

MOTION:

SECOND:

**RE: APPROVAL OF THE RESTRUCTURED WESTERN LOCAL BUS SERVICE INCLUDING A
NINE-MONTH TRIAL PARATRANSIT PILOT**

ACTION:

WHEREAS, a new western local bus routing restructure that includes a nine (9)-month trial paratransit service pilot, was developed in 2017 to better serve the communities in western Prince William County and the Cities of Manassas and Manassas Park; and

WHEREAS, the goal was to keep the local service restructure as cost neutral as possible with some additional costs associated with the paratransit service; and

WHEREAS, the proposal included separate a nine (9)-month trial paratransit service pilot to further improve the reliability and efficiency of the fixed route service, rather than continue with the current off-route system as part of the fixed route service; and

WHEREAS, a new transfer hub would be located near Old Town Manassas to provide more direct access to various public and social services; and

WHEREAS, at its September 6, 2018 regular meeting the Commission authorized the Executive Director to commence the public participation process for the proposed service; and

WHEREAS, a public review was held in accordance with PRTC's Public Participation Policy and the results of the public review have been provided to the Commission; and

WHEREAS, changes were made to the original Manassas North local routing based on public feedback; and

WHEREAS, management recommends approving the western local bus restructured routing and the nine (9)-month trial paratransit service pilot.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission hereby accepts the results of the Public Participation process and authorizes the Executive Director to implement the proposed western local bus restructured routing and the nine (9)-month trial paratransit service pilot.

Votes:

Ayes:

Nays:

Abstain:

Absent from Vote:


Alternate Present Not Voting:


Absent from Meeting:



June 6, 2019

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Perrin A. Palistrant 
Director of Operations and Operations Planning

THROUGH: Robert A. Schneider, PhD 
Executive Director

SUBJECT: Approval of the Restructured Western Local Bus Service, including a Nine (9)-Month Trial Paratransit Pilot.

Recommendation:

Approval of the restructured western local bus service, including a nine (9)-month trial paratransit pilot.

Background:

In the fall of 2017, staff was tasked with developing a new western local routing structure to update the current network of service, and more effectively and efficiently operate bus service in western Prince William County, and the Cities of Manassas and Manassas Park. Once a draft of the new route design was created, OmniRide Management met with the Manassas City Council and the Mayor and staff of Manassas Park. A presentation was provided to the full PRTC Commission as well.

The proposal included separate paratransit services pilot to further improve the reliability and efficiency of the fixed route service, rather than continue with the current system of flexing the fixed route service off-route to meet the American's with Disabilities Act (ADA) requirements. To better facilitate riders, a new transfer hub was identified at the edge of Old Town Manassas, in a central location adjacent to the Prince William County Court House, the Social Security Administration, and the Veterans Administration offices, as well as other services located within close proximity, rather than maintaining the existing hub at Manassas Mall.

The overarching goal of the restructure was to keep the changes as cost neutral as possible. The changes included streamlining the local routes (Manassas North, Manassas South, and Manassas Park), the Cross County Connector that travels between Manassas and Woodbridge, and the Manassas Metro Express between Manassas and Tyson's Corner.

At its September 6, 2018 meeting the Commission authorized the Executive Director to commence the public participation process for the proposed western local bus service restructure and pilot paratransit service. Four public hearings were scheduled and held at the following times and locations:

- October 17, 1:00 PM at the Manassas Park Community Center
- October 17, 7:00 PM at Baldwin Elementary School
- October 18, 7:00 PM at Haymarket-Gainesville Public Library
- October 24, 7:00 PM at the OmniRide Transit Center

In accordance with our Public Participation Policy ads were placed in local newspapers, on our website, and notices were sent via the Rider Express email notification system. Comments were also received via the publichearing@omniride.com email address.

Subjects considered under this public participation process also included the proposed Haymarket-Rosslyn OmniRide Express service (which commenced service in December 2018) and the Transit Development and Transportation Demand Management Plans.

A total of 34 people attended the public hearings. Summaries of each hearing are provided as attachments. At the October 17th hearings in Manassas Park and Manassas discussion and comments regarding the proposed western local bus service restructure and pilot paratransit service focused on the following:

- Frequency and structure of local bus services
- Discussion as to what areas would receive new or modified service and what areas may lose direct service
- Design of paratransit service and its operations compared to the current off-route service

At the Manassas public hearing, residents of the Westgate Community expressed concern regarding the elimination of direct bus service to their area with the new restructured service. As a result, staff reviewed the originally proposed Manassas North local route and further refined it to bring the new route closer to the community while still maintaining service to other important destinations such as NOVA-Manassas, Manassas Mall, access to eastern Prince William County, and Novant Hospital.

Four written comments regarding the proposed western local bus service restructuring and paratransit service were received through the publichearing@omniride.com email address. The comments are also provided as attachments.

Based on these results, management proposes a nine (9)-month trial paratransit pilot, the Manassas North routing, revised to address concerns expressed during the public hearings, the Manassas South, the Manassas Park, the East-West Express (formerly the Cross County Connector), and the Manassas Metro Express proposed routes as they were originally presented.

