

**ITEM 11-A  
November 1, 2018  
PRTC Regular Meeting  
Res. No. 18-11-\_\_\_**

**MOTION:**

**SECOND:**

**RE:           ACCEPTANCE OF OMNIRIDE HAYMARKET/ROSSLYN PUBLIC PARTICIPATION  
PROCESS AND AUTHORIZATION TO IMPLEMENT EXPRESS BUS SERVICE AS  
PROPOSED**

**ACTION:**

**WHEREAS**, a new 200 space commuter lot is being constructed in Haymarket and is expected to open in late 2018 or early 2019; and

**WHEREAS**, commuter bus service from the new lot would enhance the existing bus network in the western portion of the County and provide relief to other nearby commuter lots; and

**WHEREAS**, management is proposing a new route that would serve the Haymarket Commuter Lot; and

**WHEREAS**, the implementation of a new route qualifies as a Major Service Change under PRTC's Public Participation Policy; 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**, management has identified new regional fuel tax revenues as a funding source; and

**WHEREAS**, management will pursue additional funding sources to sustain the proposed service;

**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 planned bus service between the Haymarket Commuter Lot and Rosslyn.

**ITEM 11-A**  
**November 1, 2018**  
**PRTC Regular Meeting**  
**Res. No. 18-11-\_\_**  
**Page Two**

**Votes:**

**Ayes:**

**Nays:**

**Abstain:**

**Absent from Vote:**


**Alternate Present Not Voting:**


**Absent from Meeting:**



November 1, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Chuck Steigerwald  
Director of Strategic Planning 

THROUGH: Robert A. Schneider, PhD  
Executive Director 

SUBJECT: Acceptance of OmniRide Haymarket/Rosslyn public participation process and authorization to implement express bus service as proposed.

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Recommendation:

Accept the results of the Public Participation process for the proposed OmniRide Express service between Haymarket and Rosslyn and authorize the Executive Director to implement the service as proposed.

Background:

The Virginia Department of Transportation (VDOT) is constructing new commuter lots in the western portion of the County to support the Transform 66 project and encourage alternate modes of transportation. The first new commuter lot will be built in Haymarket, near the intersections of I-66 and US 15, and is planned to open in early 2019. This 200 space facility adds much needed commuter parking capacity in the I-66 corridor and allows for the expansion of commuter bus services, as well as carpooling and other ridesharing options.

To enhance the express bus network, OmniRide Planning staff evaluated existing and new services proposed in the Transform 66 Bus Network Plan, as well as reviewing requests provided by customers. Management is proposing a new express bus route from Haymarket to the Rosslyn-Ballston employment area. Currently, passengers in the western portion of the County have no direct transit options and must either a transfer from bus to Metrorail or between buses at the Pentagon to reach this corridor. This new route would provide four morning and four evening trips, and serve five bus stops in Arlington.

At its September 6, 2018 meeting the Commission authorized the Executive Director to commence the public participation process for the proposed Haymarket/Rosslyn OmniRide Express 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 and on our website and notices sent via the Rider Express email system. Comment was also received via the [publichearing@omniride.com](mailto:publichearing@omniride.com) email address.

Subjects considered under this public participation process also included the proposed Western Service Area Local Restructuring Plan and the Transit Development and Transportation Demand Management Plan. Materials provided to the Commission will include all public comments received during the process, but this report will only concern comments regarding the proposed Haymarket/Rosslyn Express service. Staff will address the remaining subjects at an upcoming Commission meeting.

A total of 34 members of the public attended the public hearing events. Summaries of each hearing are provided as attachments. At the October 17<sup>th</sup> hearings in Manassas Park and Manassas discussion and comment regarding the proposed Haymarket/Rosslyn Express service focused on the following:

- Whether the proposed service requires the purchase of additional vehicles (no)
- Whether later morning service would be provided on this route (yes)

As was to be expected, the October 18<sup>th</sup> hearing at the Haymarket-Gainesville Library was mainly focused on the proposed new service. Of the 15 members of the public attending those hearing most were current or former users of OmniRide service. While some discussion concerned issues with current services the main points of discussion were the following:

- Several current riders expressed a preference for service to Washington, DC instead of Arlington from the Haymarket Commuter Lot
- Timeline for the opening of the new commuter lot and the implementation of the proposed service
- The opening of spaces at the University Boulevard Commuter Lot and OmiRide plans for service from that lot
- Current, former, and potential riders expressed general support for the proposed service.

