dinwiddie. What would happen to all of the people who rely on those busses? Would they be expected to walk down to the Pike? Would Arlington County consider having the trolley go up these streets?
220.02	We are a densely populated area with many condos, apartments, and duplexes in nearby Columbia Heights, yet the county plans to build even more affordable housing at the base of S. Greenbrier and to possibly build an elementary school on S. Carlin Springs Road. What this means is that anyone who lives on or near 7th Road South will be land-locked due to simultaneous massive construction projects. To reiterate, I think that the trolley would work "in theory" but would be a literal nightmare for anyone who lives within our vicinity. We already have retail space in a mixed-use building that has been vacant for well over a year. In fact, I called to inquire about the cost of renting the retail space next to the Pediatric Dentist on Columbia Pike at S. Greenbrier and couldn't get a straight answer about how much it would cost. When I asked the owner why she thinks it hasn't been rented yet, she rudely replied that the area can't support retail establishments who can afford their rent. She said that the county mandated that they build a mixed-use building.
220.03	Another thought would be to add a permanent detour to the proposed trolley route. Instead of cluttering the already overcrowded Pike, why not have the trolley line run along one of the sides of Four Mile Run Drive and up S. Walter Reed Drive? This would benefit the Shirlington urban village and may resolve some of their parking issues.
220.04	I sincerely hope that the County listens to the taxpayers on this subject matter. Unless you want to see mopeds and smart cars illegally cutting through the park to get to the other side of town, something needs to be done to alleviate potential catastrophic traffic issues if the construction of a trolley on Columbia Pike ever becomes a reality.
221.01	This is a terrible proposal. Arlington County officials are afraid to put this multi-million dollar project up for a public referendum because they know it will be resoundingly defeated if the general public – as opposed to the County Board members themselves and narrow special interests who have attached themselves to the Board – had anything to say about it.
221.02	We should certainly not waste federal dollars funding this classic White Elephant project. Does the federal government really not have any more worthwhile transportation projects to fund in this cash-strapped economic environment?
222.01	I am a citizen of Arlington County. Being unconvinced of the need or value of a streetcar line along Columbia Pike, I hereby oppose that project.

ID	Comment
223.01	<p>As a tax payer and born and raised Virginian I am completely annoyed with the idea of wasting tax payer money on this trolley project. Why are articulated buses not being purchased? Why is Arlington County going to go with an outdated 1930's version of something when we could have a fuel efficient, environmentally sound, cheaper, and MUCH more visually pleasing option? I assume it is because of two reasons. 1. The board doesn't want to admit their mistakes. 2. Someone is making some \$\$\$ off of this.</p> <p>In a time of economic crisis derived from misappropriation of tax payer funds, we can not continue to waste money. I am all for public transportation. I am all for improving the public transportation infrastructure. I am completely against wasting money. The board needs to stop this abortion of a plan dead in it's tracks now.</p>
224.01	<p>When assessing the tram option, please take a look at the success of the trams in Melbourne, Australia. Melbourne has a tram line that basically circles the downtown business district and connects to trams going throughout the region. As the metro already serves the region, it is appropriate to look at the tram service in downtown Melbourne. I strongly suggest you study their system. One important feature of the Melbourne trams is that they share the middle lane with the car turning lane.</p>
224.02	<p>One of the big problems we have along Columbia Pike is there are several smaller crossing streets, such as those between George Mason and Glebe Road, where cars need to turn left, but lack a turn lane. There are also bus stops located at the same place. When a bus stopped to pick up passengers and someone is trying to turn left, both lanes are blocked, creating a back-up that ties up traffic. This happens frequently during evening rush hour at Monroe Street, blocking west bound Columbia Pike traffic well past Glebe. The bunching of busses, which has been well documented, just exacerbates the problem. The county should not go forward with plans to increase housing along Columbia Pike without adequate mass transit. More busses is not the solution, and, in fact, will likely make the rush hour problems worse, with more busses bunching up and blocking lanes.</p>
224.03	<p>A tram down the middle, sharing a turn lane with cars, is the only logical way to handle the additional housing units. Columbia Pike has the opportunity to be a living corridor where residents don't need a car, much like the Ballston to Rosslyn corridor in North Arlington. Why deprive South Arlington of that same opportunity, especially when trying to maintain some percentage of low income housing.</p>
224.04	<p>The development along Columbia Pike will falter without proper transportation. The revamp of Adam's Square or the new apartments at 5500 Columbia Pike give you a glimpse of the future of the Pike. Without decent transportation options (i.e. a tram), this development will stall. Bringing in more new development along the Pike will bring long-term revenues for the county. If all you can offer is more, longer, busses, I can't see how the revival of Columbia Pike can reach its full potential.</p>
224.05	<p>While the period of construction for the tram will surely make it much more difficult to use Columbia Pike, once the tram starts running, it will be worth it. While we have to spend some money up front, once the Pike reaches its potential, it will be worth it. The people in North Arlington have their Orange Line. Don't deprive the people who live in the Columbia Pike corridor our tram.</p>
225.01	<p>Based upon what I've read about the proposed streetcar along Columbia Pike, I am firmly against it. I think buses would be better for these reasons:</p> <ul style="list-style-type: none"> Maintenance costs would be less Original installation costs would be less More flexibility (buses can be detoured around stalled cars or accidents; street cars cannot).
225.02	<p>Considering the \$250M+ costs, this is outrageous. The taxpayers will be hostage to this cost if sources of revenue don't materialize. Each person in Arlington will be responsible for \$1000 or more.</p>
225.03	<p>We can't trust the Arlington Board with their past projects: remember the Artisphere project in which they overestimated revenues and underestimated costs; now it's losing money and the taxpayers have to subsidize it. All new school construction come in over budget. The streetcar will be much worse. Again, the Board will overestimate revenues and underestimate costs just to sell this project.</p>

ID	Comment
226.01	<p>I am writing to protest what I view as a significant waste of my taxes by constructing a trolley line on Columbia Pike.</p> <p>According to news reports, Arlington County would be responsible for \$200 million of the estimated cost of \$250 million. That amount of money would pay for a lot of buses and road repair that would enhance transportation in the county.</p>
226.02	<p>Buses can be redeployed to high use routes, a vanity trolley cannot.</p>
226.03	<p>If the board is determined to go through with this it should be on the ballot in November. If those supporting this endeavor win a majority, I won't be happy but will know that many taxpayers in the county support it even though I don't. That I can live with. Having it crammed down my throat by a "board for life" is not the Arlington Way.</p>
227.01	<p>The Northern Virginia Streetcar Coalition is a volunteer organization whose mission is to inform the general public about the potential benefits of streetcars in serving the region's needs for high-capacity transit. Since 2010, our members have been following the planning and analysis carried out by the Columbia Pike Transit Initiative team, have attended briefings by the project team, and have read the Alternatives Analysis/Environmental Assessment released in May 2012.</p> <p>In our opinion, the AA/EA demonstrates that the streetcar is the best solution for meeting the goals of the Arlington and Fairfax County project sponsors of providing more transit capacity in the corridor, enhancing regional connectivity, and supporting economic development.</p>
227.02	<p>Transit capacity: the number of buses and frequency of service on the corridor have consistently been increased. However, projections of a growth in population of 10,000 people and employment of 12,000 jobs through 2030 indicate that further additions to bus service would be insufficient to meet the corridor's transit needs. The streetcar's greater passenger capacity and intrinsic appeal to passengers, who are offered clean and quiet vehicles that are easy to board, will improve the ability of transit to meet the transportation needs of the Columbia Pike corridor.</p>
227.03	<p>Regional transit connectivity: Skyline is a major employment and residential center, yet poorly connected to other regional centers. The streetcar system would connect Skyline to the Pentagon and transfer points to Metrorail.</p>
227.04	<p>As Columbia Pike's appeal and strength as a residential and business district increases through Arlington's efforts, it will become more of a destination to people from throughout Northern Virginia.</p>
227.05	<p>Without the streetcar system, Columbia Pike risks becoming more congested with single-occupancy vehicles.</p>
227.06	<p>Providing regional connections through transit rather than single-occupancy automobiles reduces regional air pollution, congestion, and frustration.</p>
227.07	<p>Economic development: The fixed guideway of a streetcar system sends a clear signal that public investment in the corridor is occurring. This in turn allows property owners, developers, and individual businesses to feel comfortable investing in the corridor. Indeed, the expectation that a streetcar line may be coming (along with other complementary initiatives) has already helped spur investments along the Arlington portion of Columbia Pike. As a result of the construction of the streetcar line, Arlington and Fairfax will benefit from a revitalized area that is characterized by livability and walkability, with jobs and homes in relative balance.</p>
227.08	<p>The operating characteristics of a streetcar system indicate that there is little downside to a streetcar solution; indeed, the streetcar system offers the potential for expansion without significant increases in operating costs.</p> <p>For the above reasons, we encourage the Arlington County Board and the Fairfax County Board of Supervisors to support the streetcar option over the articulated bus option. The no-build and bus improvement alternatives are shown to be ineffective in attaining the public objectives for the Columbia Pike Corridor.</p>

Thank you for your consideration of these comments.