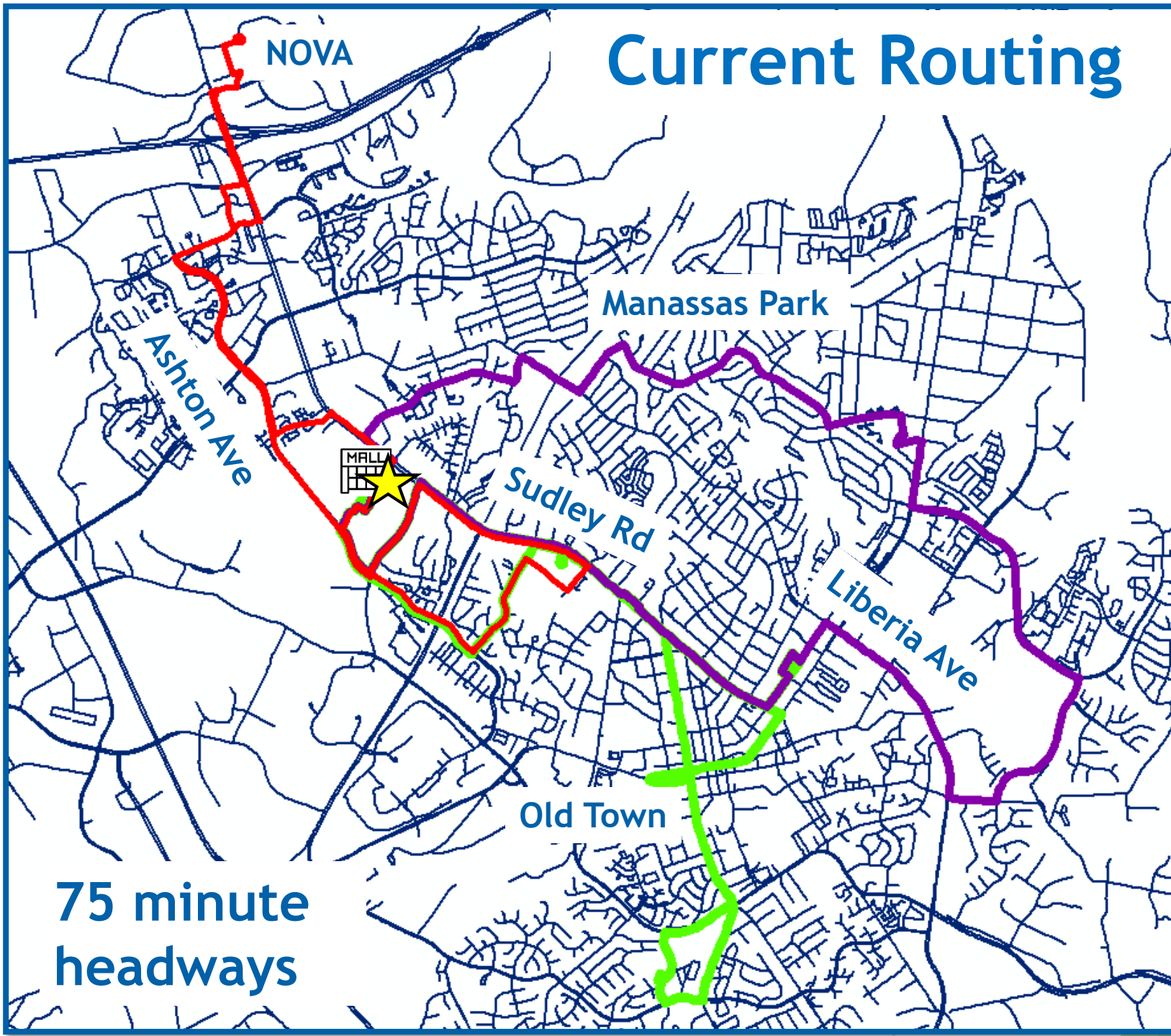
Fiscal impact:

The FY20 operating costs for the restructured western local bus service, including the nine (9)-month trial paratransit pilot amounts to \$1,972,200, and is included in the proposed FY20 budget.

Federal:	\$0	
State:	\$0	
Local:	\$1,972,200	
	Fredericksburg:	\$0
	Manassas:	\$399,000
	Manassas Park:	\$203,500
	Prince William:	\$1,369,700
	Spotsylvania:	\$0
	Stafford:	\$0
Total:		<hr/>
		\$1,972,200

Attachments: As stated

Current Routing

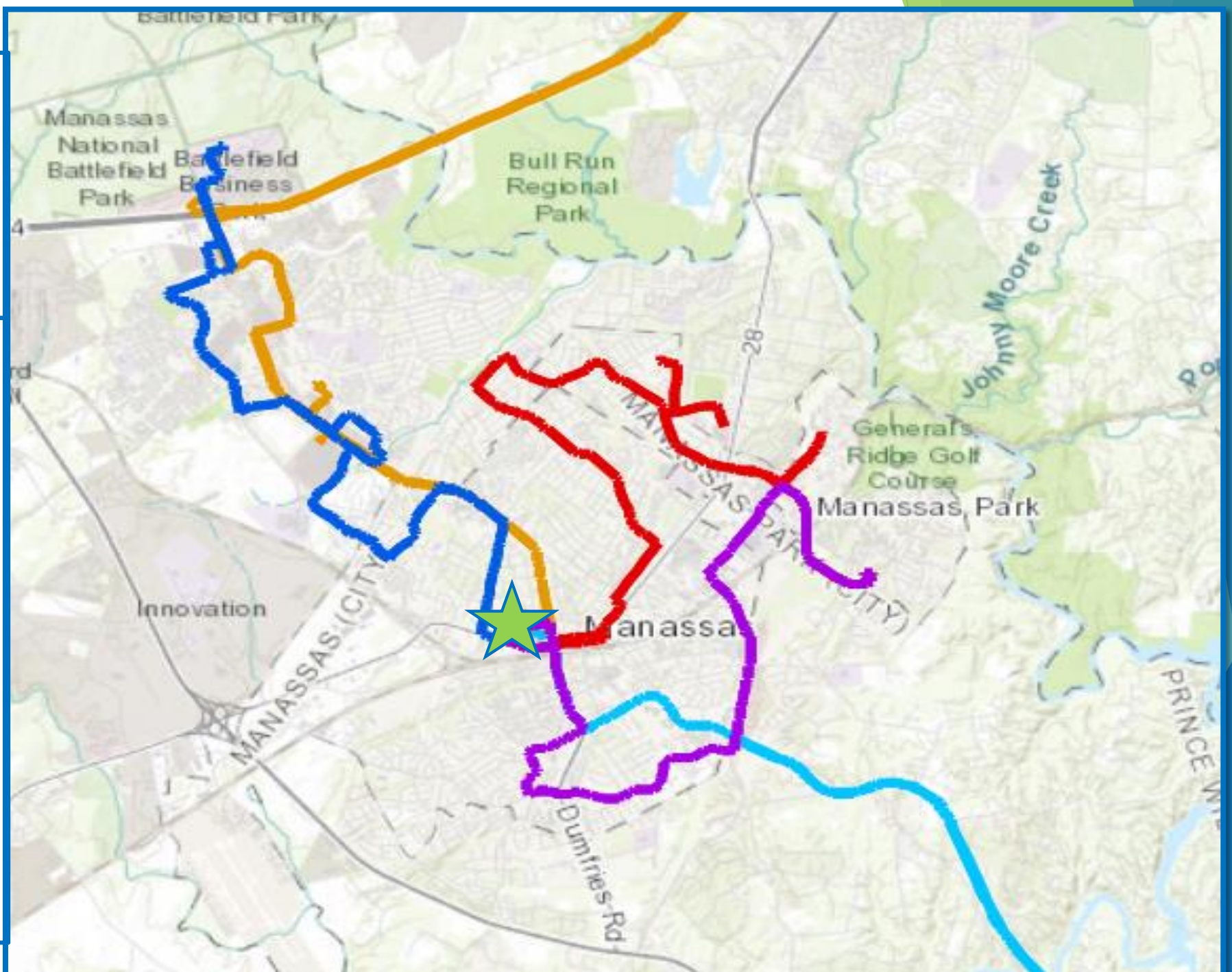


75 minute
headways

New Routes with Timed Transfers

- Manassas North
- Manassas South
- Manassas Park
- Manassas Metro Express
- East-West Express