Eight written comments were received through the [publichearing@omniride.com](mailto:publichearing@omniride.com) email address. Of those, four concerned the proposed Haymarket/Rosslyn service with three of the four expressing support for the proposed service. The fourth comment included a three page document that expressed support for service to the Ballston/Rosslyn area, but stated a preference that the route serve one of the existing commuter lots instead of the new Haymarket Commuter Lot and the suggestion that Rosslyn be the first stop served in Arlington instead of the last.

Based upon the input received during the public participation process management has concluded that no changes to the proposed Haymarket/Rosslyn Express service are necessary. Implementation of the service would be scheduled to align with the opening of the Haymarket Commuter Lot.

Management is proposing that the route be funded through new fuel tax revenues while we continue to seek funding through external sources.

Fiscal impact: Annual operating costs for the proposed service is estimated at \$340,000. New fuel tax revenues would fund the service while management seeks an alternative funding source.

# 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  | 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

| PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE |                            |                                 |    |
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| NAME/NOMBRE                                  | ADDRESS/ DIRECCION         | Plan to comment/Quiero comentar |    |
|  |                            | Yes                             | No |
| 1 Maria Sanguado                             | Office of Del. Danica Roem |                                 | ✓  |
| 2 Teanette Rishell                           | City of Manassas Park      |                                 |    |
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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:

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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 31<sup>st</sup>. 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](mailto: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 Scherfke                              | 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 24<sup>th</sup> 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](mailto: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

| PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE |                                      |                                 |    |
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|  |                                      | Yes                             | No |
| 1 Tiesadie Horton                            | 5112 Amelia Springs Ct Haymarket     | X                               |    |
| 2 RICHARD BRYAN                              | 6442 Ashby Grove, Haymarket VA       | ✓                               |    |
| 3 GENE 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 MAGNIE HANCOCK                            | 10845 Hany Abbott                    |                                 |    |
| 12 C. J. Phelps                              | Abby Grove Lane, Haymarket           | ✓                               |    |
| 13 JUNE KAGRA                                | 14072 Clarence Ln Gainesville        |                                 |    |
| 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 31<sup>st</sup>. 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](mailto: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

| PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE |                       |                                 |                                     |
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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. |                                 |                                     |
| 3  |                       |                                 |                                     |
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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:** Joseph Crecco <joseph.crecco@gmail.com>  
**Sent:** Friday, October 19, 2018 11:26 AM  
**To:** Charles Steigerwald  
**Subject:** Comment: Haymarket Express Service Plan

Hello,

I would like to express my strong support for the proposed Haymarket Express service through OmniRide. As we all know, public transit options for the residents of Gainesville and Haymarket are sorely lacking. With VRE recently pulling back plans for an extension and Metro in no position to extend the Orange Line within the next several decades, this proposed route serves as the best opportunity to fill a much-needed commuting option for area residents.

The new Haymarket commuter lot opening later this year should prove beneficial to the area in its own right, however, transit service such as this proposed bus route will further incentivize use of the lot, making a stronger case for expansion both in size and services offered. Please consider moving forward with this service.

Thank you,  
Joe Crecco

## Charles Steigerwald

---

**From:** Charles Steigerwald  
**Sent:** Friday, October 19, 2018 1:13 PM  
**To:** Joseph Crecco  
**Subject:** RE: Comment: Haymarket Express Service Plan

Mr. Crecco,

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes.

The opening of the Haymarket Lot is the first of a number of changes coming to I-66 corridor that will significantly impact travel in a positive way. This coming summer VDOT is expected to open 900 spaces at the University Boulevard Commuter Lot - more than doubling the parking capacity in the Gainesville/Haymarket area. Once construction of the Express Lanes is complete a continuing and substantial investment in transit services will follow. It's not too soon for us to begin thinking about what services would make the most sense in the corridor and we'd appreciate hearing from area residents on what they'd like to see. Feel free to reach out at any time to let us know what you would consider to be sound investments for the future of I-66.

Thank you again for taking the time to provide comment on the proposed Haymarket service.