ID	Comment
228.01	I oppose the streetcar system as a manifestation of cosmetic, useless, changes meant to enhance high end, high density, high maintenance development, which in turn is meant to drive away lower income residents and minorities. This is racist and elitist.
229.01	This project is the proof that Arlington County residents are over taxed and ignored by the County Board. This boondoggle is obviously meant to be the "------(insert board member)Memorial Trolley System". The traffic will be much worse than it is now on Columbia Pike, unless the plan is seize land beside the pike to widen the road so that traffic(cars and buses can go around stopped trolleys.
229.02	There is no chance the trolley will be efficient or limited to \$250 million. Look at the new W&L High School facility which more than doubled in costs between announcement and completion. Instead of incurring more debt for future Arlington residents, how about working on lowering the tax load? We citizens will appreciate the consideration.
229.03	No one has tried articulated buses in Arlington, so why not do that first? Because we will have the trolley rammed down our pockets no matter what the citizens desire, right? There is no point to these surveys because "the fix" is already in to create a trolley system.
230.01	Despite all the statistics and all the rhetoric, several things are clear: 1) Articulated buses would cost \$53 million, versus the Pike trolley, which would cost more than \$250 million. 2) Articulated buses would deliver almost identical service and capacity results as the trolley, according to the Columbia Pike Transit Initiative. Articulated buses can be put in service more rapidly and at a lower cost, and they can serve more riders.
230.02	3) The Pentagon isn't going anywhere, and it drives a large portion of the traffic on the Pike. The majority of those traveling to and from the Pentagon don't live on or near the trolley line and will still either drive or need reliable bus service. The trolley won't have a dedicated right of way and will have to share the same already congested roadway with cars and buses. 4) Trollies are fixed to the pavement and cannot pass blockages in their path. When they break down, they cannot be easily moved to restore the flow of traffic. If travel patterns change or if the desired number of riders do not materialize, there is no easy way to modify the trolley route, and that huge investment will largely be for nothing. We've already seen the county's foolish investment in the Artisphere. We're looking at a repeat with the trolley.
230.03	5) The trolley tracks will make it dangerous or even impossible for bicyclists to use the Columbia Pike corridor for travel.
230.04	6) Now that the county plans not to seek federal funds (thus obviating the need for a truly robust alternatives study), the county will turn to taxpayers to fund the trolley. And the state has decided to provide transit funds directly to local governments instead of going through the Northern Va. Transit Authority, making state funding somewhat doubtful too. Asking local taxpayers to pay for such a large investment, particularly without giving voters ANY say in whether or not to approve it, is offensive and anti-democratic. Talk about taxation without representation! 7) Earmarking a huge sum (especially when a cheaper alternative is readily available) for the trolley isn't a wise move considering present circumstances. Due to the county's ongoing insistence on cramming more people into our county, we need to build more schools and classroom space. The county will suffer from looming federal budget cuts and, according to the head of AED, will continue to feel the effects of BRAC for some time to come. And because of the building boom, which has escalated rents for commercial space, the GSA is no longer seeking commercial space in Arlington. The county is certain to be negatively affected by this perfect financial storm. Now is the time for minimizing expenses and obligations, not creating more unsustainable development. There is no reasonable financial case to be made for selecting the trolley option for Columbia Pike. If developers want a trolley and think it will benefit them, then they need to pay for it. 8) The Pike trolley has already been cannibalizing transportation and utility funds away from other sections of the county. At the May Civic Federation meeting, Michelle Cowan stated that the county would use transportation bond funds if the expected state and federal funds do not come through. That means more money will be diverted from paving and other critical transportation needs countywide, which is why I won't be voting for the transportation bond in the Nov. referendum.

ID	Comment
230.05	For goodness sake, please be sensible and responsible. Select TSM 2--the articulated bus option (or a similar option like double-decker buses). How can you mitigate a transportation disaster in the making?
231.01	I support the Columbia Pike Streetcar! Please let it happen.
232.01	Currently along Columbia Pike between the Fairfax County line and S. Joyce Street there are over ninety entrances, exits and side streets uncontrolled by either signal or dedicated turn lanes that are not protected by raised medians. This causes numerous daily lane blockages as vehicles attempt to cross oncoming lanes of traffic by making left turns either from Columbia Pike travel lanes or into opposite Pike travel lanes. This is dangerous to vehicles travelling along the Pike and to pedestrians as well. Whatever alternative is selected having raised medians as well as dedicated turn lanes at controlled intersections is essential to safety and traffic flow. Another factor is the daily blockage of right lanes by delivery vehicles as well as county and construction vehicles. Having streetcars sharing these same lanes would obviously cause major problems. No type of transit would be even remotely successful unless travel times would be as fast if not faster than private automobiles.
232.02	I would suggest replacing some of the current buses travelling along Columbia Pike with buses similar to the successful D.C. Circulator with the fixed route as the proposed streetcar line shown on the sides of the bus. This could be done in the very short term while the Pike improvements as mentioned above are being done.
232.03	Currently along Columbia Pike between the Fairfax County line and S. Joyce Street there are over ninety entrances, exits and side streets uncontrolled by either signal or dedicated turn lanes that are not protected by raised medians. This causes numerous daily lane blockages as vehicles attempt to cross oncoming lanes of traffic by making left turns either from Columbia Pike travel lanes or into opposite Pike travel lanes. This is dangerous to vehicles travelling along the Pike and to pedestrians as well. Whatever alternative is selected having raised medians as well as dedicated turn lanes at controlled intersections is essential to safety and traffic flow. Another factor is the daily blockage of right lanes by delivery vehicles as well as county and construction vehicles. Having streetcars sharing these same lanes would obviously cause major problems. No type of transit would be even remotely successful unless travel times would be as fast if not faster than private automobiles.
232.04	I would suggest replacing some of the current buses travelling along Columbia Pike with buses similar to the successful D.C. Circulator with the fixed route as the proposed streetcar line shown on the sides of the bus. This could be done in the very short term at a fraction of the cost while the Pike improvements as mentioned above are being done.
233.01	The EA fails to adequately analyze streetcars and other alternative modes of travel. Streetcars are incapable of achieving the goals sought for the corridor: increasing transportation capacity, catalyzing economic development, enhancing long-term economic stability in the corridor, promoting multi-modal transportation, and providing safe transportation. Contrary to claims in the EA, streetcars are low-capacity transportation. The typical 66-foot streetcar has just 35 seats. By comparison, a 40-foot double-decker bus can have 85 seats. For safety reasons, streetcars can operate only about once every three minutes. Buses can operate at least once per minute or more frequently if bus stops are staggered.
233.02	Contrary to claims in the EA, streetcars do not catalyze economic development. Claims that streetcars in Portland and other cities have generated economic development ignore the fact that such development is almost always subsidized by TIF and other subsidies or would have taken place without the streetcars.
233.03	Nor can streetcars enhance long-term economic stability since they will require expensive and heavily subsidized maintenance for as long as they operate. Buses can be operated and maintained at a much lower cost.
233.04	Streetcars promote "multi-modal transportation" only in the sense that they force people to change modes if they are going beyond the limit of the streetcar line. Asking people to unnecessarily change modes almost always means losing potential riders. Bus transit can go anywhere streets can go without the installation of expensive new infrastructure. Finally, streetcars weigh about twice as much as a bus, and being struck by one can do far more harm to a person or other vehicle.
233.05	Streetcar tracks also present hazards for bike riders. Thus, they can hardly be considered safe transportation. For more information on these points, see my recent report to the Cato Institute, downloadable from http://www.cato.org/pubs/pas/PA699.pdf , which I incorporate by reference into these comments.