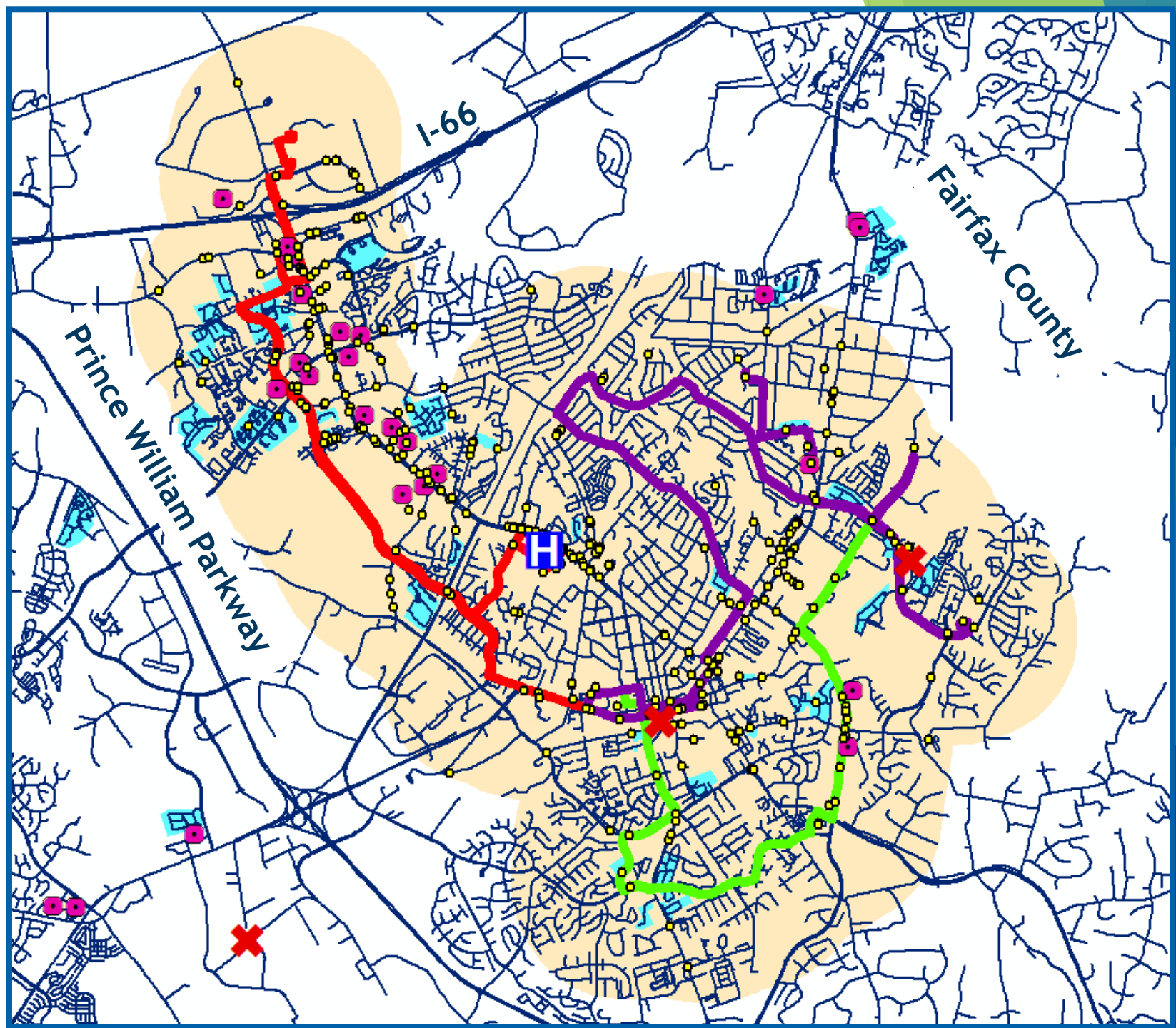
★ - New Transfer Hub



Para-Transit Coverage Area

Manassas North
Manassas South
Manassas Park

-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center



PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP

Manassas Park Community Center, October 17, 20018, 1:00 PM

PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE				
	NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
			Yes	No
1	Melanie Hughes	1150 Fairfax Blvd, ste 502, Fairfax	X	
2	Betty Montgomery	9400 Luke Dr, M.P. Va 20111		X?
3	Robert Scantia	9405 Rosebud Ct		X
4	Charlie Montgomery	9400 Luke Dr M.P. Va 20111		X
5	Dr. Mary Lopez	8079 Lacy Dr, Manassas 20109	X	
6	Allen Muchnick	9625 Park St Manassas 20106	X	
7	Celestine Harris	10240 Hendley Rd Manassas		
8	MARTHA L. COLLIER	8700 ELZEY PLACE, #304, MANASSAS PARK VA		X
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PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP
Manassas Park Community Center, October 17, 20018, 1:00 PM

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NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 <i>Maria Sanguado</i>	<i>Office of Del. Danica Roem</i>		<input checked="" type="checkbox"/>
2 <i>Teanette Rishell</i>	<i>City of Manassas Park</i>		
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Public Hearing Summary
Manassas Park Community Center
October 17th, 2018 1:00 PM

PRTC Staff Present:

Perrin Palistrant, Chuck Steigerwald, Joy Himes, Christine Rodrigo

First Transit Staff Present:

Nelson Cross, AGM Operations

PRTC Commissioners Present

Jeanette Rishell, Mayor of the City of Manassas Park

Members of the Public Present:

9

Chuck Steigerwald opened the hearing at 1:07 PM and hearing format was explained. PRTC staff was introduced and all attendees were asked to introduce themselves. Hearing would be in an open format with comments and questions accepted and responses given during the course of presentations.