Chuck Steigerwald  
Director of Strategic Planning  
Potomac and Rappahannock Transportation Commission  
703-580-6144  
[csteigerwald@omniride.com](mailto:csteigerwald@omniride.com)

**From:** Joseph Crecco [mailto:joseph.crecco@gmail.com]  
**Sent:** Friday, October 19, 2018 11:26 AM  
**To:** Charles Steigerwald <Csteigerwald@omniride.com>  
**Subject:** Comment: Haymarket Express Service Plan

Hello,

I would like to express my strong support for the proposed Haymarket Express service through OmniRide. As we all know, public transit options for the residents of Gainesville and Haymarket are sorely lacking. With VRE recently pulling back plans for an extension and Metro in no position to extend the Orange Line within the next several decades, this proposed route serves as the best opportunity to fill a much-needed commuting option for area residents.

The new Haymarket commuter lot opening later this year should prove beneficial to the area in its own right, however, transit service such as this proposed bus route will further incentivize use of the lot, making a stronger case for expansion both in size and services offered. Please consider moving forward with this service.

Thank you,  
Joe Crecco



## Charles Steigerwald

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**From:** Tenia Nelson <niabia1975@yahoo.com>  
**Sent:** Wednesday, October 10, 2018 7:34 AM  
**To:** Charles Steigerwald  
**Subject:** Haymarket / Rosslyn route

Please approve the Haymarket/Rosslyn route. This would be great. I currently take the Gainesville/Pentagon route and its crowded.

Thanks  
Tenia Nelson

Sent from Yahoo Mail on Android

## Charles Steigerwald

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**From:** Charles Steigerwald  
**Sent:** Thursday, October 11, 2018 9:06 AM  
**To:** niabia1975@yahoo.com  
**Subject:** RE: Haymarket / Rosslyn route

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes.

We're glad to hear that the service could work for you and we're thankful for your support. Thank you for taking the time to let us know.

Chuck Steigerwald  
Director of Strategic Planning  
Potomac and Rappahannock Transportation Commission  
703-580-6144  
[csteigerwald@omniride.com](mailto:csteigerwald@omniride.com)

**From:** Tenia Nelson [mailto:[niabia1975@yahoo.com](mailto:niabia1975@yahoo.com)]  
**Sent:** Wednesday, October 10, 2018 7:34 AM  
**To:** Charles Steigerwald <[Csteigerwald@omniride.com](mailto:Csteigerwald@omniride.com)>  
**Subject:** Haymarket / Rosslyn route

Please approve the Haymarket/Rosslyn route. This would be great. I currently take the Gainesville/Pentagon route and its crowded.

Thanks  
Tenia Nelson

Sent from Yahoo Mail on Android

## Charles Steigerwald

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**From:** Matt <mattsabback@gmail.com>  
**Sent:** Sunday, October 14, 2018 4:15 AM  
**To:** Charles Steigerwald  
**Subject:** Haymarket - Ballston/Rosslyn direct

To whom it may concern:

As a resident of Haymarket and someone who works in the Arlington/Alexandria areas , I'd love and certainly use a direct bus line to Arlington. The opportunity afforded by this would help alleviate some of the traffic on 66 and give the people of Western Prince William County, Fauquier county and Warren county more options. I'd happily pay up to \$10-12 a day to use this service as that would offset my current fuel costs, lessen the wear and tear on my vehicle and allow me to relax on the way to/from work.

Thanks for consideration and I hope this comes to fruition.

Matt Sabback

## Charles Steigerwald

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**From:** Charles Steigerwald  
**Sent:** Monday, October 15, 2018 9:48 AM  
**To:** Matt  
**Subject:** RE: Haymarket - Ballston/Rosslyn direct

Mr. Sabback,

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes.

We're glad to hear that the service could work for you and we're thankful for your support. Thank you for taking the time to let us know.

Chuck Steigerwald  
Director of Strategic Planning  
Potomac and Rappahannock Transportation Commission  
703-580-6144  
[csteigerwald@omniride.com](mailto:csteigerwald@omniride.com)

**From:** Matt [<mailto:mattsabback@gmail.com>]  
**Sent:** Sunday, October 14, 2018 4:15 AM  
**To:** Charles Steigerwald <[Csteigerwald@omniride.com](mailto:Csteigerwald@omniride.com)>  
**Subject:** Haymarket - Ballston/Rosslyn direct

To whom it may concern:

As a resident of Haymarket and someone who works in the Arlington/Alexandria areas , I'd love and certainly use a direct bus line to Arlington. The opportunity afforded by this would help alleviate some of the traffic on 66 and give the people of Western Prince William County, Fauquier county and Warren county more options. I'd happily pay up to \$10-12 a day to use this service as that would offset my current fuel costs, lessen the wear and tear on my vehicle and allow me to relax on the way to/from work.