ID	Comment
234.01	<p>I do not believe that the Pike Transit Initiative has performed a valid Alternatives Analysis, because the PTI has been used as a vehicle to promote the streetcar alternative, and is funded by the Arlington County board, which in 2006 endorsed the "streetcar build" alternative. An Alternatives Analysis must be performed in good faith to be meaningful, and this was not. To allow this supposed AA to satisfy the legal requirement makes a mockery of the law. As noted in my answer to question 2, TSM2 is so clearly the better option from a transit perspective, it is impossible to conclude that the Streetcar Build option should be submitted to FTA. If the result of the AA is an endorsement of Streetcar Build, this choice would further demonstrate the lack of good faith by those performing the AA. I am a car-free resident who lives a few blocks off of Columbia Pike and I take transit nearly every day. I agree that a new, high-capacity transit line is necessary to accommodate the increased density planned for the Columbia Pike corridor. I support TSM2 because it will offer frequent, high-capacity, reliable transportation. Because all of the options require vehicles to operate in mixed traffic, TSM2 is superior to the Streetcar Build option because the vehicles can avoid road obstructions without shutting down service (while still providing high capacity service). Further, because Pentagon City is less popular with riders than Pentagon, TSM2 can more quickly be implemented for more routes on existing WMATA 16 lines and would benefit more existing transit users than the streetcar (that would go solely to Pentagon City). Also, the lower cost of TSM2 (with nearly identical performance and capacity numbers as the streetcar build) would allow the County to meet other planned transit upgrades along the corridor such as 7-day ART service (and more articulated bus service as just mentioned). Finally, the corridor's sole safe means to commute as a cyclist is on the Columbia Pike roadway, which will be eliminated as a safe option by the streetcar build (and not by TSM2). From the regular transit user's perspective, TSM2 is clearly a far superior choice.</p>
234.02	<p>The streetcar build will involve ripping up and reconstructing the roadway, and TSM2 will not. This makes it superior environmentally. Further, because most electric power in Arlington is generated from coal, TSM2 and the streetcar are (more or less) equal polluters.</p>
235.01	<p>Mr. Dittmer: I am concerned about all the people who may be unable to submit comments and have been discouraged as I have been when using a public computer and find that there is no security box or number at the end of the comment page and thus lose all of their data.</p>
235.02	<p>Here are the just of my lost remarks: I am very much opposed to the Streetcar Initiative on many fronts to include overbuilding, pollution, overpopulation, crime, schools and most of all lack of priority and taxing.</p>
235.03	<p>The first opportunity that I have become aware of to comment was in the Arlington Sun Gazette dated June 21-- the same date you are closed to further comments.</p>
235.04	<p>Also on that date in The Washington Post is an article that revealed the Arlington School Board has approved construction of two new schools. The overbuilding in Arlington is causing increased pollution and leading to big city crime (eg., numerous bank robberies in North Arlington). Dense population has resulted in many of us quitting Clarendon businesses and restaurants because of parking charges and crowding. It also keeps us from those Clarendon churches. When will someone see value in moderation, quiet neighborhoods and less light pollution (a current extension agent issue due to negative impact on plants, animals and insect life).</p>
235.05	<p>I believe my taxes are too high (plus tax by one thousand cuts, eg., water/trash pickup, personal property;, auto inspection, parking meters. The continuous over-building and over-population (crowding) is ill-advised. When will someone on the Board put the brakes on every idea that comes up? Chickens and streetcars are too much to swallow. I live on a street that is a significant thoroughfare, 26th St. N. I have had leaking road cracks in front of my house for 42 years (yes I have reported it and no, have never received a response). When will maintaining existing roads/buildings become a priority? Neighborhood roads may not be glamorous, but the county owes us something besides free mulch! Maintain the streets before expending more tax money on new transportation ideas. And, prioritize education as well. Thanks for the opportunity to comment.</p>

ID	Comment
236.01	I thought the analysis of both was adequate. It seems to me that the process has been both transparent and educational. If anything it may have gone on too long and I fear we may not get it built because of the financial fix we find ourselves in and the political climate in Richmond. Richmond does not seem sympathetic to transportation issues up north.
236.02	I've listened to comments and opinions from all sides and it seems to me that the Street Car Build is the way to go. I happen to think that long term it provides the best solution to the Pike's renewal and will encourage more use of public transportation than any of the other alternatives. I will walk to the Pike from home and hop on a trolley. Less so for the either bus proposal. Those modes will not draw people like me to use them. The Pike has never been more vibrant than it is now and hopefully that will continue. Furthermore, I think that those who so adamantly oppose the street car build are opposed to any upgrade of the Pike. Redevelopment will occur one way or the other. The best we can do is to try and steer it in the right direction. History has proven that long term planning, negotiating with builders and compromise can be successful. I think Arlington County has an exemplary reputation for doing just that. We are the model others use to promote smart growth. Let's continue to show the way. Build the street car and you will not regret it. Build a new bus line (TSM1 or TMS 2) and risk regretting it in the near future.
236.03	It seems to me that the measures are more than adequate. If the analysis is accurate and I believe it is there should be little environmental impact on the Four Mile Run Stream which would be my major concern. In the long run the TSM 2 and the Streetcar Build should help improve water runoff and air pollution due to fewer automobile trips and usage. More walking to use the system and less parking lots should further enhance the immediate environment.
237.01	On Moday 6/18 I spoke with a Ms. Barbara Hynneck, who called to asked the basis of my alleged statements that the public supported the streetcar alternative. She asked specifically about any documentation in the record.
238.01	<p>I am writing to provide comments on the potential Columbia Pike streetcar project.</p> <p>I question the validity of studies I have seen from proponents that say that ridership will increase considerably just due to streetcars. In the cases cited, there were other variables that affected the increase with streetcars or decrease without streetcars. I have seen one study cited in a letter to the editor about the decrease in ridership in the district when streetcars were removed. Surely other factors – increased wealth, which meant more people could afford cars; moves to the suburbs, which meant that more people had to travel farther to work, beyond the reach of mass transit; the general incompetence of the bus system – affected those results. People will not ride streetcars for long just because they are new and different. After a short while they'll ride them at the same rate they'll ride buses.</p>
238.02	<p>An advantage cited for streetcars is that one can pay fares prior to boarding. I can't imagine why the same technology could not be used for buses.</p> <p>I saw a list on the county web site of reasons to do the project. Almost all the reasons apply equally to buses or streetcars.</p>
238.03	<p>But streetcars have some monstrous disadvantages:</p> <ul style="list-style-type: none"> -They cost over \$200 million in one-time costs, and annual operating costs are about the same as the other alternatives (not the lowest, not the highest). That \$200 million is money that could be put to better use – reducing the debt or, if you insist on spending it, on something that would really benefit mankind, like curing cancer or providing better accommodations and food for those not as well off as the average Arlingtonian.
238.04	<ul style="list-style-type: none"> -They add years of construction and inconvenience to an area already overwhelmed by years of inconvenience from construction. Seldom do I drive more than a few miles from my house without being delayed by road construction. I am tired of it, and everyone I speak to about it is tired of it.
238.05	<ul style="list-style-type: none"> -The overhead wires are ugly.

ID	Comment
238.06	-It appears from the pictures that the streetcars would ride in rails. If so, they provide a less-than-optimal surface on which to drive cars in inclement weather. Metal rails are not easy to drive on or walk across when wet.
238.07	<p data-bbox="186 197 1572 373">It appears to me that the County Board has fallen in love with a project that has some advantages and sounds green. However, the County Board is ignoring the point that not all things that are “better” are worth the money. I think this is a common problem in Arlington, one that has gotten far worse over the years. Lots of things are nice. If one doesn’t have infinite resources (and Arlington does not), one doesn’t do everything that is nice. This is at best nice and at worst a step back, at considerable cost.</p> <p data-bbox="186 411 1572 588">I infer from the papers that the County Board is attempting to justify not submitting to the electorate a bond issue for this system. Since we seem to be asked to approve bonds for other large construction, the Board’s unwillingness to do so must stem from a combination of two things: fear that the citizenry will say “no”; and a belief that the Board knows better than the citizens what is good for them. This arrogant attitude is, unfortunately, too common in Arlington County government these days.</p>
238.08	From 1996 to 2011, county taxes on my house increased by a factor of 2.07, or an annual average rate of 4.65% per year. The consumer price index increased over the same period by a factor of 1.50, or an annual average of 2.4% per year. (I made no improvements to the house during that time.) So, my tax bill has gone up 94% faster than prices in general. This exorbitant and unjustified increase is caused by continuing failure to consider the cost when deciding what to do. I urge the Board not to continue this kind of thinking, and to reject this perhaps nice but certainly quite expensive project.
239.01	TO WHOM IT MAY CONCERN; I wish you to know that I believe the impact of a high-capacity transit service along a 5-mile corridor in south Arlington will not be beneficial to all residents of the county. I am against this initiative as I think the tax-proponent of the project will be an outrageous expense, most of which could be spent in better ways to serve ALL the residents of the county.

