

Route 1 Corridor Streetcar Study



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Jackie Henderson

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Sent: Friday, June 15, 2012 10:37 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Streetcars
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members
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Subject: Streetcars

I sent the following emails to the City Manager Rashad Young and Rich Baier

on June 1st:

Dear Mr. Young,

As you are probably aware, I have been

talking on the campaign trail about upgrading our proposed BRT corridors

to Streetcars in Potomac Yards and along Beauregard. In a recent

conversation with Chris

Comments: Zimmerman, I understand that Arlington is moving

forward with Streetcar projects that will reach our borders at Four Mile

Run in Alexandria and on Columbia Pike. Both of our High Speed

Transit Corridors A and C are designed to connect to Arlington. Corridor

B will connect potential development at Landmark to Old Town. What we

need to know is how much it will cost to convert to a Streetcar from

what
is currently planned on all three corridors, and since I know that is
the
eventual goal, how much would be saved by going directly to a
streetcar,
and lastly, how does this compare to the ridership and cost of
the proposed
Potomac Yard Metro.

In an ideal world, we would have a

system that connects to Arlington,
and a Potomac Yard Metro Station. What

is the projected ridership of
a Potomac Yard Metro Station and is there

any difference in the three
alternatives currently under proposal? Also,

what is the proposed
ridership of the BRT through Potomac Yard and what

would the increase
of ridership be on a Streetcar? For Corridor C I

understood that the
increase in ridership on a Streetcar would be 2500

people a day. This
adds up to 960,000 more rides a year. I also was told

by staff at the
planning commission meeting for Corridor C that Streetcars

would not
require the widening of Beauregard. I would like this

confirmed and
to know exactly what the cost of the proposed widening is

for the BRT.

Lastly, I was told in a public meeting that Corridor B

along Duke St.
could not be converted to a Streetcar, or at least was not

planned to
be converted, but this was reversed during a subsequent

meeting. What
exactly is the plan for Streetcar conversion, how and when

will it
take place? Also, I understand that Streetcars are a better

long
term investment because the cars themselves last longer. Lastly,

has
there been any analysis of the difference between the

economic
development potential of a streetcar and BRT. I am sure that

building
next to a Streetcar track gives a builder more assurance than

a
building next to a Bus Route, besides the increased number of riders
on

Streetcars would also be an incentive to builders.

So in

conclusion:

What is the cost of going directly to Streetcars on each

corridor and
the combined cost to build a complete streetcar system around

the
city?

What is the projected ridership in each corridor and a

complete system?

What would be the potential economic benefit,

especially in increased
commercial tax base?

What is the expected

ridership of a Potomac Yard Metro Station?

If Corridor B were moved to

Eisenhour Ave, would this reduce the cost,
and would it be possible to

connect from there across the Woodrow
Wilson Bridge and down route 1 in

the future? Would it be easier to
have a complete Street along Duke St.

without BRT?

I look forward to the answers to these questions, and I am

sure the public
would also benefit from a clear outline of these

options.

I was unable to get a meeting scheduled, but obviously Staff

has been addressing these issues, and I hope it is helpful to to possibly

address some of these issues at the Council session on

Saturday.

Sincerely,

Boyd Walker