Mr. Palistrant began with an explanation of the proposed changes to local services in the Western Service Area. Using the presentation materials as a base, he reviewed the proposed routing changes including shifting the local transfer point from Manassas Mall to Old Town Manassas, a comparison of current and proposed routing structures, and proposed changes to the Cross County Connector and Manassas Metro Express.

Staff was asked to review and explain the symbols and legend used on the maps included in the presentation materials and explain the relevance of the common deviation locations that appeared on the maps. Staff reviewed the map symbols and explained that the common deviations were served by local routes. The maps showed how these locations would be impacted by the proposed routing structures with the further explanation that these locations would be eligible for paratransit service.

Mr. Palistrant then began a discussion of the proposed paratransit service. The three-quarter of a mile from the fixed route coverage area, fare structure, and vehicle type were explained. Ms. Himes gave an overview of the paratransit eligibility, including eligibility assessments, conditional eligibility, temporary and visitor eligibility, and travel training.

Staff was asked whether policy regarding who can certify an individual's disability in the paratransit application/eligibility process would differ from the current reduced fare application process. Staff responded that there were no plans to change the application policies.

Staff reviewed the paratransit coverage area, explaining that no area currently served by the flex service off-route trips would lose service under paratransit coverage and that OmniRide would have some flexibility in determining whether a location was serviceable due to distance or coverage area.

Staff was asked whether off-route trips would be discontinued under the proposed service plan. Staff responded that off-route trips would be discontinued, but that paratransit service would be available for those that could not access the fixed route transit.

Staff was asked whether all citizens over the age of 60 would be eligible for paratransit service. Staff responded that age alone is not a qualifier for paratransit service.

Staff was asked about previous service reductions on the Manassas Park OmniLink route. Staff responding by explaining how the new routing structure compares to the service prior to the service reductions and walked through examples of trips the questioner usually takes and explained how they would use the new service patterns to make common trips. Staff also explained that the new service patterns will allow for better frequency and reliability as well as shorter travel times.

Staff was asked if access for low-income households was considered in designing the new routing patterns. Staff responded that demographics and population were some of many of the considerations when designing the routes. Staff was then asked to consider routing modifications that would serve the area around Westgate which would no longer have direct service under the proposal.

Staff was asked whether there would be parking available at the new Old Town hub. Staff responded that there would not, but parking there is parking nearby in Old Town.

Staff was asked whether buses will continue to serve Manassas Mall directly or would stops be located along Ashton Avenue. Staff responded that southbound buses would serve the existing stop at Manassas Mall, but northbound buses would serve a stop on Ashton Avenue. Several citizens commented that the walk between the Mall and Ashton Avenue was quite a distance. Staff responded that they would further consider how the northbound buses serve Manassas Mall.

Staff was asked whether schedules and other information would be displayed at bus stops. Staff responded that major stops will continue to display schedule information and that OmniRide anticipates that the real-time passenger information phone app will be available for use prior to implementation of the proposed changes. Another attendee commented that having schedule displays at more stops would be helpful, especially for first-time riders.

Staff was asked whether the rebranding effort will result in changes to current bus stop sign design. Staff explained that the bus signs will change to make them consistent with the new branding, but sign form will largely remain the same.

Staff was asked whether OmniRide was coordinating bus stop placement with the jurisdictions to ensure proper access. Staff responded that new stop placement has been coordinated with the jurisdictions and that OmniRide and the jurisdictions are meeting regularly for general discussions. Attendee then suggested that OmniRide coordinate the placement of accessible pedestrian signals near bus stops.

Staff was asked whether the proposed service changes were definitely going to occur and, if so, what the implementation timeline might be. Staff responded that the Commission had not yet approved the service changes and that any timeline for implementation would be, in part, a question of budget. Staff informed attendees that comment would be accepted at any PRTC Commission meeting.

Staff was asked whether the vehicles to be used for paratransit service have been purchased. Staff responded that a preferred vehicle type has been identified and new fuel tax revenues can act as the source of funds, but no vehicles have been purchased as of yet.

Staff was asked whether there would be a fare increase tied to the new service. Staff responded that there is no fare increase specifically tied to the new service, but there might be a general fare increase for FY20.

Staff was asked whether operating costs would increase due to the new service. Staff responded that staff has designed several service options – one of which is cost neutral.

Mr. Palistrant then gave an overview of the proposed OmniRide service between Haymarket and Rosslyn and the new Haymarket Commuter Lot.

Staff was asked whether direct service to the Manassas VRE Station would be provided. Staff responded that there are stops near the Manassas VRE Station and that in the future flexible services may be able to increase service levels to and from the VRE stations.

Staff was asked about vehicle requirements for the Haymarket service and whether new vehicles would have to be purchased. Staff responded that three buses should cover the service and no new buses will be purchased to support the service.

Staff was asked whether the proposed Manassas South route would serve Manassas Mall. Staff responded that the Manassas North route would serve the Mall and that a transfer would be required between the Manassas South and Manassas North routes.

Staff was asked again about an implementation timeline. Staff responded that implementation would be guided by budget, but that service could be ready as early as April 2019 and the service pilot would last six months.

Staff was asked about explaining the potential flexible feeder service. Staff responded that this service would be designed to feed into transit stops on the principles of microtransit. Trips would be open to the general public. Staff mentioned the on-demand commuter lot shuttle program funded by I-66 Commuter Choice as a template for the flexible feeder service.

Staff gave an overview of the Transit Development Plan, Transportation Demand Management Plan, and Strategic Plan. Staff explained that general comment on the TDP and TDMP would be accepted beyond the published comment deadline of October 31st. The plan is still in development and that staff would appreciate hearing what services citizens would like to see over the next decade.

Staff was asked about the real-time passenger information app and if that was a stand-alone app. Staff responded that the app would be provided by RideSystems and OmniRide would be a menu option within their app.

Staff was asked whether the Manassas area would have service on weekends. Staff advised that weekend service would be contingent on available funding.

Staff gave an overview of the impact of Express Lane funding programs on OmniRide Express services and asked for input on new destinations and expanded services.

