



## TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

### Meeting Summary: January 29, 2019

#### ATTENDEES

Clinton Edwards, DRPT (Chair)	Sarah Bond, TPB	Andrew Meese, TPB (Phone)
Martin Barna, DASH (Phone)	Matthew Gaskin, TPB	Deanna Archery, MCDOT (Phone)
Kyle Nembhard, MTA	Arianna Koudounas, TPB	Sonali Soneji, VRE
Sergio Ritacco, TPB	Charley Dingboom, WMATA	Melissa Kim, WMATA
Christine Wells, WSTC (Phone)	Corey Pitts, MCDOT	Bill Orleans, Citizen
Darcy Buckley, MCDOT	Eric Randall, TPB	Randall White, FCDOT (Phone)
Dan Goldfarb, NVTC	Jim Maslanka, Alex.	Gary Erenrich, MCDOT (Phone)
Dan Malouff, ART	Steve Kim,	

#### AGENDA

1. **WELCOME AND INTRODUCTIONS**, *David Koch, Chair*
  - Call to order and introductions.
  
2. **MONTGOMERY CO.: FLASH BRT PRESENTATION**, *Darcy Buckley & Corey Pitts, MCDOT*
  - The purpose of this presentation was to provide and update and overview for the two corridors in Mont. Co that are undergoing preparations for future BRT implementation. Flash BRT will be coming online in the future, providing fast, reliable, and comfortable rapid bus service to Mont. Co.
  - US 29 extends for 14 miles from the Silver Spring Transit Center to Burtonsville. When Flash comes into service it will have 11 stations and run with a combination of mixed traffic and bus on shoulders.
  - Some features that can be expected include Wi-Fi/USB Ports, at grade boarding, payment kiosks, TSP, and improved, branded stations and platforms.
  - The US 29 design was completed October 2018 was the first design-build project in the county. Construction promptly began December 2018 with a scheduled start of service Spring of 2020.
  - MD 355 is still in development after a state study led by MDOT from 2014 – 2017. The results being several scenarios, No Build, and three alternatives
  - MD 355 is now undergoing a series of studies to evaluate each of the alternatives and make a final recommendation.
  - The three alternatives contain BRT lite features such as TSP, queue jumps, grade boarding, off-board fare collection.
  - During the development of MD 355 performance measures have been created for purposes of comprehensive evaluation, focusing on areas such as sustainability, mobility, and ability to support the county master plan.
  - Within the project, the selection of stations is currently underway. This first phase of selection observes variables such as ridership, land use, ped/bike connections, transit

connections, and the street network.

- The MD 355 study should be completed in the Spring of 2019. Traffic and Travel Demand Modeling is complete, as well as engineering for the build alternatives.
- Future corridors to be studied included: MD 586, Veirs Mills Road, New Hampshire Ave., and the North Bethesda Transitway.

Questions:

- *On the US 29 Corridor, how much of that will have dedicated bus lanes?* 40% will be bus on shoulder and the remainder will be in mixed traffic. So, this project doesn't include major changes to the roadway, with most of the construction being focused on the stations/platforms.
- *Between these two projects what were/are the top three challenges?* One would be the mis-perception of right of way availability based on the Montgomery County Master Plan right of way and the actual availability. A second challenge for this project (MD 355) would be the complexity of the utilities. A third challenge would be overall public perception.
- *How granular is the analysis in terms of the traffic impacts?* We can quantify the traffic impacts and having learned from past experiences we are applying those lessons learned in terms of mod design and having a phased approach.
- *What will be the process of proof of payment?* A combination of vending machines and machine validation. Also, there will be random security screenings on the bus, the verify proof of payment.

### 3. NVTC: ENVISION ROUTE 7 UPDATE, Dan Goldfarb, NVTC

- The purpose of this presentation was to provide a project update on Route 7. This project is approx. 14 miles in length and extends from Tysons to Alexandria. This study aims at addressing several questions for this corridor: What is the best public transportation travel mode? Where should the terminus be located? Should the alignment stay on route 7 or make a detour in East Falls Church?
- These questions were addressed with the NVTC recommended alternative:
  - BRT is the preferred mode of transit
  - Connections to Tysons and Mark Center
  - Connection to East Falls Church
- There are significant corridor wide benefits of high capacity transit
  - Increase transit options
  - High quality service
  - Connecting people to business and economic opportunity
- By 2040 Tyson's CBD will be on par to those of Houston and Seattle, and larger than those of Miami, Baltimore, and Denver.
- Of the entire BRT network, recommended by NVTC, Route 7 offers the greatest ridership potential
- Project needs include: Jurisdictional Coordination/Contribution and a DRPT Grant

