Route 1 Corridor Streetcar Study

- Strong brand for the corridor
- Reflects Alexandria culture and identity
- Safety/security
- Pedestrian circulation
- Cost/budget
- Strong, identifiable roof
- Protection from the elements
- Lighting
- Inclusion of off-board fare collection and real time information
- Energy efficiency
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 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 a 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 Eisenhower 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 possibly address some of these issues at the Council session on Saturday.

Sincerely,
Boyd Walker