ID	Comment
240.01	<p>Mostly writing to express impressions that have come down from assorted briefings from the county, whatever option it ends up being, hopefully it is the best choice for Arlington and not just the long held dream and fancy(for that sake primarily, if not entirely and only)of some. The true purpose of the project, one hopes, is to see a reliable and efficient means of transit along Columbia Pike, which ideally takes precedence of that use over the poshness of the means. Personally, as a frequent user of the 16's and some of the Art's (42,45, 41, 77-connecting line), tend to a form of bus rapid transit as the more suitable option. Instead of a push for rapid transformation along Columbia Pike to justify the streetcar, but if you build it they will come, though not sure which necessarily precedes the other, or if there might be a rare synchronicity. Generally growth leads to a need for better transit, but also better transit makes growth more easily possible. This almost seems pointless as streetcars are a fait accompli, so long as the funding becomes secure. It was set years ago, other options are at best a back-up plan, but likely to fall to the wayside if the dream manner of transit is incapable of being realized. Should it be built, indeed, hopefully it is well thought out and enacted in all regards. It does have the opportunity to be a wonderful thing, but fear it may go the way of the Artisphere, or end up like Baltimore's light rail, but without unshared lanes, not that there exists room along Columbia Pike for such. One of my concerns is of a streetcar becoming inoperable along the route, it will take a long time before something comes to move it out of the way, and it will force an halt to the other streetcars coming after it. Also, if another vehicle breaks down in the lane of use for the streetcar, none of the streetcars will be able to pass until the obstacle is removed, whereas bus options will generally be able to move around such an impediment. Then there is the money, other options are less costly, if less chic and en vogue, but function over style is more practical, though one does long for both. Since the streetcar is pre-ordained (so long as the Fed & State Gov'ts pony up enough for it, and the residents - will we be given a special tax along the Pike, or will it be evenly split throughout the county), hope that the work is done thoroughly and we have a lovely system that will last for decades with simply routine maintenance and not require intensive (and frequent) measures to sustain. To be honest, it is well understood that the streetcar is the only option that has been truly considered, the other options are simply a formality, and something might be used as a back-up as something will have to be done, or perhaps not, so that some can say later, that they had said to put in a streetcar line. Really, am concerned, because there are those with a vision, but it is so limited to the totality of things, it is assumed that it will be beautifully marvelous, just because it is what is wanted, but only time will tell the truth of how it turns out, possibly taking twenty years to know. Good luck, thanks, have my fingers crossed that whatever system is chosen and put into place is such that we will be glad to have it in the future, not simply gawking over it while it is new and wondrous. The stops will be another issue, but there design should follow the mode chosen, and are thus a latter topic.</p>
241.01	A trolley on Columbia Pike is wrong on several grounds: it costs too much relative to a rapid bus;
241.02	the Pike itself is so narrow that placing rails on two lanes and adding a slow moving trolley will impede traffic flow during rush hour rather than facilitate it;
241.03	and third, the trolley is likely to promote much higher land values that ultimately will displace most moderate income renters and homeowners in neighborhoods along the Pike.
241.04	The higher fares that will be necessary for the trolley (than for a rapid bus) will reduce passenger use, and thus more people will continue to use their private vehicles, thus defeating the stated purpose of reducing traffic congestion on the Pike.
241.05	The over \$250 million capital cost of the trolley implies that fares and/or taxes will have to be much higher than if the county government installed a rapid transit bus system at a cost of \$50 million. Operating costs for the trolley may likely be higher than a bus given the unknown technology (maintenance) of a trolley. The higher capital costs for the trolley mean, for example, that if a one-way fare on a rapid transit bus is \$1; the trolley fare would have to be \$5 to pay back principal and interest.
241.06	Supply and demand analysis indicate that such a fare increase would reduce the number of passengers using a trolley over a rapid transit bus. What is the purpose of adding a very expensive mass transit system if the fare structure means that few passengers will use it?

ID	Comment
241.07	Moreover, recent experience with newly installed trolley in other parts of the U.S. indicate that trolleys during rush-hour tend to be slow and unreliable, as compared to rapid bus for example. And once the rails are installed there is no easy way changing routes or destinations. Arlington County recently adjusted its ART bus route up the Pike to pass by the county DHS building in response to passenger needs. We cannot anticipate passenger destination needs that accurately in the future.
241.08	High fare and unreliability will make the stated purpose of the trolley, improving mass transit during rush hour, impossible. This project is not truly about improving mass transit on the Pike, but rather a pro-developer scheme to ease lower and middle income people out of Arlington County at public expense.
242.01	I am a member of Arlington's Transit Advisory committee and a retired transportation economist. I strongly oppose the Columbia Pike streetcar and support the TSM 2 alternative as far more cost effective and better for auto users.
242.02	As residents of Arlington learn more about the costs and purported benefits of the Modified Streetcar, dissension and concern grow. There is no doubt among informed observers that the County Board will decide in favor of the Modified Streetcar (it is not a full streetcar plan--only 10 of 34 vehicles during am/pm peak times are streetcars. The Board refuses to conduct a random survey, nor will it put a bond issue with a nominal amount up in the November election to get an accurate measure of public response.
242.03	I have specific technical concerns about the streetcar. First, streetcar capital costs are nearly five times that of average capital costs of TSM 2 while streetcar riders are only 4%-6% greater than TSM 2.
242.04	Second, the AA/EA study shows a slightly less transit time for TSM 2, but this was based on two doors for the articulated bus. Some articulated buses operate with 3 doors. Since the bus has the same off-vehicle fare collection and low floor boarding there is no difference in travel time. The study (Executive Summary, Page 6) estimated \$600,000 in travel time savings for the streetcar; but that is not valid. There is no travel time benefit.
242.05	Third, streetcar Capital costs range from \$249-261 million (\$ 2015). The AA/EA does a good job in discussing the cost differences in Skyline/Jefferson street station alternatives. But, what is not analyzed in the full report is the changed location and cost of the streetcar maintenance facility. This new location on the east side of S. Eads St. would take space now used as an access road to a hotel, and the guest parking lot at an apartment. I personally discussed this with the managers of these facilities due to a vague response from consultants to my question about this issue. The managers told me they had NOT been contacted either by consultants of county staff. A far better location-the North Tract-was dropped. Access cost to reach the north tract would be higher (due to greater distance), thus raising total project cost above the \$250 million FTA criterion for Small Starts. No maintenance facility options were discussed in the AA/EA analysis. Why not?

ID	Comment
242.06	<p>Fourth, the modified streetcar is NOT a transportation plan. It is an economic development plan. The December 2, 2011 consultant's report stated that the TSM 2 (articulated bus) "does not contribute to and serve as a catalyst for economic development." In the May, 2012 AA/EA backed off this statement but still purports to show (Executive Summary, p.8) that only the streetcar meets all project needs and goals. In fact, over 1,000 apartment units have been completed and new retail stores have opened in the last 3 years along Columbia Pike. I challenged consultants to show development differences between a very good bus service (such as currently exists along Columbia Pike) and a partial streetcar service. They cited only the 37-mile D.C. streetcar study by Goody Clancy Assoc. The study estimated several billion dollars in increased value of existing properties over 10 years. But, the methodology used was not available on the internet. Only slightly over 2 miles are being built and are more than a year behind schedule.</p> <p>The study itself "observed that many outcomes from the relatively few precedents (Portland and Seattle) are not transferable to different city contexts." I researched the Transportation Research Information System for TRB reports comparing development due to very good bus service and streetcar service. I could find none. Washington METRO's Assistant General Manager for Planning and Joint Development, Nat Bottigheimer, stated that development and land values would be the same for bus and rail if bus service is as good as rail. In the AA/EA the number of vehicles in the streetcar alternative (buses and streetcars) per peak hour in 2016 (streetcar completion time) would be 34, compared to 33 buses in the no build alternative.</p>
242.07	<p>Fifth, the Columbia Pike contract with consultants requires that the consultant in the AA/EA "will analyze the effects that could occur during the construction period," and that the consultant "shall document the project effects on roadways and operating conditions" affecting vehicular traffic. The AA/EA (Vol. 1, Sec 3.1.3 "Traffic Operations") identifies traffic delays at intersections; but, these delays are due only to street extensions, new medians and new turn lanes and street realignments.</p> <p>Concerning actual construction impact (Sec. 3.16 "Construction Impacts") only "temporary" effects due to dust and noise, and lane closures, etc., would occur in the streetcar build alternative during construction. Exactly the same effects are listed for the TSM 2 option. However, the bus option does not require tearing up a lane for the insertion of slab track that is needed in the streetcar option.</p> <p>There is NO information about total travel time delays or duration of travel delay impacts on vehicular traffic, including ART and METRO buses that would occur on Columbia Pike during the construction period. Why are these types of delays not discussed? This is very relevant information to residents and commuters from Arlington and Fairfax County using Columbia Pike to travel to the District. And, unlike Benning Rd. in the District of Columbia, Columbia Pike is a major arterial with 25,000-30,000 vehicles a day.</p>
243.01	<p>This analysis doesn't address any of other issues involved with the projects, such as what will happen to all the people who currently live in this corridor because the rent is "affordable." By increasing the property value along the pike, you will be driving out the last bits of diversity in this county--but maybe that's the idea (Let's get rid of the riffraff. Only rich folks are allowed in Arlington!).</p>
243.02	<p>I vote for the Articulated Bus. Let's save \$200,000,000. And save the affordable housing. And save the unique character of the Pike.</p>
244.01	<p>Please accept the attached comments from Tom Kuimjian who was called out of town and was not able to submit his comments to you directly for the today's closing date. Streetcar 14.4.1 Basis of Estimate Only addressed SCC 10 guideway and track and not all SCC codes. G'way and track elements indicates both an 18" and 15" track slab, which is being used. Assumption of 18% cont. is a bit below what FTA recommends for projects at this stage of development. Was a Separate MSF UPS study performed to determine size of MSF to fit scope? Cannot size bldgs w/o ideas about staffing and concept maint. plan-were these developed?</p>
244.02	<p>Utility surveys appear to have been done at a high level, so it is suggested that a significant allocated contingency be added to the base estimate for utility relocation.</p>

ID	Comment
244.03	Mobilization depending upon contract packaging mobilization can vary markedly and oft times projects have to undergo de-mobilization/re-mobilization which adds costs. Systems: no allowance for signals? Any allowance for modification of traffic signals?
244.04	If power is out and out of TPSS and com. is via radio-what is duct bank for?
244.05	Gen'l Assumptions/Limitations Depending on unit costs used, their origin, date, and project conditions pricing can vary significantly. An allowance should be made for foul weather disrupting construction.