Thanks for consideration and I hope this comes to fruition.

Matt Sabback

## Charles Steigerwald

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**From:** Porter, Irene B (OIG) <porterIB@state.gov>  
**Sent:** Monday, October 22, 2018 5:50 AM  
**To:** Charles Steigerwald  
**Cc:** irenebporter@yahoo.com  
**Subject:** PRTC Meeting Haymarket to Rosslyn - Opinion\_Suggestion Statement from long-term Gainesville riders  
**Attachments:** PRTC Meeting.docx

Please read the attached statement regarding the proposed Haymarket/Rosslyn bus and provide a simple response to indicate it has been received and read.

Thank you,

Irene Porter

## **PRTC Meeting Regarding Proposed Bus Haymarket to Ballston/Rosslyn**

I wanted to attend the October 18, 2018 meeting in person but the 5:18 pm PRTC bus from Pentagon was late and the Thursday traffic compounded the delay. I did not get off the bus in Gainesville until 7 pm. By that point I was too hungry and tired to commute additional 15 minutes to the Haymarket Library.

If I had attended, I would have made the following statement in person.

Good evening. My name is Irene Porter. Long time Gainesville Rider (since January 2008 – when there were coins and near munity for failure for the first bus to show due to contract for drivers not selecting the route). Everyone had the Dispatch phone number loaded in their cell. We took turns calling to ask “where is the bus?” The changed the phone number and we could no longer phone Dispatch. PRTC management would come and hand out bus tokens to appease the masses.

Administration - Could you clarify to drivers that is it OK to show up earlier than the stated departure time in order to load the bus and depart at the stated departure time?

Winter

High ridership level takes time to load. Need to be present at least 5 minutes before departure.

## **PRTC Changes to Gainesville Service Have Been Well Received**

### **If you provide it – they will ride.**

Adding the Pentagon direct busses to/from Gainesville was very well received. I took the annual surveys, then stopped because the request was never filled. We had asked for Gainesville to downtown DC and Pentagon for a long time. By the time PRTC provided the downtown route, I no longer worked downtown. Adding the Pentagon bus means no longer going to Tyson and riding the train from a region outside a reasonable commute area.

Adding the Gainesville stops to the last to Manassas bus runs was also really appreciated. Contrary to popular belief, Federal employees work hard and often work late. Most like to get to work early as it shortens the total commute time. Van pools/car pools often don't work for us because we need flexibility in departure time (management meetings late in the day, etc.). Knowing I can work until 6 pm or 7:32 pm and still get to home Gainesville by 9:15 via Pentagon/Manassas/Gainesville bus is priceless.

The change directing all busses to Tyson's Corner rather than West Falls Church was not well received. It added an hour or more to the daily commute. Once you provided the direct bus to Pentagon, many riders moved off the Tyson bus in favor of a shorter, more direct, commute using Pentagon. I never go to Tyson's unless: 1) I know will miss the bus at Pentagon based on

timing of trains, 2) I plan shop at Tyson before commuting home, or 3) emergency action plan requires it.

Once the Pentagon routes were established, word of mouth from your riders filled them. It is sometimes standing room only. The need was always there. Thank you for filling it.

### **Proposed Bus Route from Haymarket to Rosslyn**

There is demand for **direct** bussing to **Rosslyn** rather than Pentagon for people who work in that region of Virginia and downtown. Riders currently going to Pentagon and then taking the train to Rosslyn or downtown would prefer to take a direct PRTC bus to a metro stop on the orange, silver, or blue without going to Tyson's or Pentagon. Those needing yellow line would still go to Pentagon.

Pentagon busses are great if you work at the Pentagon. If you don't work at Pentagon, the problem is the distance from the train to the bus bays and stairs/escalators. It is the equivalent of 4 city blocks (each way) to move from train to bus bay and the overall congestion to get in and out. That is a lot of walking/running to catch bus and train. If miss the bus, it is a long wait. The 5:18 pm bus Pentagon to Gainesville is often late. Very late. The other busses are normally on time. Miss it by a minute and you are standing outside on concrete waiting for the next bus. It is very stressful if fear going to miss the bus. If riders can avoid metro altogether – that is ideal as it removes one risk factor for the commute.

Several people I work with have stated they will immediately stop carpooling and paying for parking in Rosslyn if a bus direct from Gainesville to Rosslyn is established. They will save hundreds in parking each month and stop wear and tear on cars.