Similarly, staff requested input on local services. What new areas should be served and what service models might be best to use.

Staff was asked about potential service in the Route 28 corridor. Staff explained that bus service in the 28 corridor connecting Manassas with the Dulles area. A suggestion was made to offer premium service with enhanced on-board amenities (Wi-Fi, coffee, free fare) to incentivize riders to use service along 28.

Staff was asked whether the half-fares on I-66 were impacting ridership. Staff explained that ridership has increased on I-66 Express services about 6% total. Manassas Metro Direct ridership has increased about 12%.

Staff was asked about capacity on the Express buses and how much of that capacity was filled. Staff responded that in general about one-half to two-thirds of capacity is filled, with some routes experiencing higher ridership than others.

Staff explained that a point of concentration in the TDMP would be enhancing and creating partners with the community and that input on who to seek out for partnerships would be appreciated.

Staff advised that any input should be provided through the publichearing@omniride.com email address and that staff would be available after the hearing is closed to answer any further questions about the material presented.

Staff was asked about completion schedule for the Strategic Plan. Staff responded that the plan should be complete early in 2019 dependent on new guidelines from VDRPT.

Staff closed the public hearing at 2:56 PM.

PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP

Baldwin Elementary, October 17, 20018, 7:00 PM

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NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 Dee Jay De Jays	PO Box 591 Manassas VA 20108		
2 Marybeth Heatherly	P.O. BOX 591, MANASSAS, VA. 20108 (Wellington)	?	?
3 Greg Boken	9418 Corey Dr. Manassas VA 20108	✓	
4 THOMAS BOKA	9418 COREY DR MANASSAS VA 20108	✓	
5 AC 2018	3701 Fairfield Ln Woodbridge		✓
6 Raymond Beverage	8591 King Carter St Manassas		
7 Chris Jenay	8109 Portwood Tn Manassas VA	✓	
8 Mark Scherter	8166 Barnwood Rd Manassas, VA	✓	
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Public Hearing Summary
Baldwin Elementary, Manassas
October 17th, 2018 7:00 PM

PRTC Staff Present:

Dr. Robert Schneider, Perrin Palistrant, Chuck Steigerwald, Christine Rodrigo

PRTC Commissioners Present

Pam Sebesky, Manassas City Council

Members of the Public Present:

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Chuck Steigerwald opened the hearing at 7:10 PM and explained the agenda and format for the hearing. Staff and the Commission member in attendance were introduced.

Mr. Palistrant began with an explanation of the proposed changes to local services in the Western Service Area. Using the presentation materials as a base, he reviewed the proposed routing changes including shifting the local transfer point from Manassas Mall to Old Town Manassas, a comparison of current and proposed routing structures, and proposed changes to the Cross County Connector and Manassas Metro Express.

Staff was asked whether paratransit service would extend outside of the local area. Staff explained that the paratransit service would only be available within three-quarters of a mile from the local routes and gave a fuller explanation of paratransit, who would be eligible, and an overview of the eligibility process.

Staff was asked about the travel training program. Staff provided an overview of the proposed travel training program.

Staff was asked how long the paratransit eligibility approval process would take. Staff responded that a determination would be made within 21 days as required by law.

Staff was asked about the development of a new real-time passenger information app and its relation to the previously used Moovit app. Staff explained that there were issues with consistent and accurate information being displayed in Moovit and the new app will be more accurate and allow for additional functionality such as service alerts. Staff advised that testing of the new app is underway and a public release is expected in about a month. The RideSystems app will be available for both IOS and Android phones.

Staff was asked whether there would be staff available at the new transit hub. Staff explained that the hub will be a transfer point only and there would be no facility or administrative staff present.

Staff was asked whether there would be any flexibility in geographic coverage for the paratransit service. Staff explained that best practices do allow for consideration of services to areas that are technically outside of the three-quarters of a mile zone. Requests for eligibility of these trips would be considered in light of established best practices.

Staff was asked about the proposed routing configuration and that the area opposite Manassas Mall on Sudley Road would no longer have direct bus service. Staff responded that that was true that OmniRide local service would no longer serve that area some level of service would be available on the Manassas Metro Express in that area and that local trips on the OmniRide Express services pay only the local fare.

Staff was asked whether the proposed routing changes to the Cross County route would retain service at Manassas Mall. Staff responded that the Cross County route would no longer Manassas Mall, but it would serve the proposed Old Town hub allowing transfers from the OmniRide local routes. This routing change will allow for the route to operate at improved frequencies – currently 70 minutes, proposed 45 minutes.

Staff discussed concepts for promotion including promotional fares to incentivize ridership and that the proposed services will be piloted in the Western Service Area.

A suggestion was made to name the new transit area ‘the Hub’. Discussion followed of the benefits of establishing the hub at the proposed site and that it would likely be a popular and appreciated edition to Old Town.

Staff was asked whether a public hearing was being held in the Woodbridge area. Staff responded that a hearing was scheduled on October 24th at 7:00 PM at the PRTC Transit Center.

Staff was asked to provide more detail about potential new passes and fare payment options. Staff responded that staff has already developed concepts for new pass products and intends to pursue a mobile ticketing application that will provide greater flexibility for fare payment and overcome existing technical barriers that occur with the SmarTrip system.

Staff was asked whether additional locations for loading value on SmarTrip cards will be available. Staff responded that for local travelers a mobile app would serve as a replacement for SmarTrip and reloading on the bus would not be necessary. Staff was then asked whether buses would go cash free. Staff responded that there are no current plans to go cash free on buses.

Staff was asked whether the proposed routing changes would be reflected In Google Maps. Staff responded that OmniRide provides a GTFS feed to Google Maps and that any services changes are reflected in Google. Staff was also asked about some confusion caused by renaming routes. Staff responded that OmniRide intends to implement a route numbering convention to replace the long names.

Staff was asked whether new bus stop signs were being considered. Staff responded that new signs were being developed as part of the rebranding effort.

Staff was asked about weekend service in Manassas and Manassas Park. Staff advised that weekend service would be contingent on available funding and that the current concentration was on improving existing service.

Staff was asked about the Western Maintenance Facility. Staff responded that the facility is nearing construction and explained the benefits of the facility.

Comment was made regarding planned development at Innovation and Davis Ford Road that will require additional transit services.

