

Meeting Summary

Subject: I-495 Southside Transit/TDM Study, Technical Advisory Committee (TAC) Meeting #2

Date/Time: August 2, 2022, 9:30 – 11:30 AM

Participants:

<p>Ciara Williams, DRPT Todd Horsley, DRPT Amy Garbarini, DRPT Beth Gossett, DRPT Clinton Edwards, DRPT Nick Nies, VDOT Bryan Campbell, VDOT Abi Lerner, VDOT Halie Mitchell, VDOT Kari Snyder, MDOT Heather Murphy, MDOT Gladys Hurwitz, MDOT Megan Oleynik, City of Alexandria Sean Schweitzer, Fairfax County Martha Coello, Fairfax County Yuqing Xiong, Fairfax County Jared Singh, Fairfax County Kyle Davis, Fairfax County Jeffrey Hermann, Fairfax County Gregory Fuller, Fairfax County Colin Burch, VPRA Naomi Klein, VPRA Victor Weissberg, Prince George’s County</p>	<p>Nima Upadhyay, Prince George’s County Crystal Hancock, M-NCPPC Debra Borden, M-NCPPC Jordan Baucum Colbert, M-NCPPC Maria Martin, M-NCPPC Cherubala Malikia, M-NCPPC Perrin Palistrant, OmniRide Charlie Scott, WMATA Al Himes, WMATA Christine Hoeffner, Virginia Rail Express Nick Ruiz, Virginia Rail Express Adam Hager, NVTC Xavier Harmony, NVTC Allan Fye, NVTC Keith Jasper, NVTA Milbrey Heard, Nelson\Nygaard Tyler Beduhn, Kimley-Horn Lucas Muller, Kimley-Horn Kate Widness, Kimley-Horn Paul Elman, Kimley-Horn Liv Neeley, Kimley-Horn</p>
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Key Takeaways

- The DRPT study team facilitated introductions, provided an overview of TAC Meeting #1, provided engagement updates, and identified preliminary strategies. Time for input and discussion was given throughout the meeting.
- Observations from a preliminary survey summary (additional analysis and summary will be conducted by the study team, as the survey closed two days prior to the TAC meeting):
 - The survey showed most people drive alone on the study corridor and a little over half the participants felt neutral or satisfied about their travel experience.
 - Two top concerns that would make the trip more satisfying were having quicker travel time and more reliable travel times.
 - About half of the participants were interested in alternative ways to travel.

- Top recommendations for alternative modes were for expanded rail service in the corridor, commuter bus services on I-495 to destinations in Virginia, and improved bicycle and pedestrian facilities.

Questions pertaining to survey:

- **Nick Ruiz (VRE).** Pertaining to the higher frequency of rail service requested, is it specifically commuter rail/heavy rail/etc.?
 - **Tyler Beduhn.** The survey option was just rail in general, but we may be able to gather more information from the open-response comments.
- **Perrin Palistrant (OmniRide).** Do we know where the people are from who favor more commuter buses?
 - **Tyler Beduhn.** Yes, we have home zip code information, and we will look at this in more detail. The travel pattern analysis from baseline conditions also gave us information on future top travel flows.
- **Martha Coello (Fairfax County).** Is there a breakdown of Maryland respondents versus Virginia?
 - **Tyler Beduhn.** Yes, we will be providing a more detailed summary of the survey responses.
- Preliminary Strategies
 - The DRPT study team presented preliminary strategies and methodology for the three categories of recommendations: transit, TDM commuter assistance programs, and technology.
 - Transit strategies consist of potential market pairs for new or enhanced service. Pairs were identified from a set of initial candidates that represent the top 5 travel flows to each of the top activity center destinations for trips using the I-495 Southside corridor.
 - A screening methodology was used to narrow down to 21 pairs. It considered transit suitability (travel demand and land use), high-level service span (all-day vs peak demand), and service competitiveness (if there is existing or planned service for the pair).
 - Next steps for transit recommendations are to consolidate pairs; determine transit mode; develop routing and stop locations, level of service, and cost; and identify facility needs.
 - Preliminary strategies for TDM commuter assistance and technology were presented, along with next steps for refinement and evaluation (see slides).