- It is 30 miles from exit 43 to exit 73 Rosslyn. It is a 40 minute drive in HOV lane from **Rosslyn to Gainesville**. I know – I had to ride with these people when Metro shut down the train for two weeks in August.
- It is a 35 minute drive from Gainesville to Rosslyn (Linton Hall and 29 to Rosslyn Metro stop driven at 4:25 am).

**Both are perfectly acceptable commute times for the region. If we only had a direct bus.**

State Department has many annexes on or near the Rosslyn metro (SA-3, SA-6, SA-15, SA-39, SA-14). Other federal agencies are also located there (USPS OIG, etc.)), as well as private sector. The Rosslyn Metro stop is also a commuter bus interchange. It is an ideal choice for expanded service to Gainesville/Haymarket residents. Advertising the change could fill the bus.

**Survey of fellow riders on the proposed change noted the following:**

1. **Preference would be to have the departure be the new park and ride or Limestone (until the new lot is completed) rather than Haymarket.** For those of us south of 29 and near Linton Hall – we prefer the Limestone lot. We would not drive to Haymarket to

get on a bus and then have 8 stops until we reach our preferred destination (Rosslyn). It is 10-12 minute drive and has many traffic lights that make timing the drive challenging. It has several speed limit changes and the 25 miles per hour speed limit area is subject to regular police speed traps. It can be quite congested in the evening. We know how long it takes to make all those stops at the subdivisions on Heathcote. We suffered subdivision stops on the forced Tyson route until the Pentagon direct route was added. We would not ride a Haymarket bus and would continue Pentagon instead.

2. **Preference would be to drop at Rosslyn first and then have the bus route back westward to make the other 4 proposed stops at Courthouse, hospital, GMU, and Ballston.** People who work in Rosslyn have a direct commute. Those who need to continue traveling east can **immediately get the train** at Rosslyn and quickly go east with shortened number of stops. Those who do not want to sit for all stops going west (GMU and hospital) can catch the train, if desired, and go 1 to 2 stops to Courthouse and Ballston. That change would have no effect on PRTC revenue earned for the trip. Depending on the commuter final destination, it would save a great deal of daily commuter **time and influence riders**. We would ride this bus and promote the new route to potential new rides.
3. **Preference would be the arrival at Rosslyn should be before 6 am to allow for early work start time and give those continuing east or west time to continue and meet their business day start times.**

Please provide a direct express bus from Gainesville to Rosslyn. Have at least 2 per day and one early – like the 4:53 Gainesville to Pentagon route and the people currently going to Pentagon will adopt it immediately. The bus could go west to other proposed stops after Rosslyn.



## Charles Steigerwald

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**From:** Charles Steigerwald  
**Sent:** Monday, October 22, 2018 12:13 PM  
**To:** Charles Steigerwald  
**Subject:** FW: PRTC Meeting Haymarket to Rosslyn - Opinion\_Suggestion Statement from long-term Gainesville riders

Chuck Steigerwald  
Director of Strategic Planning  
Potomac and Rappahannock Transportation Commission  
703-580-6144  
[csteigerwald@omniride.com](mailto:csteigerwald@omniride.com)

**From:** Charles Steigerwald  
**Sent:** Monday, October 22, 2018 10:04 AM  
**To:** 'Porter, Irene B (OIG)' <[porterIB@state.gov](mailto:porterIB@state.gov)>  
**Cc:** [irenebporter@yahoo.com](mailto:irenebporter@yahoo.com)  
**Subject:** RE: PRTC Meeting Haymarket to Rosslyn - Opinion\_Suggestion Statement from long-term Gainesville riders

Ms. Porter,

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes. Sorry you couldn't make the public hearing last week, but we had a good turnout by our standards (15 people) and great conversation. Thank you for putting your thoughts together and for taking the time and effort to include others. We appreciate the input and we're glad some of the things we've put in place have had a positive impact.

Feel free to reach out at any time to share your thoughts.