ID	Comment
245.01	<p>I have lived in Arlington County since January 1, 1975. I currently live in the Bluemont neighborhood, approximately ½ mile from the Ballston Metro station. I oppose the Columbia Pike streetcar project because it will divert resources from current public transit needs to a project based upon speculation and hoped for potential future economic activity that may never happen. The debt that the County will incur on that project will likely hamper its ability to address other current public transit needs, perhaps for years.</p> <p>While the County Board presses forward on the Columbia Pike project, other necessary projects remain on hold. An example is the long needed western entrance to the Ballston-MU Metro station. The need for a western entrance to the Ballston-MU Metro station has long been obvious to Bluemont residents and County leaders. At a regular meeting of the Arlington County Board on January 21, 2006, then-Board Chairman Chris Zimmerman reportedly stated that “[o]pening a western entrance to the Ballston Metro station is a long-standing goal for Arlington. The new entrance will improve accessibility to the Metro for many residents, workers, and visitors.” See http://www.jbg.com/news?NewsID=25 (last accessed May 29, 2012). Soon after that date, the JBG Companies committed to construct a substantial part of the new western entrance to the Ballston-MU Metro station in connection with a proposed project in the area known as Arlington Gateway. The developer recognized that the positioning of the new entrance would make Metro more accessible to neighborhoods to the west of Ballston, particularly Bluemont. The mixed-use venture was to be a 23-story condominium building with 237 units with ground-floor retail. JBG never constructed the condominium project.</p> <p>In the meantime, the density of building in and around the intersections of N. Glebe Road and Wilson Boulevard and N. Glebe Road and N. Fairfax Drive continued substantially unabated. This created continuing challenges to manage increased automobile traffic and pedestrian usage in and around these intersections. The general vicinity of the Arlington Gateway structures, as well as the development of the Peck-Staples site at 800-900 N. Glebe Road, has exacerbated the traffic management difficulties in this area. In addition, in the meantime, Arlington County has shifted its priorities away from the existing problems in and around the Ballston-MU station to address other transportation projects. At a County Board meeting on July 13, 2010, the Board reallocated \$5.6 million in funds designated for the Ballston improvements to help pay for the \$35.9 million upgrade at the Rosslyn Metro station. The source of these funds was apparently the Federal Government, and County staff expressed concern at that time that the unused funding might be lost. The County had not used the funds because of the failure of the development of the originally planned condominium project. Nonetheless, at that same meeting, County Board Vice Chairman Zimmerman was quoted as stating that “[w]e can’t dither on this thing. The buildings are coming [to the western edge of Ballston], and we don’t have a plan for moving forward.” See http://www.sungazette.net/arlington/news/ballston-metro-upgrade-funding-shifted-to-rosslyn/article_3e095ef6-1f03-537d-b9f4-18b6fc0055a1.html (last accessed May 29, 2012).</p> <p>The buildings have come. At a public meeting in January 2011, the matter arose again. This time, County Board Chairman Zimmerman was quoted as stating “[i]t has not been abandoned. We have made a number of steps forward.” See http://www.sungazette.net/arlington/news/officials-plan-for-new-ballston-metro-entrance-isn-t-dormant/article_b89cf644-daeb-534c-9c5b-ba4bd15049e1.html (last accessed May 29, 2012). It appears that Chairman Zimmerman was referring to what became the County’s Capital Improvement Program Fiscal Years 2007 – 2012. See http://www.arlingtonva.us/Departments/ManagementAndFinance/CIP07Proposed/9AlternativeFunding.pdf (last accessed May 29, 2012). In that plan, there was no funding projected for a western entrance to Ballston-MU Metro. County staff included the west entrance project in a section headed “Alternative Funding Needed.” Although the County’s plan recognized the need, the County has taken no action in the past five years as development and density in the Ballston area has increased. Now it appears that the project, if it is to occur at all, has been designated as a low priority item. The County Manager’s Proposed Capital Improvement Plan FY 2013-FY 2022 describes the project in terms substantially identical to the 2007-2012 document. See http://www.arlingtonva.us/departments/ManagementAndFinance/CapitalImprovementProgram/file86291.pdf (last accessed May 29, 2012). Unfortunately, the County Manager’s Proposed Capital Improvement Plan identifies the apparent obstacle here as cost and financing, eight to ten years into the future. These barriers exist at a time when the County is attempting to finance the proposed streetcar lines within Crystal City and along Columbia Pike at an estimated cost in excess of \$200-250 million, as well as other projects north of Ronald Reagan-Washington National Airport.</p> <p>It is undeniable that, notwithstanding the failure of the Arlington Gateway condominium project and the 2008</p>

ID	Comment
245.01	<p>financial crisis, density west and southeast of Ballston-MU Metro has increased dramatically since 2006. More requests to construct high-density development west of Ballston, such as the area surrounding the Safeway grocery store on Wilson Boulevard west of N. George Mason Drive, are a certainty. With the high-density development of the parcel east of Ballston Commons Mall (south of Wilson Boulevard between N, Quincy Street and N. Randolph Street), commuter traffic in the area surrounding the Ballston-MU Metro station will only increase in the immediate future. Nonetheless, the thousands using the Metro system will continue to have but one way in and one way out, with a choke point of 12-14 fare gates through which to move.</p> <p>While the County Board Chairman described a western entrance to Ballston Metro six years ago as “a long-standing goal for Arlington [to] improve accessibility to the Metro for many residents, workers, and visitors,” the County is apparently planning to address the issue no earlier than FY 2020, and that will apparently hinge on unknown developer contributions. It is time for the County to reexamine its priorities, given its financial limitations, and appropriate funds to identified existing public transit problems, instead of embarking upon speculative economic development projects with an uncertain outcome but certain, horrendously high, price tag. Please consider my comments in your decision. Thank you.</p>
246.01	<p>We are very much opposed to the building of a streetcar along the Columbia Pike corridor for various reasons. First and foremost is the prohibitive cost. Speaking only for ourselves, we cannot afford any higher taxes to pay for this project, in addition to the high-dollar projects already in the works, i.e., the Long Bridge Park complex and the expectation of having to build new schools to accommodate a growing student population, just to name a few.</p>
246.02	<p>We attended the public meeting on 6 June at Patrick Henry Elementary School on the AA/EA and were stunned, as were other attendees, that there were no County Board members at the meeting.</p>
246.03	<p>We listened to folks as they presented their comments on the streetcar and for every person that was for the streetcar, there were two opposed. As we listened to one man saying that he looked forward to riding a quiet and smooth streetcar, I remember thinking "why should we, as taxpayers, have to pay for him to have supposedly nicer ride to/from wherever he was going?".</p>
246.04	<p>Another big push for the streetcar was the idea that it would spur more development. We think that is nonsense. If the space is available, the developers will come. Just look at what has been done already on the east end of Columbia Pike in recent years. There is no streetcar and businesses are doing well considering the current state of economy. We cannot understand how you think that development is going to be spurred faster just because there is a streetcar on the Pike as opposed to bus service.</p>
246.05	<p>How long have we heard the County Board members tout with pride the bus system already in use in this corridor. It has the highest ridership of any route in Northern Virginia, and I don't see how a streetcar is going to improve on that.</p>
246.06	<p>The Pike corridor also has one of the last areas of affordable housing in the County. What is going to be done when all these developers come in and decide to raze the apartments and town houses? Where are these folks supposed to go?</p>
246.07	<p>Another argument for the streetcar is less reliance on personal vehicles. In case you haven't noticed, Americans have a love affair with their cars and no streetcar is going to entice them from those vehicles. You also state that folks will move easily between home, school, work, and shopping. We will concede that folks might use them more easily going to/from work, but somehow I doubt that a lot of people will use the streetcar to do grocery shopping or, for that matter, any other shopping on a large scale. Having used the streetcars in Europe after a day of shopping, I can tell you from first-hand experience that it isn't easy to maneuver through a car carrying large shopping bags and trying to avoid hitting or inconveniencing other passengers.</p>
246.08	<p>We attended the 6 June public meeting at Patrick Henry Elementary School and heard all the options discussed. Of the four options, we would be in favor of the TSM 2-Articulated Bus and would have no objection if that option goes forward. The cost of the articulated buses is much more palatable from a taxpayer's point of view than the streetcar. The estimated cost of the streetcar is approximately \$250 million, as opposed to approximately \$60 million for the bus option. I don't know about you but every penny we can save these days helps out the bottom line.</p>

