



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: November 21, 2017

ATTENDEES

Kyle Nembhard, MTA
Carrie Watters, Frederick Transit (phone)
Cody Christensen, STV
Clinton Edwards, DRPT
Oscar Gonzalez, VRE
Steve Yaffe, Arlington
David Koch, DDOT
Andrea Lasker, Prince George's
Randy White, FCDOT

Christian Bissai, FCDOT
Andy Meese, TPB (phone)
Justin Antos, WMATA
Rich Roisman, TPB
Michael Farrell, TPB
Patrick McMahon, MDOT MTA
Eric Randall, TPB
Matthew Gaskin, TPB

AGENDA

- 1. WELCOME AND INTRODUCTIONS, *Kyle Nembhard, Chair***
 - Call to order and introductions.
- 2. TPB UPWP STUDY: REGIONAL BUS PROVISION, *Rich Roisman, TPB***
 - Bus Service Provision Study discussed in brief.
 - Study is being funded by regional DOTs and WMATA through the FY18 Unified Planning Work Program.
 - Consulting done by AECOM and FITP.
 - Kickoff was 11/2, and letters were sent 11/19 to form TAC.
 - Timeframe for completion June 2018.

Questions

- David Koch, DDOT: Will the study look at the WMATA GM's proposal for a new bus network or the recommendation in the LaHood report? Possibly at a high level, though this study is more complementary, looking at the potential options for changes in bus provision.
- Eric Randall, TPB: Noted that WMATA just announced a competitive RFP for a contractor to operate and maintain the bus fleet and service out of the Cinder Bed garage.

- 3. VRE MIDDAY STORAGE FACILITY, *Oscar Gonzalez, VRE***
 - Ridership on VRE is growing, with daily ridership averaging 22,000 riders.
 - Currently VRE can store 13 trains with 7-8 cars midday. The planned improvements would increase capacity to 9-10 cars per train for the same number of trains, or 96 units total. Long-term, the expectation is that reverse or midday service would be added, so no further increases in midday storage would be needed even as VRE overall service increases.
 - Site selected for the improvements is along the New York Ave NE corridor at the Washington Terminal Yard, with a rail tunnel under the avenue enabling access to the site.

- The site currently is owned primarily by Amtrak and contains an abandoned warehouse, gas station, and Howard Johnson. T
- The plan takes into consideration a future trail proposed along New York Ave, and DDOT will lead a complementary streetscape and trail project.
- Consideration has been made for the type of buffer system between the storage site and the street/trail. Public meetings show most residents are excited about potential art depicting area history as a design.
- Expect to break ground in 2021.

Questions:

- Kyle Nembhard, MTA: Is there enough ROW to add a third track?
- Space is available. The storage site would not preclude a third track, though there may be some clearance issues. This would be a much bigger plan though. No issue with the anticipated high-speed rail by Amtrak. VRE also plans to add a third track at L'Enfant.
- David Koch, DDOT: Air Rights development option?
- None, the site is very narrow.
- Other: Who will own the site?
- Still TBD. Track could be used by Amtrak and MARC and could be electrified.

4. BALTIMORE BUS LANES, Patrick McMahon, MTA

- Presentation has already been featured on the ITE Bus Bike Coordinator Webinar and will also be at the TRB 2018 Conference
- Assessment in 2009 illustrated a need for improvements citing poor signage, faded road markings and no enforcement.
- Graphics shown: 1) Baltimore bus frequency on selected streets. Note that this study was done in parallel with the CityLink restructuring study, so it refers to the old or interim plan number of buses, not the new, actual numbers. The city-operated "Charm City" shuttles and private shuttle buses were included. 2) Peer city examples of street painting.
- These lanes are to be used by buses as well as cyclists. The definition of "bus" is at the discretion of police on patrol, and tour or charter buses may use the lanes from time to time.
- Inclusion of bicycles in the bus lanes has helped the project by:
 - creating additional political support for the dedicated lanes among a vocal constituent group
 - the presence of bicycles riding in the middle of the lanes helps to discourage drivers from using the lanes when they are not legally allowed to do so.
- Basic analysis illustrated that number of people moved on the selected roadways on buses was higher than number of people traveling in vehicles. Person throughput was calculated using Snychro simulation, not VISSIM or network models. Assumption that average auto occupancy was 1.15 persons.
- Completed bus lanes have been favorable and red painting on pavement very effective. Close consultation was required with the Baltimore City DOT, as they are the roadway owner.
- Enforcement: \$90 fine state citation; \$250 fine city citation.
- Future design may remain using sharrows or maybe cycle track.
- Some sections are bus lanes peak only, due to previous food truck licensing deals and a loading zone around the station, where vehicles had already existing rights.
- PSA created for public awareness. VMS signs advertised fines coming, which got media attention.
- Future study involving tracking the amount of cyclist utilize the new shared lanes.

Questions:

- Clinton Edwards, DRPT: What was the effect on revenue miles/hours of the bus lanes?



- The service changes, in combination with the CityLink plan reorganization, were intended to be cost/revenue neutral, focused on better allocation of resources. Future methods for better service allocation include TSP and bus stop rationalization.
- Justin Antos, WMATA: Was data collection made difficult because the bus lane study was done during the same time as the bus system redesign?
 - Yes, it made the collection very challenging. Once collection decisions were made the system would make a change that caused conflict.

5. METRO SELECTPASS UPDATE, Justin Antos, WMATA

- Presentation was recently made at the October JCC meeting. Also a follow up to a presentation at RPTS in March 2017.
- SelectPass was not initially marketed well due to launching two months prior to SafeTrack.
- Customers now have many price point choices to select from.
- Data shows an increase in the number of trips by 73% of those who purchase SelectPass, averaging about 14 more trips per month.
- Trend is not temporary, has a lasting effect.
- Future customer research study to reveal if the pass is affecting behavior or if behavior is driving the demand for the pass.
- Apparent lack of participation east of the Anacostia River: potential barriers, need of credit card, lack of employment, access to online services, upfront costs.
- Future plans to expand to regional bus operators. Possible issues with revenue sharing.
 - Brings up the debate about wanting more riders or more revenue in terms of the goal of public transportation.

6. FEDERAL RULEMAKING AND WORK PROGRAM UPDATE, Eric Randall, TPB

- Eric Randall spoke to a presentation. There were no comments.

7. ADJOURN

- David Koch, DDOT, was announced as RPTS chair for 2018. The meeting adjourned at 2:00 PM.
- The next meeting is scheduled for January 23, 2018.

All meeting materials are available for download from the subcommittee's website:

<https://www.mwcog.org/events/2017/11/21/tpb-regional-public-transportation-subcommittee/>