Questions pertaining to transit market pairs:

- **Victor Weissberg (Prince George's County).** The analysis is completed with current conditions, correct?
 - **Tyler Beduhn.** It is a combination of existing and future growth and trips. The demand potential was determined from the 2045 MWCOG model.
- **Victor Weissberg (Prince George's County).** I see National Harbor and Suitland are listed as activity centers and looked at as part of this analysis. Was Branch Avenue also considered?
 - **Lucas Muller.** Yes, the ones that reached a threshold of having enough trips were looked at and some activity centers were combined for the level of this screening. Branch Avenue was considered as part of the greater Suitland area. As transit recommendations are refined, we will look more granular at what areas within larger activity centers are appropriate for service.
- **Perrin Palistrant (OmniRide).** What determines a high employment density area? Is there a way to model what anticipated daily ridership would be by frequency or ridership chains?
 - **Lucas Muller.** The COG model can be helpful for understanding the overall trends and sensitivity to frequency and ridership chains. In the next steps of the study, we'll be using the model to look at this.
- **Input and Discussion**
 - A poll was conducted during the meeting, asking a series of questions that collected information on what other pairs should be included, any other transit recommendations, what metrics to consider, etc. The results are shown in figures and tables below.

Questions/comments during discussion and polling:

- **Victor Weissberg (Prince George's County).** I want to better understand the process for the recommendations you plan to move forward with. There is mention of eliminating heavy rail as an option but that's at odds with how the Woodrow Wilson Bridge was constructed and designed. I want to better understand how you are approaching the options for moving forward.
 - **Lucas Muller.** Heavy rail is not off the table at this point. In the next phase, we will look closely at the demand and conduct sensitivity tests to see if the demand levels would indicate support for rail. We are working closely with WMATA and the Transforming Rail in Virginia program as well.
 - **Victor Weissberg.** We heard it would be eliminated so I'm glad you're giving it its due diligence.

- **Nick Ruiz (VRE).** What stage of the study will you look at the physical infrastructure—dedicated lanes, shoulder running, etc.? Is that in the scope of the study?
- **Lucas Muller.** Next we will be refining the transit pairs into potential services. As part of this, we'll consider infrastructure needs and coordinate that with the VDOT study.
- **Nick Ruiz.** I would encourage calling out specific areas/transit in the study so it can be carried through the project.

Table 1: Poll Question #1

Question 1: Of the preliminary market pairs presented, which are you most interested in?	
Response	Net Votes
Ones related to Prince Georges and Charles County in MD	2
NW Fairfax Alexandria	2
Northern Virginia (especially east of PWC)	2
National Harbor-DC	1
East PWC to SW Waterfront	1
Alexandria to West-Central Fairfax, Alexandria to North West Fairfax	1
Tysons and West Fairfax to/from Alexandria	1
Eastern PWC to SW DC	1
Northern Virginia (especially east of PWC)	1
Northern Virginia, east of PWC	1
Suitland area/national harbor to Old town/ blue line/ Hq2 area	1
PGC to Arlington	1
Prince George's County	0
National Harbor to Alexandria	0
Fairfax County Metro Station to National Harbor	0
Longer distance pairs that offer the greatest VMT/SOV reduction potential	0
Western PWC to Alexandria	0
Connections between National Harbor area and Fairfax	0

Figure 1: Poll Question #2

Question 2: Are there any other origin-destination pairings you would be interested in advancing to evaluation?	
Response	Net Votes
Western PWC to Alexandria	1
Eastern PWC and Fairfax to military installations in Prince George's County and Eastern D.C.	1
Mark Center in Alexandria to National Harbor	0
East Loudoun to Fairfax/Alexandria	0
Joint base Andrews to DOD function in VA	0
Shorter trips between Springfield area and Alexandria	0

Table 2: Poll Question #3

Question 3: What metrics, either qualitative or quantitative, are important to consider during evaluation of transit recommendations?	
Response	Net Votes
Cost	5
Environmental sustainability	4
Time savings	4
Reducing travel time	4
Equity	4
First/last mile options	2
Proportion of the trip on Express Lanes	1
Balancing commutes	1
Helping to address region divided	1
Total trip time competitiveness	0
Vertical equity	0
Ability to serve non-commuters or HBO trips	0
Ridership potential	0
alternative trips going around Rt 1- 695 - 295	0
Adding travel choices	0
Vehicle capacity	0
Park and Ride Usage	0
Trip reliability	0
Travel time	0
Last mile challenges	0
Accessible to jobs, especially from EEAs	0
Number of transfers	0

Figure 2: Poll Question #4

When poll is active, respond at pollev.com/nicka583

Question 4: Choose up to 3 commuter assistance strategies that you are most interested in advancing to refinement and evaluation.

