

## Meeting Summary

**Subject:** I-495 Southside Transit/TDM Study, Technical Advisory Committee (TAC) Meeting #3

**Date/Time:** October 24, 2022, 10:00 AM – 11:30 AM

**Participants:**

Todd Horsley, DRPT	Colin Burch, VPRA
Amy Garbarini, DRPT	Naomi Klein, VPRA
Beth Gossett, DRPT	Joe Stainsby, OmniRide
Clinton Edwards, DRPT	Perrin Palistrant, OmniRide
Katy Miller, DRPT	Ben Matters, Vanpool Alliance
Tim Roseboom, DRPT	Victor Weissberg, Prince George's County
Nick Nies, VDOT	Efon Epanty, Prince George's County
Bryan Campbell, VDOT	Crystal Hancock, M-NCPPC
Halie Mitchell, VDOT	Jordan Baucum Colbert, M-NCPPC
Fatemah Allahdoust, VDOT	Maria Martin, M-NCPPC
Heather Staton, VDOT	Jonathan Parker, WMATA
Angel Reed, VDOT	Charlie Scott, WMATA
Stephen Miller, MDOT	Christine Hoeffner, VRE
Kari Snyder, MDOT	Nick Ruiz, VRE
Heather Murphy, MDOT	Adam Hager, NVTC
Michelle Martin, MDOT	Xavier Harmony, NVTC
Carmeletta Harris, MDOT	Sree Nampoothiri, NVTA
Sean Schweitzer, Fairfax County	Tyler Beduhn, Kimley-Horn
Kyle Davis, Fairfax County	Lucas Muller, Kimley-Horn
Stuart Boggs, Fairfax County	Kate Widness, Kimley-Horn
Michael Felschow, Fairfax County	Paul Elman, Kimley-Horn
Jeffrey Herman, Fairfax County	Alex Jasper, Kimley-Horn
Megan Oleynik, City of Alexandria	Will Snyder, Kimley-Horn

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## Key Takeaways

- **Introduction**
  - The DRPT study team facilitated introductions and reviewed the study area and study process and schedule
  - The DRPT study team reviewed the summary of needs from TAC Meeting #2
    - Provide and promote convenient and flexible travel choices for all
    - Reduce congestion and improve trip reliability
    - Improve safety
    - Accommodate future regional growth
    - Provide consistency with local and regional plans
  - The DRPT study team reviewed preliminary strategies and methodology for the three categories of recommendations: transit, TDM commuter assistance programs, and technology

- **Engagement Updates**

- Project website is live at <https://bit.ly/I495TransitTDM-Website>
- Survey #1 summary was provided on September 1, 2022
- Survey #2, virtual public meeting, and pop-up events beginning early December 2022

- **Transit Recommendations, Evaluation, and Discussion**

- In the previous steps of recommendation development (covered in TAC Meeting #2), the study team narrowed down 110 origin-destination (OD) pairings to 21 pairs with potential for new or enhanced transit services. These pairs were further screened and merged into 15 potential transit services.
- For each transit service, the study team made several assumptions regarding:
  - Transit mode
  - Alignments and stops
  - Levels of service
  - Estimated transit times/schedules and operating assumptions
  - Estimated operating and maintenance costs
- Preliminary recommendations were scored for each metric by assigning weighted points and comparing metrics for each service to all other services
- The study team presented each of the potential routes with basic route information, including a route map with key stops (see slides)

Questions regarding recommendation methodology:

- **Nick Ruiz (VRE).** Why assume only 30-minute headways for peak service as opposed to 20 minutes or something otherwise more intense?
  - **Lucas Muller (Kimley-Horn).** Thirty minutes was a starting point based upon existing 20 to 30-minute headways for commuter service. Using 30 minutes as a common baseline for all routes will allow for adjustments moving forward if additional transit demand and resources call for increased service. The study team will be evaluating increased frequency.
- **Victor Weissberg (PGC).** Are you only considering express bus service?
  - **Lucas Muller.** We are primarily considering express and commuter buses that would make use of a potentially expanded express lanes network. There were no individual OD pairs which warranted fixed guideway service. We are looking to conduct modeling tests for a rail connection and are coordinating with VDOT to understand the access points for potential express lanes.