ID	Comment
246.09	If the articulated bus option is selected, I would assume that they would operate on natural gas. That seems to be the wave of the future. Natural gas is clean, efficient, and relatively cheap. We heat and cook with natural gas and it is affordable even on a fixed income such as ours.
246.10	I don't know if you have ever spent any amount of time in a city with streetcars but we have. We lived in several European cities with streetcar lines, and I can tell you from personal experience that those tracks are not easy to drive on, especially when wet. How do you plan to keep them cleared when we have snow.
246.11	Granted last winter was easy since there was no snow to speak of. But what if we get a blizzard like the ones we had a few years ago? How easy will it be for the streetcars to move then?
246.12	An accident involving a streetcar---and yes, they do occur---will create delays for the vehicles on the street and that will put more carbon monoxide into the atmosphere.
246.13	. If an accident occurs, even between two cars, both of which are on the tracks, how does the streetcar get around that? An articulated bus can easily maneuver into another lane and continue on its way, delivering its passengers to their destinations.
246.14	Bicyclists will also have a hard time maneuvering on the streets. The tires can easily be wedged into the tracks and can cause a very serious accident for the rider, not to mention drivers in POVs or even the streetcar itself.
246.15	Construction for a streetcar will cause massive confusion and chaos for a minimum---and that is being kind---of one year but, as transportation projects go in this area (and elsewhere), we can realistically expect several years.
247.01	I'm a long-time homeowner and resident of Arlington County. I appreciate the opportunity to provide comments on the proposed Columbia Pike streetcar plan. I am strongly opposed to the plan for two reasons: (1) the cost is exorbitant;
247.02	and (2) the addition of streetcars will do nothing to lessen the traffic congestion.
247.03	As to the cost of the proposed streetcar line, I feel very strongly that the cost of initiating and operating the streetcars will not be offset by any possible increase in business or revenue to the County. Our real estate taxes have been raised by too much in the past ten years, and I strongly oppose using tax dollars to pay for the addition and operation of the streetcar. There are too many other projects within the County for which those tax dollars could be used, or the money could be saved and our taxes lowered.
247.04	As to the traffic issues, by their nature streetcars are not flexible, and it's impossible for me to believe that adding a version of a bus but without the flexibility of a bus, could possibly do anything but worsen the traffic along Columbia Pike. Thank you for considering my comments
248.01	The Alternatives Analysis/Environmental Assessment provides a fair and thorough analysis of the four alternatives. I also found it very informative. As a 25-year resident of the Columbia Pike Corridor and a 25-year rider of public transit along the corridor I strongly favor the selection of the Streetcar Build Alternative and the Locally Preferred Alternative. I believe the streetcar will do the most to improve the quality of life of the residents of the Columbia Pike Corridor in the long term. I share the views expressed in the comments submitted by the Virginia Chapter of the Sierra Club.
248.02	When building the street car alternative I urge extreme care be taken in strengthening the Four Mile Run bridge to as to not to negatively impact the aquatic and riparian habitat in the area or the recreational opportunity provided by the Four Mile Run Trail, which passes under the bridge. Because it will do most to reduce VMT and congestion in the corridor the Streetcar Build alternative will do the most to reduce dangerous highway vehicle emissions, including greenhouse gas emissions.
249.01	We do not need the streetcar. Citizens should be allowed to vote on this issue.
249.02	I believe the bus service on Columbia Pike is good in its present version but I could embrace the articulated bus. I see no need for a streetcar.
249.03	The cost is excessive!

ID	Comment
249.04	I'm not sure how many additional people would transfer from Metro trains to a trolley instead of a bus.
249.05	The number of seated passengers on the trolley would be less and this is a factor for older riders.
249.06	It seems like adding a trolley would just add to the congestion on Columbia Pike - especially since we already have good bus services.
249.07	With the addition of streetcar there would have to be more building of tracks, staging equipment, substations, etc. and I do not see the benefits. The impact on low income housing would be great. Property taxes would go up. Time saved would be very small. The streetcar is a poor plan and should be dropped!
250.01	I am opposed to having a streetcar network on Columbia Pike. It will create more traffic tie-ups on a busy thoroughfare and help contaminate the air with exhaust fumes created.
250.02	I hope my objecting letter will be forwarded to federal officials. I do think the Arlington County Board should stop proposing programs that spend its taxpayers money so recklessly.
251.01	I have lived within walking distance of Columbia Pike at both ends of the Pike, i.e. Walter Reed Drive to Carlin Springs Road for over 25 years, so am quite familiar with the area.
	In my opinion, the Pike streetcar is a very expensive and misguided idea.
	1. The ultimate expense is unknown. Already,
	costs have significantly increased from original estimates. We can count on the streetcar costing more than any present estimate. Federal funding for this project is at present uncertain. The bill will be footed by taxpayers who have NO REAL SAY in whether this project moves forward or not. Arlington should have insisted on a Metro under the Pike years ago
	and it didn't. A streetcar won't make up for this lapse.
251.02	It seems South Arlington is always last -- witness the renovation of Wakefield H.S. only now occurring after every other school was done.
251.03	2. Construction will be significantly disruptive to vehicular and commuter traffic on the Pike while it lasts.
	It will also negatively impact the revenue of businesses currently operating there as people avoid the area.
251.04	3. It is unreasonable to expect that people will use a streetcar to run their weekly errands. They don't use the bus for this purpose now. They do use taxis.
	It is not practical or feasible to pick up drycleaning and weekly groceries and supplies and transport them by public transit.
251.05	4. Development of the Pike is a good idea but it should not eliminate affordable housing and gentrify the area by displacing current residents. It will certainly have a disproportionate effect on minority residents – in a County that crows about how much it loves diversity.
251.06	What we should do:
	The County Board must regard this as a
	fait accompli as they are advertising for a streetcar director/ manager even before the project has been authorized. It is undemocratic and un-American to impose this project on an unwilling public.
	As some have suggested, a referendum should be scheduled for the November 2012 ballot that would ask for approval of a separate item – i.e., funding for the streetcar. This, because the County is apparently unwilling to do a meaningful community survey and risk disapproval of this pet project.

ID	Comment
251.07	<p>Pull the streetcar idea altogether, fix the lousy paving on the Pike (it's a mess), and purchase some accordion buses that can meet public transit needs at a far more reasonable cost.</p> <p>☒Portland, Oregon is not happy with its streetcar system. We won't be either. D.C. got rid of theirs years ago. Enough..</p>
252.01	<p>The streetcar project is vastly too expensive. Upgrade bus service instead. County board members are too willing to spend taxpayer's money.</p>
253.01	<p>I oppose the proposed Columbia Pike streetcar system. It is too costly and possibly noisy for the benefit it would supposedly provide.</p>
253.02	<p>An enhanced bus system would provide improved public transit, be more cost effective, and cause less traffic disruption.</p>
253.03	<p>Hopefully the Country Board will listen to the citizens on this one, or at least give the citizens (who pay the taxes) the opportunity to vote on it.</p>
254.01	<p>Generally, I think this is a terrible idea and a waste of money to build a street car along Columbia Pike. Improvement of the current bus system in terms of frequency/routes and perhaps a few more bike lanes are a far better investment. From the proposals that I have seen and the comments, it just appears that the street car will drive all traffic off of the Pike and onto side streets and other routes. It also does not seem to be a very efficient option, and what is it really going to accomplish other than more congestion?</p>
254.02	<p>The buses seem to be doing a pretty good job of getting people to and from the Metro system, which can then take people to DC, Fairfax, Maryland, etc. Why ruin traffic along the Pike and the adjoining side streets just to have a transportation vehicle that goes between Arlington and Fairfax Counties. I think this is just a horrible idea, and the money wasted on such a project would be shameful.</p>
255.01	<p>As a resident of Fairfax County, I have clearly seen that the Pentagon/Pentagon City and Skyline areas are highly congested and transportation improvement is needed. It is plainly obvious that the road system for automobiles has reached its limits in these areas, and expanding the road system for automobiles in these areas at this point would inevitably degrade the livability of the areas from increased congestion, smog, and noise. The Pentagon and Skyline areas needs a modern solution to the transportation needs of the people. The Street car Build is the clear choice for a convenient mode of transportation along the Columbia Pike.</p>
255.02	<p>I think a Streetcar has a more upscale image for a town than buses. As such, the Streetcar Build will attract businesses and people in the area to make the Street Car Build a focus for access between residences and businesses in the area.</p>
255.03	<p>An electric Streetcar does not directly emit gaseous exhaust, so the Streetcar Build has the benefit of a reduction in the smog for the local area compared to the other options of No Build, TSM 1- Enhanced Bus, TSM 2- Articulated Bus. I am assuming that with regard to "No Build" smog would increase in the future from increased automobile traffic in the local area.</p>
256.01	<p>I am writing to say that I am very opposed to the idea of having a streetcar in Arlington. There is no reason to spend so much money in this current economic downturn. Buses would work just as well--perhaps a new bus system. Streetcars would increase traffic and make car travel worse in area. I don't understand why this idea is being pushed so much. With the huge cost, it should at least be put on a ballot and voted on. I feel we are being coerced into accepting the streetcar idea. I hope you will reconsider.</p>
257.01	<p>The Board of Directors of the Baileys Crossroads Revitalization Corporation has adopted the following position regarding the Columbia Pike Transit Project. The Baileys Crossroads Revitalization Corporation (BCRC) serves as an advocate for revitalization of the Baileys Crossroads area of Fairfax County. BCRC has been a proactive participant in the Pike Transit Initiative.</p> <p>The BCRC Board of Directors reviewed the proposed study alternatives and supports the "Streetcar Build" option.</p>
257.02	<p>In addition, BCRC supports a system alignment terminating in the Skyline Center.</p>