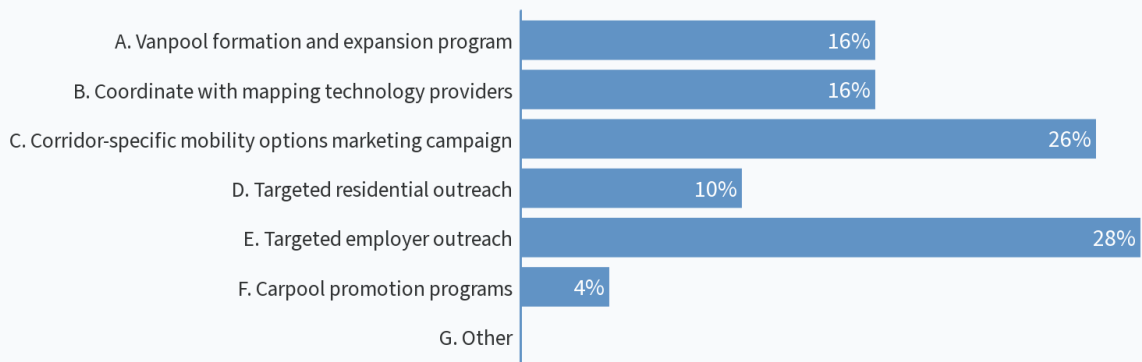


Figure 3: Poll Question #5

When poll is active, respond at pollev.com/nicka583

Question 5: Choose up to 3 technology strategies that you are most interested in advancing to refinement and evaluation.

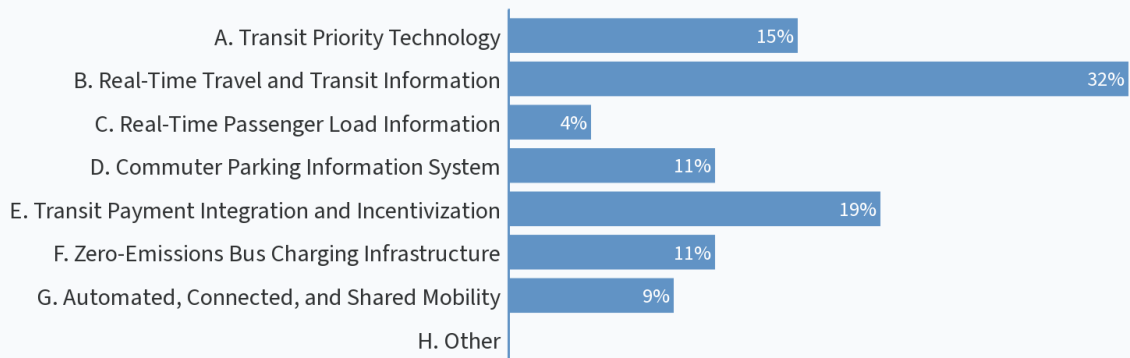


Table 3: Poll Question #6

Question 6: Are there any other effective and implementable TDM commuter assistance or technology solutions that could be considered?	
Response	Net Votes
Fare promotional periods	3
Showing commuters the environmental impact of different options	3
Keep in mind App fatigue. try to work with existing tech if possible.	1
Pay close attention to data exchange	0
Share ride cooperation program	0

Action Items

1. The DRPT study team will email meeting slides and summary to all participants.
2. Participants may be contacted by the DRPT study team, as needed, for additional data and information on the plans/studies brought up during the meeting.
3. The DRPT study team will continue to refine and evaluate recommendations.
4. The DRPT study team will provide a summary of survey responses, including breakdown of Maryland respondents versus Virginia respondents.