Questions and input on transit preliminary recommendations:

- **Victor Weissberg.** Why is there no stop at National Harbor on the routes which bypass it? Please look at stops at National Harbor/Oxon Hill Park and Ride for all pairs that travel past it.
  - **Tyler Beduhn (Kimley-Horn).** We saw most of the demand for National Harbor primarily coming from Southeast DC and Prince George's County rather than from the east/west I-495 corridor. Route A9 can be adjusted to stop in this area.
  - **Lucas Muller.** We will consider adding these additional stops for routes where these stops would not require a large deviation. For all routes, we will need to consider the tradeoffs of adding stops alongside ridership, travel time, and other factors.
- **Nick Ruiz.** Route A17 overlaps with VRE service (Rippon, Woodbridge, L'Enfant). However, VRE does not serve DHS, which could be served by bus if this is a strong destination for this route.
  - **Perrin Palistrant (OmniRide).** We already have service between Dale City and the Navy Yard, and the 395 Express Lanes provide a more direct route.
  - **Christine Hoeffner (VRE).** There are concerns about travel time along I-295.
  - **Nick Ruiz.** DDOT might need to be brought into this study if any of the high-scoring routes have the potential to use 295 in DC to confirm what infrastructure may be planned for the DC segment of 295. Otherwise, a routing up 395 may be more feasible for routes that don't need to serve Huntington/Eisenhower/King Street.
- **Perrin Palistrant.** For any additional service in the Rosslyn-Ballston corridor, Arlington would need to approve curb space. It's been tough for us to add additional service in that corridor due to curb space issues.
- **Nick Ruiz.** Why don't any of the high-scoring OD pairs include Dulles Airport or the Innovation corridor?
  - **Lucas Muller and Tyler Beduhn.** These pairs were looked at in the OD assessment but there wasn't a strong market pair compared to the other options we are considering.

**Jonathan Parker (WMATA).** WMATA may be able to work with real estate group to address facility needs and capacity constraint questions.

- **Lucas Muller.** We considered facility needs and constraints in the evaluation at a high-level at this early stage of planning, but it was weighted relatively low. This can be something that gets investigated further in the future.

- **Perrin Palistrant.** Would there be network effects that might enhance routes beyond the demand initially calculated with each OD pairing?
      - **Tyler Beduhn.** All routes were modeled together to get a better feel for how demand may disperse among similar transit options.
    - **Victor Weissberg.** How are you factoring in equity and regional balance into the evaluation?
      - **Tyler Beduhn.** The analysis included transit propensity factors including household income, availability of personal vehicles at home, and minority population. This was weighted high in the scoring.
      - **Lucas Muller.** We understand the movements throughout the region have changed from historic trends, such as more travel outside of peak service. Many of the options being considered are not focused only on the peak.
    - **Stuart Boggs (Fairfax County).** How does the model consider the relationship between reduced headways and increased demand?
      - **Lucas Muller.** Frequency and travel times tend to have the largest impacts on ridership. We will be able to test the sensitivity of ridership to headway changes.
    - **Victor Weissberg.** We should look to connect to locations with new bike and pedestrian facilities.
    - **Jonathan Parker.** Did you all model NH2 enhancements? It already uses the bridge and presumably would benefit from increased service and congestion free travel? Suggested future NH2 frequency improvements.
      - **Lucas Muller.** Yes, shifting NH2 to the express lanes was modeled, but we will consider if there are opportunities for additional improvements in our recommendation packages.
- **TDM Commuter Assistance Programs Recommendations, Evaluation, and Discussion**
  - 12 initial strategies were screened down, using a benefit cost ratio, or ROI, as the primary method of evaluation. Strategies presented:
    - Corridor-Specific Mobility Options Marketing Campaign
    - Targeted Residential Outreach
    - Targeted Employer Outreach
    - Carpool Promotion Programs
    - Vanpool Formation and Expansion Program

Questions and input regarding TDM CAP preliminary recommendations:

- **Fatemeh Allahdoust (VDOT).** How will teleworking impact carpooling and general travel demand?
  - **Lucas Muller.** We recognize the changes that come have come about with increased teleworking and the uncertainty on how long this trend will last. We could conduct further sensitivity tests (i.e., different levels of future trip demand to see the impact on ridership and trips in the corridor). Residential and employer outreach will still be important components of any future TDM program.
- **Technology Recommendations, Evaluation, and Discussion**
  - 7 preliminary technology recommendations carried forward for further evaluation were presented:
    - Transit Priority Technology
    - Real-Time Travel and Transit Information
    - Real-Time Passenger Load Information
    - Commuter Parking Information System
    - Transit Payment Integration and Incentivization
    - Zero-Emissions Bus Charging Infrastructure
    - Automated, Connected, and Shared Mobility

Questions and input regarding technology preliminary recommendations:

- **Stuart Boggs (Fairfax County).** Are you making any assumptions about VRE or MARC integrating with regional fare structures?
  - **Tyler Beduhn.** The recommendation is more focused leveraging a future account-based fare system for special fare programs, rewards and incentives, etc.
- **Fatemeh Allahdoust and Halie Mitchell (VDOT).** Incentivization and parking recommendations may directly relate to Virginia RM3P.

## Action Items

1. The DRPT study team will email meeting slides and summary to all participants.
2. The DRPT study team will continue to refine recommendations with TAC Meeting #3 input, cost, and revenue forecasts, and by packaging into timeframes
3. The DRPT study team will prepare an Executive Summary and Draft Report for the TAC to review
4. The DRPT study team will re-engage the public with the draft study in December 2022
5. TAC Meeting #4 will be held in early January 2023