ID	Comment
257.03	The Baileys Crossroads area has benefited from a variety of transportation options and a streetcar will enhance access to employers, residences, retail and business destinations. Results in comparable cities prove that streetcar systems are a catalyst for revitalization and redevelopment. Bus systems do not demonstrated the same level of benefits and success.
257.04	In support of the Streetcar Build option, we recommend further analysis of potential impacts during construction so that such impacts to businesses and residents can be eliminated or reduced.
257.05	Therefore, BCRC's Board of Directors supports the "Streetcar Build" option which includes a terminus at Skyline Center as the optimum transit alternative for revitalization in the Baileys Crossroads area.
258.01	I believe Arlington should focus its limited resources on more important core services such as expanding the school infrastructure, upgrading the aging sewer/water lines, etc. I've read several articles that argue that double length metro buses can just as easily meet the expected ridership demands yet only costs 1/3rd the price. We are talking savings of over \$100 million dollars. This money could be put to better use for core projects and at the same time ensure Arlington does not jeopardize it's AAA bond rating. In today's environment of Federal fiscal austerity and continued economic downturn, "feel good" projects are impractical when other viable and cheaper options exist. Thanks for taking my comments into consideration.
258.02	As noted above, believe no build or one of the bus options makes much more fiscal sense.
258.03	Any pollution reduction realized from the streetcar would most likely be offset by the significant construction work required to lay the tracks, etc.
259.01	<p>I would like to see Arlington and Fairfax Counties commit to light rail.</p> <p>Enhanced bus service will not attract the ridership to help increase use of public transit, improve the overall feel of the Pike, or support a healthy business corridor at the same level as light rail. A long term commitment is needed to enhance the corridor and only light rail fulfills that promise.</p> <p>Further, off bus boarding is not guaranteed for articulated buses and, without that, there would not be much service enhancement due to the time it takes to collect fares on buses.</p> <p>I support the streetcar as the locally preferred alternative.</p>
260.01	In general, I support the idea of a Streetcar. Certainly, enhanced transit service will be need along the Pike in the future. At minimum, the TSM 2-Articulated Bus alternative must be implemented.
260.02	The question is whether the added benefits of the Streetcar justify the additional costs/risks. I have two concerns in that regard: 1) Securing Federal and State funds - Given the general government environment, these seem like big risks. Getting strong funding commitments from both levels seems to be paramount. If the Pike Transit Initiative is to assuage critics it needs to present the strongest case possible that funds from federal and state partners are likely and secure.
260.03	2) Better Detailing/Quantifying Economic Development Benefits - In comparing the TSM-2 with the Streetcar alternative, this is the only area that can really justify the seemingly large difference in cost. While the rider experience will no doubt be better on the streetcar, slightly more people can be moved, and the trip quicker-- these appear to be very slight differences (not 5 times better).

ID	Comment
260.04	<p>Some more numbers on the estimated amount of increased tax revenue that could be expected from Streetcar inspired development over TSM-2 inspired development would be very helpful. If, for example, having a Streetcar would generate \$10 million more each year in tax revenue from added development over having TSM-2: Then the \$200 million cost difference would be paid back in 20 years--thus, given some of the other benefits, probably a worthy investment. If it was even more--great! On the other hand, if there is not a significant difference in added tax revenue, then it is hard to justify the added costs of the Streetcar. Outlining these types of estimates could provide valuable information for evaluating these alternatives and justifying the cost and disruption of the streetcar alternative. The Streetcar alternative only makes sense if it is significantly better in the long-term. Just claiming that it is "more permanent" and is thus automatically better for development is not enough--more hard analysis is need to support this assertion. I want to think that the Streetcar is the better long-term investment--the more detailed and forcefully the Pike Transit Initiative can make that case, the better.</p>
261.01	<p>1. On-street parking should be significantly reduced and limited along many segments of Collumbia Pike in the study area. When new buildings are built, any required parking should be provided by the developer, not by on-street parking. Increased parking supply does not promote transit use. On-atreet parking can conflict with the flow of streetcar vehicles in particular and buses.</p>
261.02	<p>2. The consultant tesm should pull together more material from available literature regarding the benifit in general of rail transit over bus transit in encouaging development and ridershoip.</p>
261.03	<p>3. On the South Jefferson Street end of the streetcar alternative, the option that crosses Route 7, but does not go into the area near the development should be preferred over the other options for that and of the line if the streetcar alternative is selected. If there is a need for access from the develoement, it would be more efficent to provide pedestrian access fromn the developeement rather then extend the streetcar line up to the developed facilities in Skyline.</p>
262.01	<p>The alternatives analysis suggests that the streetcar option would cost far more than either of the bus alternatives but would result in little additional ridership or capacity, only a percent or so of the total travel along Columbia Pike. Per rider the added cost would be quite high. Further, the extra capacity would only be for standees: the streetcars would have less seating capacity (44) than articulated buses and only slightly more than enhanced buses (39). The commuting experience on the Orange Line while standing is that it is not a very nice experience. Standing capacity should not be counted in comparing the alternatives. Given the high cost for little extra benefit, a careful benefit cost analysis would show a marginal benefit cost ratio well below 1.0 as compared to improved bus service. It is unlikely that streetcars would have much effect on development along the Pike.</p>
262.02	<p>Optimistically, it might accelerate growth by a few years. But this could actually be worse in the long run as the study of cities shows that cities that grow rapidly in building booms often go into long periods of decline when buildings built during the period of rapid growth all get old and out of date and consequently run-down at about the same time some decades down the road.</p>
262.03	<p>When streetcars break down, they could create gridlock that could last for hours. The proposed system does not seem to have even the limited multi-tracking on the METRO system. While they would share their lane with other vehicles, streetcars would have to stop in the right hand lane, unlike buses that could stop in the parking lane. This means that vehicles will try to pull around stopped streetcars, and that the effective street capacity will only be slightly more than one lane in each direction. This would mean a much lower overall street capacity for vehciles than at present. This problem will be greatest during rush hours, but increased congestion will be a 7 day a week problem as already is during some weekend periods. Unfortunately, transportation people apparently only work a 5-day week and almost never measure weekend traffic or congestion. Streetcars are currently fashionable, but that doesn't mean that they are a good transportation choice.</p>
262.04	<p>With a full accounting, there would be little difference between improved bus service and the streetcar. Any presumed advantage of streetcars would be offset by the higher environmental cost of the initial cost (dollar cost and environmental cost are usually roughly in the same proportion) and higher environmental costs from longer traffic jams when streetcars break down. The likely removal of the rails at some point in the future would involve an additional environmental as well as financial cost.</p>

ID	Comment
263.01	This project does not have the support of the citizens of Arlington. While there is support for public transit, this project has not been sufficiently explained. What has been explained does not convince us. Please slow down this process and consider less costly alternatives.
263.02	Enhanced bus service is a good alternative.
264.01	<p>The apparent decision to have a streetcar line on Columbia Pike is the worst decision by the Board that I have seen in my 40 years living in Alcovia Heights. I hope they are reading the comments to the Editor in the Sun Gazette to see how dissatisfied those most impacted are by this decision. I was one of those that expressed my opinion. While you can go tit for tat providing pros and others provide the cons the big unanswered questions for the Board remain. Among the myriad of issues surrounding this "decision" by the Board main issues remain:</p> <ol style="list-style-type: none"> 1. If a car or bus breaks down the streetcar will be unable to get around the broken down car/bus, negating the argument that it will increase ridership, especially when it is slower than the buses.
264.02	<ol style="list-style-type: none"> 2. Rather than get rid of buses it just adds another large vehicle that will further complicate traffic lanes.
264.03	<ol style="list-style-type: none"> 3. Articulated buses provide a faster and less expensive transportation alternative for use of tax payer dollars.
264.04	And finally, the fact that the Board will not allow this to be voted on by Arlington citizens flies in the face of democratic government. I feel like we have moved to a dictatorship.