Comment was made that a younger demographic in the area is more amenable to using transit. Improving service is a key to meeting the expectations of these populations. Further discussion ensued regarding the general value of transit service.

Staff was asked whether operating service on a 30 minute frequency. Staff explained that 30 minute frequencies were not being considered due to fiscal constraints. A discussion followed regarding what appropriate frequencies were in a suburban environment. Staff also explained the benefits of modular routing and the flexibility to increase frequencies on select routes as demand increases.

Comment was made that the proposed changes seemed focused on reducing travel times and providing more direct service for riders. Staff responded that this is an advantage of changing from the current flex routing to a complementary paratransit service. Schedules no longer have to have time built in for serving off-route trips, allowing travel times to be reduced. Staff also explained that paratransit can serve as the first layer of flexible services in the Manassas area.

Comment was made that the Manassas area has been in the news lately for positive and innovative initiatives.

Comment was made that the current travel times were exhausting for those riding routes end-to-end and the proposed service would greatly improve that.

Staff was asked why the Manassas North route served Ashton Avenue instead of Sudley Road. Priority seemed to be given to those on the south side of Sudley and the north side didn't get the same quality of service. Sudley Road is a potential redevelopment site and PRTC should work with the county to ensure that transit is included in any redevelopment. Staff explained that the Manassas Metro Express will cover some of that area, pointed out that Ashton has significant residential development along it. As the area redevelops OmniRide will work with the county and City of Manassas on appropriate service.

Comment was made about the need for high-quality transit service on Route 28. Especially given planned developments and roadway improvements in the Route 28 corridor. Plans for service along Route 28 should be included in the Transit Development Plan. A suggestion was made that OmniRide coordinate with Fairfax Department of Transportation on Route 28 widening.

Mr. Palistrant gave an overview of the proposed Haymarket/Rosslyn Express service and the new commuter lots in the I-66 corridor.

Staff was asked whether there would be service provided later in the morning than on current schedules. Staff responded that the proposed Haymarket/Rosslyn schedule includes an 8:00am trip. The I-66 Commuter Choice program may provide a funding source for later trips once additional commuter parking is available.

Staff was asked whether capacity exists to absorb new riders with the half-fare program on I-66. Staff responded that ridership has increased, but in general capacity exists on buses.

Staff was asked whether OmniRide had been included in recent WMATA bus planning efforts. Staff responded that OmniRide had not been asked to be part of any recent WMATA planning efforts.

Staff explained that the service proposals will be presented to the Commission separately. The Haymarket/Rosslyn Express service will be presented at the November Commission meeting so that service might start coincident with the opening of the Haymarket Commuter Lot in December. The local service restructuring plan may not be presented for a decision until the December Commission meeting or later.

Mr. Steigerwald gave an overview of the Transit Development Plan, the Transportation Demand Management Plan, and the agency's Strategic Plan. Staff explained that the plans were still in development and that input is appreciated.

Comment was made that the proposed changes were positive and should benefit the community especially senior citizens.

Conversation followed regarding changing demographics within the area and the impact of a growing senior population.

Staff was asked whether electric and autonomous buses would be considered. Staff responded that the technology is still being tested to some degree, especially buses that are appropriate for long-distance commuter services. While autonomous vehicles are likely eventually fitting them into a ten-year plan is challenging. Staff further explained that the Strategic Recommendations allow the flexibility to consider new technologies.

Staff asked attendees to provide input and comment on potential service to be included in the TDP and TDMP. Comments should be sent to the publichearing@omniride.com email address.

Mr. Steigerwald asked for any further questions or comment. Hearing none, the hearing was closed at 8:55 PM. Staff advised attendees that they would be available after the hearing for any further questions about the proposed new services.

PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP
Haymarket Gainesville Library, October 18, 20018, 7:00 PM

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NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 Tiosadie Horton	5112 Amelia Springs Ct Haymarket	X	
2 RANAMVIR BHAMBA	6442 Ashby Grove, Haymarket VA	✓	
3 Gena Kocher	15728 Rothschild Ct Haymarket VA		
4 MARK SHARP	5683 Wheelwright Way Haymarket VA	?	
5 MARIE ORT	15716 Rachel Pl. HM	✓	
6 Lori Briggs	6016 Wake Crest Ct. Haymarket VA	✓	
7 Darryn M. Briggs	6016 Wake Crest Ct Haymarket, VA	✓	
8 Deb Hamrick	9805 Luck Penny Ct Bristow VA		
9 Kevin "	" "		
10 DOROTHY	VERMONT VA	✓	
11 Magene Hardad	10845 Harry Abbott		
12 C.J. Phelps	Abby Grove Lane, Haymarket	✓	
13 Gloria Kagra	14072 Clarence Ln Germantown		
14 Zakir Mahmood	5651 Bengal Pl. Haymarket, VA 20189	✓	
15 CHRISTOPHER FLORENZ	5701 Ansel Lodge Rd, Haymarket 20189		
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Public Hearing Summary
Haymarket-Gainesville Public Library
October 18th, 2018 7:00 PM

PRTC Staff Present:
Perrin Palistrant, Chuck Steigerwald

Members of the Public Present:
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Chuck Steigerwald opened the public hearing at 7:08 PM. Staff was introduced and attendees were asked to introduce themselves.

Comment was provided that service from Haymarket to Washington, DC was preferred. Staff was asked about access from the planned stop in Rosslyn to Metrorail. Staff pointed out that the stop at Courthouse provided better access to Metrorail.

Staff was asked about ridership on the Linton Hall Metro Express. Staff explained that ridership on that route has declined over time due to the introduction of the express routes to Washington, DC and the Pentagon, moving service to Tysons Corner from West Falls Church, and the elimination of one trip.

Staff was asked whether service to the Vienna Metro Station has been considered. Staff responded that serving Tysons instead of Vienna provides better access to the Tysons Corner employment area, maintains connection to Metrorail, and provides better regional bus connectivity.

Staff explained the hearing format and agenda.

Mr. Palistrant gave an overview of the Haymarket/Rosslyn Express service and planned new commuter lots.

Staff was asked about fare rules governing transfers. Staff explained the regional bus transfer policies.

Staff was asked whether the hearing was intended to inform or gather input. Staff responded that the intention was to give people the opportunity to provide input into the proposed service and for future transit services in the area.