Questions:

- *How many miles is the corridor?* The corridor is about 14 miles.
- *Referring to the East Falls Church diversion, any thought in having a service just between East Falls Church and Tysons? Is there ridership to support that? When BRAC came there was skip stop service paid by DOD, when that money stopped funding from East Falls Church*



north to Tysons, the ridership dropped significantly, and the route was suspended. If I-66 money becomes available, the East Falls Church to Tysons could come back online again.

#### 4. **VRE: MULTIMODAL ACCESSIBILITY TO VRE STATIONS**, *Sonali Soneji, VRE*

- This presentation was conducted to provide the findings from a study around several VRE stations and the level of accessibility concerning pedestrians and cyclists. The study aims to identify opportunities for active and public transportation options.
- The stations observed were Fredericksburg, Woodbridge, and Lorton, all of which are on the Fredericksburg Line
- For all three stations the primary mode of transport is SOV, however both Lorton and Fredericksburg have walking being a preferred mode of higher than 7%.
- While a ½ mile radius walk shed was used in this study, it is important to understand the impact of the actual street grid.
- One impactful finding about the accessibility, or lack thereof, for the Lorton station. While there is a bike lane connecting near the station it is along the shoulder of a high stress roadway, without barrier protection. At the major intersection near the station there is a lack of basic amenities, including crosswalk, sidewalk, or traffic control device.
- Bus ridership is significantly low at the Lorton and Woodbridge stations, this could be attributed to the lack of coordination of VRE and Bus schedules.
- Opportunities
  - Make improvements within the ½ mile radius for increased walking
  - Improve bike facilities, lower the stressfulness of biking
  - Operational integration between VRE trains and feeder buses
  - Promote carpooling and kiss-and-ride

Questions:

- *Is there a station VRE is targeting to work on multimodal improvements?* We at VRE do work with jurisdictions to provide parking, but not with multimodal access. That is up to the actual jurisdiction to implement those changes, VRE does support those efforts.
- *PRTC is working on a demand car-pool service along the 66 Corridor, and if that is successful it could be expanded. Bike lockers at the Manassas station were recently purchased with Highway 66 Grant funds.*
- *Has this presentation been shared with the county board or other jurisdictional agency?* No, it was presented at FAMPO and this meeting.

#### 5. **TPB: ENVIRONMENTAL JUSTICE PRESENTATION**, *Sergio Ritacco, TPB*

- The purpose of this presentation was to share the results of the Environmental Justice analysis to determine if the planned projects of Visualize 2045 poses a disproportionately high and adverse impact on low income and minority populations of the region.
- The study was divided into two phases, the first being the identification of equity emphasis areas and the second phase providing the results.
- Environmental Justice Analysis examined both accessibility and mobility measures.
- The findings revealed the planned projects of Visualize 2045 would not have a disproportionate and adverse impact on low-income and minority populations.
  - Seven measures have similar benefits to the rest of the population
  - One measure revealed disproportionate benefits to equity emphasis areas
  - Two measures showed similar burdens for both equity emphasis areas and the rest of the region



Questions/Comments:

- *Given what you have shared, the areas (equity emphasis areas) are at a high risk of gentrification. Yes, especially when you see the change and improvement to accessibility to high capacity transit.*
- *Is this going to be presented to the policy board? Yes, it was shown to the policy board and it was well received by both the policy board and the tech boards.*
- *While this analysis can not be used to substitute for Federal Title 6 analysis, this information can be used by jurisdictions with future placement of high capacity transit.*
- *Is this report available online? Yes, it is, it was approved about a year ago.*

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

- Eric Randall presented the draft TAM Regional Targets. These Targets will be up for TPB Board approval in the month of February.
- The SoPTR was also discussed, with a survey going to public transportation providers later in the month of February.

**7. ADJOURN**

- Clinton Edwards adjourned the meeting at 2:00 PM
- The next meeting is scheduled for February 26, 2019

All meeting materials are available for download from the subcommittee's website:  
<https://www.mwcog.org/events/2019/1/29/tpb-regional-public-transportation-subcommittee/>