Appendix A: Commenter by ID Number

ID	Last Name	First Name	MI
001	Armao	Terri	
002	Nelson	Richard	
003	Paul	L	R
004	Russell	Janet	
005	Flack	John	
006	Pfeifer	Mark	
007	Karashinski	Y	T
008	Burgess	William	
009	Silvan	Jeffrey	
010	Garlick	Kevin	
011	Drach	Don	
012	Keene	David	
013	Hoffman	Charles	
014	Sutherland	Scott	
015	Fitzgerald	Andrew	
016	Smith	Ethan	
017	Howe	Kevin	
018	Drumwright	Josh	
019	Boren	Levi	
020	H	Joanne	
021	Meany	Phil	
022	Blinder	Daniel	
023	white	kathleen	
024	Green	Nonie	
025	herrmann	martha	
026	Jones	Pete	
027	Cooke	Laura	
028	kurasz	gregg	
029	uzel	Sara	
030	Sokoloski	Ryan	
031	Hopper	Neil	
032	Eichler	Michael	
033	Varma	Umang	
034	Feaster	Jim	
035	Pena	Karen	
036	Carrier	Laura	
037	Kennemer	Joyce	

ID	Last Name	First Name	MI
038	Stuckey	Erin	
039	Catlin	Stephen	
040	McCarthy	Genevieve	
041	Birk	Mark	
042	Hur	Selin	
043	Wulf	Eric	
044	Boston	Brian	
045	Lovinger	Michael	
046	Alfers	James	
047	Wise	Ben	
048	Ehrlich	Barbara	
049	Mayo	Travis	
050	Huntoon	Steve	
051	Jones	David	
052	Dowling	Michael	
053	Grigor	Kirsten	
054	Ellsworth	Tim	
055	Veit	Karl	
056	Vanderbur	Megan	
057	Reuter	Bob	
058	Opstelten	Hendrik	
059	Muchnick	Allen	
060	Taylor	Grant	
061	Sprott	Melissa	
062	jones	teresa	
063	Fekecs	Richard	
064	Lindsey	Brendan	
065	Hutton	Paul	
066	Bayer	Mark	
067	Durel	Chris	
068	Griffin	Gerry	
069	Rosner	Timothy	
070	Clark	Thomas	
071	MacDorman	Littleton	
072	Eisen	Jean	
073	Wilkinson	Valerie	
074	Smaragdis	George	
075	O'Leary	Kathleen	

ID	Last Name	First Name	MI
076	Spotter	Pike	
077	Park	Douglas	
078	Limprecht	Nancy	
079	DeCamp	David	
080	Hoopes	John	
081	Trimble	Alison	
082	Tennyson	E.L.	
083	Augustine	Anya	K.
084	Osburn	Susan	
085	Muench	Al and Carol	
086	Durgan	Maria	
087	Watkins	Charles	
088	Goodman	Jack	
089	Parker	Bonnie	
090	Jeter	James	
091	Lawson	William	B.
092	McDougal	Patrick	
093	Greeley	Greg	
094	Fioramonti	Raymond	
095	Fording	Paul	
096	Banks	Donna	L
097	Uptain	Wendy	
098	Wean	Tyler	
099	Ickes	Henry	
100	Schuler	Kurt	
101	Coulter	Jefferson	
102	Gulick	Lewis	
103	de la Incera	Carlos	
104	Shostal	Pierre	
105	Siebenaler	Rita	
106	Powell	Mark	
107	Dyess	John	
108	Hernandez	Sandra	
109	Koschny	Laura	
110	Roseboom	Tim	
111	McCulla	William	
112			
113	Wright	Melanie	

ID	Last Name	First Name	MI
114	Engelbert	Bruce	
115	Mull	Fred	
116	Sanders	Bill	
117	Ratel	Michael	
118	dane	paul	
119	Kor	Buoy	
120	Brown	Vanessa	
121	Lerner	Martin	
122	Radday	Ellen	
123	Lash	Thomas	
124	Alderton	John	
125	Lopez	Alfonso	
126	Torgensen	Jacob	
127	Mills	Bob	
128	Dye	Linda	
129	Murray	Delores	
130	Snyder	John	
131	Boothe	Karli	
132	Burke	John	
133	Finkel	George	
134	Goodwin	Bill	
135	Rineberg	Joan	
136	Waldman	Joshua	
137	Adams	Charles	
138	Grant	John	
139	Slatt	Chris	
140	Ross	Ron	
141	Arnold	Ryan	
142	Maguire	Steve	
143	Louman	Robert	
144	Karantonis	Takis	
145	Vennett	James	
146	Dickson	David	
147	Dixel	Steve	
148	Blair	Charles	
149	Ray	Doris	
150	Srisuwan	Cynthia	
151	van der Does	Tibo	

ID	Last Name	First Name	MI
152	Stephenson	R.	P.
153	Lewis	Joan	
154	Meyer	Luther	
155	Antonelli	John	
156	Howe	Joan	
157	Moore	Elaine	B
158	Gimmler	Franz	
159	Clement	Audrey	
160	Huryz	Jim	
161	Cichy	Greg	
162	Faroosh	Desiree	
163	Petranek	Jacob	
164	Swoboda	Frank	
165	Honda	Tamon	
166	Randolph	Nancy	
167	Feld	David	
168	Neubert	Nancy	
169	Warren	Joseph	
170	Fisher	Annabelle	
171	Wildhack	Bill	
172	Bruns	Jim	
173	Schear	Mitchell	N.
174	Wahnsiedler	Julia	
175	Strack	Peter	
176	Hecht	Joy	E.
177	Durel	Lynn	
178	O'Connor	Sandi	
179	Murphy	Nancy	
180	Nelson	Lowell	
181	Gant	Lynn	
182	Grant	John	
183	Holko	Georgia	
184	Jackson	Dana	
185	Remuzzi	Chris	
186	Hunsberger	Holly	
187	Tull	Maura	M.
188	Waters	Christopher	
189	Walter	Elizabeth	

ID	Last Name	First Name	MI
190	Kim	Joanna	
191	Baron	Diana	
192	frederick	ken	
193	Townes	Miles	
194	Buck	Darren	
195	Euille	William	D.
196	Miravite	Bobby	
197	Duncan	Douglas	
198	abi	Archie	
199	Brodie	Shaun	
200	Glaser	David	
201	Finafrock	Stephen	
202	Strobach	Walter	
203	Coello	Martha	
204	Leftwich	regal	
205	Marquis	Lynn	
206	Snyder	John	
207	Bootsma	Erik	
208	Hallstrom	Eric	
209	Blaney	Nancy	
210	Selario	Tara	
211	Perkins	Michael	
212	gibbons	Martha	
213	Kupczyk	Christopher	
214	Hynak	Barbara	A.
215	Micali	Shelley	
216	Svercl	Paul	
217	Morris	Jim	
218	Howe	Kevin	
219	Helsper	Carson	
220	Boehler	Julie	
221	Arbab	John	
222	Morgan	Carl	
223	Hill	Joshua	
224	Bernstein	Joel	
225	Perlow	Jules	
226	Hutton	Helena	
227	Lovain	Tim	

ID	Last Name	First Name	MI
228	Rouse	Don	
229	Thornburgh	Allen	
230	Sundburg	Suzanne	
231	Blankenship	Sherry	L.
232	Fred	Keith	
233	O'Toole	Randal	
234	Smyczek	Jason	
235	Stratton	Pamela	M.
236	Campbell	Michael	
237	Hyneck	Barbara	
238	Rodeheaver	Thomas	
239	Sarros	M	P
240	Mullins	Robert	
241	Reeder	John	
242	Warren	Joseph	
243	Lambert	Joelle	
244	Kuimjian	Tom	
245	Hughes	David	R.
246	Page	James and Frances	
247	Lewis	Jean	
248	Dickson	David	
249	Thierry	Lenora	
250	Suskin	Beatrice	
251	Campbell	Linda	S.
252	sarver	mk	
253	Petges	Richard	
254	Cutlar	Malik	
255	Shumate	Anthony	
256	McDowell	Judy	
257	Sellers	Frank	
258	elsberg	steve	
259	Hiznay	Juliet	
260	Gottschall	Ryan	
261	Berlin	Harvey	
262	Auten	Jerry	
263	Murphy	Tecla	
264	King	Mary	