Staff was asked whether the DC2NY buses operating out of the Cushing Road Commuter Lot relocate to the new commuter lots. Staff responded that is an unknown and VDOT might be the best source of information on that question.

Staff explained that there is a transit service plan for I-66 once the Express Lanes open and it is expected that plan to be revisited prior to the opening of the Express Lanes.

Staff also explained the concept of the flexible commuter lot shuttles funded through the I-66 Commuter Choice program. Staff was asked whether SmarTrip would be accepted on the flexible services. Staff explained that fare payment would be through a mobile application.

Staff was asked whether OmniRide is including the Express Lanes construction into our planning and if staff could speak to the conversion from HOV-2 to HOV-3. Staff explained that the experience with HOV-3 on I-95 shows that a commuter culture forms around non-SOV modes, acting to reduce congestion. It's an important factor in vanpooling, transit use, and slugging. Staff also pointed out that travel in the new Express Lanes will be faster, particularly for transit.

Staff was asked who owns the commuter lots. Staff responded that VDOT owns and maintains most of the area commuter lots.

Mr. Steigerwald gave an overview of the Transit Development Plan, Transportation Demand Management Plan, and Strategic Plan. Staff explained that general comment on the TDP and TDMP would be accepted beyond the published comment deadline of October 31st. The plan is still in development and that staff would appreciate hearing what services citizens would like to see over the next decade.

Staff was asked about the number of trips proposed for the Haymarket/Rosslyn service. Staff responded that the service would consist of four morning and four afternoon trips.

Staff explained the expected impact of Express Lane funding on OmniRide express services and gave an overview of potential TDM services. Staff asked attendees to give thought to what local services would be needed in the next decade and what role OmniRide should play in the community. Attendees were encourage to respond to the publichearing@omniride.com email address.

Staff was asked how OmniRide would able to accommodate the number of vehicles to operate planned and potential services. Staff responded that the Western Maintenance Facility will provide sufficient capacity and that the services related to the Express Lanes have been planned into that construction.

Staff was asked if there were projections for ridership on the Haymarket/Rosslyn. Staff responded that within a four-five year period ridership should be around 300 passenger trips per day. During the first year of service ridership should be about half of that.

Staff was asked about the timeline for opening the Haymarket and University Boulevard Commuter Lots. Staff responded that the Haymarket Lot is expected to open in December and the University Lot in summer of 2019.

Staff was asked about plans for service from the University Commuter Lot. Staff responded that those decisions haven't been made yet, but the transit plan for the I-66 Express Lanes does provide a base plan for those services (contained in the hearing material). Staff then gave an overview of the current thinking.

Comment was provided that the afternoon commuter was the biggest issues for current bus riders from Washington, DC. Congestion through the routing in the city causes significant delay. Staff advised that we were considering ways to improve the routing and time travel. Staff also advised that greater financial resources will be available with the opening of the Express Lanes and OmniRide will have greater flexibility.

Staff was asked about potential service to Alexandria. Staff responded that Alexandria has been identified Alexandria as a strong candidate for service expansion and that staff has been working with

several large employers in Alexandria (PTO, NSF, etc.) on employee transportation programs. Staff suggested that vanpooling and carpooling would be strong alternatives for employees in that area. Staff explained vanpooling incentives currently available in the I-66 corridor. OmniRide staff can provide assistance to anyone considering starting a vanpool.

Staff was asked whether consideration might be giving to making the first drop-off stop in Rosslyn rather than Ballston since Rosslyn hosts more activity. Buses can serve Rosslyn and then backtrack to Ballston. Staff advised that it can be considered, but that the proposed routing makes more directional sense. Arlington also county also is careful about bus stop placement and service. The proposed routing uses existing stops and relocating existing stops would be difficult.

Staff was asked whether one trip per day would be considered to Alexandria. Staff pointed out that VRE currently provides service to Alexandria. The commenter explained that accessing the VRE station has become more time consuming over time and it is no longer a viable option. Staff made the suggestion that OmniRide to the Pentagon and a transfer to DASH service might be a viable option.

Staff was asked whether consideration might be given to providing service to the West Falls Metro Station again. Staff advised that service to West Falls Church was reasonable and future service could be considered.

Attendee commented that he stopped taking the OmniRide Linton Hall Metro Direct but stopped when service reductions eliminated one morning and one afternoon trip. They now use Fairfax Connector service from Stone Road. They work in Ballston and would use the service daily if the schedule works for them. Flexibility in schedule is the key for them.

Mr. Steigerwald brought the hearing to a close at 8:32 PM.

PRTC Public Hearing

Proposed TDP, TDMP, Haymarket/Rosslyn Express Service, Western Service Area Restructure PRTC Transit Center, October 24, 2018, 7:00 PM

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NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 Hugh C. Munro	3701 FAIRFIELD LA		<input checked="" type="checkbox"/>
2 EKOW ACQUAH	7891 APACHE RIDGE CT.		
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Public Hearing Summary
OmniRide Transit Center
October 24th, 2018 7:00 PM

PRTC Staff Present:
Perrin Palistrant, Chuck Steigerwald

Members of the Public Present:
2

Chuck Steigerwald opened the public hearing at 7:10 PM.

One member of the public was present at the opening of the meeting. That person had also attended the public hearing the previous week in Manassas. Staff gave the person the opportunity to ask further questions and/or provide further comment.

At approximately 7:40 PM a second member of the public joined the hearing. Mr. Steigerwald gave an overview of the hearing agenda. Mr. Steigerwald gave an overview of the Transit Development Plan and Transportation Demand Management Plan process and Mr. Palistrant gave an overview of the proposed Haymarket/Rosslyn service.

Staff asked the members of the public if there were any questions or comments on the subjects covered in the presentation.

Staff was asked to further explain the flexible vanpool and on-demand shuttle concepts. Staff gave an overview of those programs.

Staff was asked about future plans for service in the I-66 corridor besides Washington, DC and Rosslyn. Staff responded that the I-66 Transit and TDM Plan for services once the Express Lanes open include new services to areas such as Dulles, Reston, and Merrifield.

Staff was asked whether there would be consideration of returning mid-day, late evening, and off-peak service to the Manassas Metro Express route. Staff responded that is currently being considered, but is not currently budgeted.

Staff was asked to give an explanation of the services reductions implemented in previous fiscal years. Staff gave an overview of funding issues and the decline of fuel tax revenues in previous years.

