



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Meeting Summary: January 24, 2017

ATTENDEES

Kyle Nembhard, MTA
Cody Christensen, STV
Danyell Diggs, MTA
Cosby Dwain, Arlington County
Clinton Edwards, DRPT
Pierre Holloman, Alexandria
Todd Horsley, DRPT
William Jones, Arlington County
Nick Perfili, WMATA
Robert Pikora, Fairfax County
Clara Williams, DRPT
Steve Yaffe, Arlington
Tim Roseboom, DRPT

Carrie Watters, Frederick Translt (phone)
Gary Erenrich, Montgomery County (phone)
Hejun Kang, Fairfax County (phone)
Patricia Happ, NVTC (phone)
Sonali Soneji, VRE (phone)
Randy White, Fairfax County (phone)
Rich Roisman, TPB
Ken Joh, TPB
Patrick Zilliacus, TPB
Bill Orleans, Public

AGENDA

1. WELCOME AND INTRODUCTIONS, *Kyle Nembhard, Chair*

Call to order and introductions.

2. TIGER GRANT: NORTH AVENUE RISING, *Danyell Diggs, MTA*

- Spoke to a presentation.
- First TIGER grant awarded to MTA
- Called "Hilton to Milton"
- Busy corridor, with 12,000 riders per day
- Area affected by recent unrest
- Now many vacant or rundown properties, but rich cultural history
- Investing in streetscaping, public art, and redevelopment,
- Eight program elements
- Project connects with Baltimore Link plan
- City of Baltimore will redo roads in tandem with streetscape improvements.

Questions:

- Gary Erenrich: Will there be bus branding? As part of Link.
- Steve Yaffe: will there be level boarding? Not yet.
- Eric Randall: Will buses and bikes use the same lane? Only some cases.
- Pierre Holloman: What is the street width? Two lanes each way.
- Andy Meese: will there be greenery and tree plantings? TBD
- Eric Randall: Is there a website or webpage? TBD.

- Ken Joh: Will there be TOD along the corridor? MTA coordinating with other agencies; still in the discussion phase.

3. ROUTE 1 VISION, *Robert Pikora, Fairfax County*

- Spoke to a presentation.
- This is the Richmond Highway Embark BRT project.
- Working first of two phases. Leading to County Comprehensive Plan amendment.
- Nine stations; half mile circles shown
- US-1 is three lanes each way, two lanes south of Jeff Todd Way.
- RKK is project management for the road widening as well as the BRT project.
- 178 parcels would be affected by roadway and multimodal improvements.
- Studying TSP, turn lanes, alternative road layouts.
- Riders are forecast at about 5,000 per day; would double or triple if BRT in 2040. A new ridership analysis will be done.
- 4 CBCs along corridor. Want to implement grid road network.
- Resources are available. All meetings are posted to YouTube.

Questions:

- Steve Yaffe: Will there be level boarding and offboard fare collection? Yes.
- Tim Roseboom: The 178 parcels, who owns them? County plans to acquire them. May add more for intersections and turn lanes improvements.
- Clinton Edwards: Are you looking at pedestrian safety issues versus right-of-way? Yes, under consideration. The 130-foot cross section would have dual pedestrian crossing signals. Also looking at station access and safety.
- Cosby Dwain: What is the public reaction to BRT? Most want it now or accelerated. Also the Yellow Line extensions nominally planned for 2040, as soon as possible.
- Steve Yaffe: What will lane widths be? eleven to twelve feet for the GP lanes and the BRT lanes likely, but not yet designed.
- Pierre Holloman: The TransAction plan survey, included US-1 needs as a question. There is also the BRT system in Alexandria just north of Old Town as a future connection. Big issue is pedestrian crossing cycles; having two cycles is long. Some people can cross in one cycle; others just cross illegally. This is a public issue for US-1 too. Looking at ways to curtail illegal crossings. Also responding to requests for midblock crossings. ?

4. ARLINGTON COUNTY TRANSIT DEVELOPMENT PLAN (TDP) OVERVIEW, *Steve Yaffe, Arlington*

- Spoke to a presentation.
- New TSP to replace the first one; taking into account new DRPT requirements.
- Part of Master Transportation Plan, the Transit Elements, which is now in progress.
- Included extensive public outreach in four phases: 1) iPads and surveys on gaps & needs, 2) meetings and pop-up events, 3) online surveys and workshops, and 4) briefings to commissions, boards, committees.
- Led to substantial TDP changes.
- Primary network retained, but secondary network was not productive. Now replaced with plan for flexible service, making tow stops and then proceedings to a major destination, such as a transit hub or community-selected site, such as a hospital or mall.
- Premium services included Columbia Pike, including a connection to Skyline in Fairfax County, and Metroway.
- Most productive route is a Z shape. Affordable housing, malls, metro and millennial living;

all goals of government.

- Comparable travel time to SOV.
- Eliminate multiplication of bus routes.
- Working more with schools on student transportation. A committee oversees this.
- Deals with Marymount and other university branches
- Community wants articulates buses; don't want that second personal car.
- Standards: 20% farebox recovery ratio. 15 riders per hour.
- To improve working with WMATA, Arlington is hiring a TDP Coordinator to produce an implementation plan
- There is also a financial plan element, developed by consultants and picked up by staff. ART is cheaper than Metrobus on a marginal basis, but that does not account for scale-up costs. Also affects Metrorail cost allocation formula.

Questions:

- Robert Pikora: Developers are pushing the transit lifestyle, are they involved in the effort? They are required to prepare TDM plans, which can be quite intense as Arlington works with the developers.
- Bill Orleans: ART and STAR are contracted operations? Yes. Will the flexible service also be contracted? Always an option, but more likely to be an integrated part of those services. Arlington also recently issued an RFP for a new call center that will field paratransit and flex transit requests.
- Tim Roseboom: A 10-year TSP and other new guidelines from DRPT are in an update about to come out. Will present at a future RPTS meeting.

5. WMATA SAFETRACK TRAVEL ANALYSIS, *Eric Randall, TPB*

- Spoke to a memorandum.
- Present the transit analysis, looking at Metrorail, Metrobus, and local transit usage across the first ten SafeTrack surges.

Questions:

- Bill Orleans: Any changes in parking usage? Sometimes up, sometimes down, depending on stations. O
- Gary Erenrich: MARC was a popular alternative during Surge 10, is there any data? Could a survey be done? Maybe.
- Danyell Diggs: The MARC O&D survey may provide some information.

6. WORK PROGRAM UPDATE, *Eric Randall, TPB*

- An oral update was provide. There were no comments.

7. ADJOURN

The meeting adjourned at 2:00 PM.

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

https://www.mwcog.org/events/2016/?F_committee=165