Mr. Steigerwald brought the hearing to a close at 8:29 PM.

Charles Steigerwald

From: Lisa Merlino <lisakmerlino@gmail.com>
Sent: Friday, October 5, 2018 11:11 AM
To: Charles Steigerwald
Subject: bus schedules

Please return to Manassas Park A and Manassas Park B bus systems. If not possible please have a direct bus from Westgate to Manassas Mall. Thank you for listening. Sincerely, Lisa Merlino.

Charles Steigerwald

From: Perrin Palistrant
Sent: Thursday, October 11, 2018 3:18 PM
To: Charles Steigerwald
Subject: FW: Manassas Park A and B OmniRide Local Routes

FYI

From: Lisa Merlino [mailto:lisakmerlino@gmail.com]
Sent: Tuesday, October 9, 2018 10:23 AM
To: Perrin Palistrant <ppalistrant@omniride.com>
Subject: Re: Manassas Park A and B OmniRide Local Routes

Received, thank you.

On Fri, Oct 5, 2018 at 1:57 PM Perrin Palistrant <ppalistrant@omniride.com> wrote:

Dear Ms. Merlino,

Thank you for commenting on the proposed restructuring of Manassas and Manassas Park Local bus service. With our new proposed paratransit and flexible services, traveling between Westgate and Manassas Mall would be possible even without the regular bus service. If we receive approval to operate this service, we will provide information as to how to use the service and make traveling through Manassas and Manassas Park much easier.

We will continue to consider other options for future services beyond what we are proposing as more funding is available.

Sincerely,

Perrin Palistrant

Director of Operations and Operations Planning

OmniRide

703-580-6162

Charles Steigerwald

From: Andrew Kovacs <scavok@gmail.com>
Sent: Wednesday, October 17, 2018 9:48 AM
To: Charles Steigerwald
Subject: Question and Comment about Manassas Metro Express

The Manassas Metro Express slide says all trips will start/end at Old Town, but the route on the map still has it veering off of Sudley to the bus stops at Portsmouth and Williamson Blvd. So it is all passenger trips start/end at Old Town, or all bus trips?

If the former, it will be an incredible improvement and I look forward to being able to take transit again.

If the latter, those stops add nearly an hour to the roundtrip to/from Manassas City, particularly on the return trip with 4 additional left turns in gridlock. As long as those stops still exist. It is much faster to drive myself even without using the HOV lane on 66, and it's still not feasible to use the bus service while I have driving as an option.

In either case, changing to Old Town from the Mall is an improvement.

Charles Steigerwald

From: Perrin Palistrant
Sent: Wednesday, October 17, 2018 10:36 AM
To: scavok@gmail.com
Subject: Manassas Metro Express Service

Good morning Mr. Kovacs,

Thank you for taking the time to provide feedback on the proposed changes to several routes in Manassas. The change proposed for the Manassas Metro Express essentially extends all trips to Old Town rather than a few starting at Manassas Junction and the rest starting at Manassas Mall. The goal is to create a simplified routing without variations that serves stops between Old Town and Williamson and Stonehouse to recover service that was reduced with the July 2016 service change. Without a dedicated commuter lot in Old Town (The garage near the VRE station does not have enough capacity for a robust commuter bus/commuter rail option to operate simultaneously), operating the trip with that being the only stop would not attract that many passengers and we would still need a separate service to operate to the areas east of Sudley if they were split into two different routes.

The route would begin at the proposed new transfer hub in Old Town Manassas to provide additional connectivity with the proposed changes in the local and Cross County services. As other new roadway projects potentially begin, such as widening of Route 28, adding service to that corridor with dedicated service through Old Town will certainly be considered and offer multiple options compared to what is operated today.

The ultimate goal would be to evaluate further to include potential reinstating of all day, bi-directional service between Manassas and Tysons.

Please let me know if you have any questions and thank you again for your comments.

Perrin Palistrant
Director of Operations and Operations Planning
OmniRide
703-580-6162

Charles Steigerwald

From: E Talaat <redwings235@yahoo.com>
Sent: Thursday, October 18, 2018 4:24 PM
To: Charles Steigerwald
Subject: about changeto west courthouse a mosby st

Dear publichearing @omniride.com,

I use the bus frequently and I always go to the mall. I never need to go to the courthouse. I see many people taking the bus at the mall . I think it is very wrong to change to the courthouse people don't need to go to the courthouse . People always need to go the mall for groceries or clothes, or to the resturants at the mall . Nobody goes to the courthouse frequently. The centerhub should stay at the mall. The courthouse does not even have the space for all the buses. The centerhub should stay at the manassas mall. Thank you

Ms. Talaat

Charles Steigerwald

From: Perrin Palistrant
Sent: Thursday, October 18, 2018 4:59 PM
To: redwings235@yahoo.com
Subject: OmniRide Service

Dear Ms. Talaat,

Thank you very much for commenting on the proposed changes to local bus service in Manassas and Manassas Park. The proposed new hub will still allow passengers to travel to the mall. However, the mall itself is not a very good place to locate the hub to be. For one, the area that is designated for us is extremely cramped and often times buses are blocking the roadways preventing other traffic from getting around. Second, by forcing transfers at the mall, particularly for those coming from NOVA or other parts of Manassas, it causes a long commute to have to transfer to go from one end of Manassas to another. With service operating every hour to hour and 15 minutes, it becomes a very inconvenient and long trip for many people just to go from one end of the City to the other.

By locating the hub in Old Town Manassas, not only is the court house served, but so are social security offices, Veterans offices, senior centers and access to other services in downtown. We're proposing to eliminate deviations from the regular bus service that will make the trip much faster and reliable, even if someone has to transfer to another bus at the hub. By running more frequently it will make commuting through Manassas much more convenient. One other aspect is we would shorten the Cross County Connector to operate between this hub and Woodbridge making that route operate more frequently and able to connect directly with timed transfers with the other routes in Old Town. It will also make transferring to routes in Woodbridge much easier too.

If this proposal is passed, we will make sure to assist our passengers in any way possible, but a total restructure of the service to streamline the routes, provide a more viable transfer option (we will have the ability to stop the bus on both sides of the small street) and more consistent, frequent and reliable service, will make the operation much more user friendly.

Thank you.

Perrin Palistrant
Director of Operations and Operations Planning
OmniRide