Chuck Steigerwald  
Director of Strategic Planning  
Potomac and Rappahannock Transportation Commission  
703-580-6144  
[csteigerwald@omniride.com](mailto:csteigerwald@omniride.com)

**From:** Porter, Irene B (OIG) [<mailto:porterIB@state.gov>]  
**Sent:** Monday, October 22, 2018 5:50 AM  
**To:** Charles Steigerwald <[Csteigerwald@omniride.com](mailto:Csteigerwald@omniride.com)>  
**Cc:** [irenebporter@yahoo.com](mailto:irenebporter@yahoo.com)  
**Subject:** PRTC Meeting Haymarket to Rosslyn - Opinion\_Suggestion Statement from long-term Gainesville riders

Please read the attached statement regarding the proposed Haymarket/Rosslyn bus and provide a simple response to indicate it has been received and read.

Thank you,

Irene Porter

## Charles Steigerwald

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**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](mailto:lisakmerlino@gmail.com)]  
**Sent:** Tuesday, October 9, 2018 10:23 AM  
**To:** Perrin Palistrant <[ppalistrant@omniride.com](mailto: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](mailto: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

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**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

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**From:** Geiger Civ Anthony V <anthony.geiger@usmc.mil>  
**Sent:** Thursday, October 18, 2018 12:04 PM  
**To:** Charles Steigerwald  
**Subject:** Route changes necessary

There are two different routes to get to the Dale City lot; via PRTC or Miniville. The scheduling of the Miniville route seems to be oddly timed. There is no bus until 3:58 (D-202R) from the Pentagon to Miniville. This means individuals that don't go to the end location, Dale City Lot must wait for the 3:58 pm bus. In the meanwhile, there are several PRTC route buses. To further add insult to injury, the 3:58 pm bus is frequently late, which causes problems at the Lower location 1 pickup point as several buses use that location; Lot 234, Monterey, Montclair, Lake Ridge, and Gainsville. If any of the buses are late, it causes a domino effect. Interesting enough there is another Miniville bus at 4:09. - Why can't one of these buses come earlier?

Sometimes, we are released early but those that ride the Miniville route are stuck at work because of the lack of bus. If one has an emergency, nothing is available. Please look into the scheduling of the two Dale City buses. The timing is just wrong!

Respectfully,



Anthony V. Geiger, MBA  
Lean Six Sigma Black Belt  
Headquarters Marine Corps  
Installations and Logistics Department  
Logistics Services Section  
Pentagon, Room 2E153A  
E-EEAnthony.Geiger@usmc.mil ☎  
☎ (571) 256-2811

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| P.S. Convert to HTM or Rich Text for best viewing. |

## Charles Steigerwald

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**From:** Perrin Palistrant  
**Sent:** Thursday, October 18, 2018 3:56 PM  
**To:** anthony.geiger@usmc.mil  
**Subject:** OmniRide Service to Minnieville

Dear Mr. Geiger,

Thank you for your comment regarding service along Minnieville Road. Currently there are two trips prior to 4PM that serve the Pentagon and operate along Minnieville Road between the Telegraph Commuter Lot and Dale City Commuter Lot. The D201 departs the Pentagon at 3:17PM followed by the D202R that departs at 3:58PM. The trips with the "R" designation begin in Ballston before arriving at the Pentagon while the ones with no letter after it start at the Pentagon. We are constantly evaluating where there are gaps in service, and early afternoons, later mornings and later evenings are areas that we are looking at improving and running more service.

As funding opportunities arise and we're able to either reallocate services to fill in those gaps, or just expand and add trips, we will do so when we have the opportunity to do so. The 3:17 trip is fairly new and has been in operation for less than a year after we were able to secure state funding to operate more service along the 395 corridor. With the Pentagon and WMATA only allowing us two bays to utilize for our services, it's a huge challenge scheduling the service so that there aren't buses on top of each other trying to fight for limited space. Coupled with the ongoing construction on the reservation and any delay in DC or on 395 as we deadhead our buses north in the afternoon, it creates a ripple effect and ultimately disrupts our operation of being able to get buses in and out of there effectively.

One of the things I would like to do to improve the on time performance of the routes is not have buses from DC stop at the Pentagon and have them continue on and then have more dedicated buses start at the Pentagon so that they can begin empty and not have the variations of traffic and passenger loads impact them as much. To the extent that funding and vehicle resources are available, that is our long term goal.

In the meantime, we understand the gap in frequency is frustrating at times, and now that the 3PM to 4PM time is becoming more desired, we'll look at service and see what other peak trips can be spread out to allocate services to this timeframe.

Thank you.

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



# Western Service Area Plan



# New Transit Hub: Name TBD



**Social Security**

**Courthouse**

**Timed Transfers**  
**Walking distance to Old Town Manassas**

**Pavilion**

**VRE**

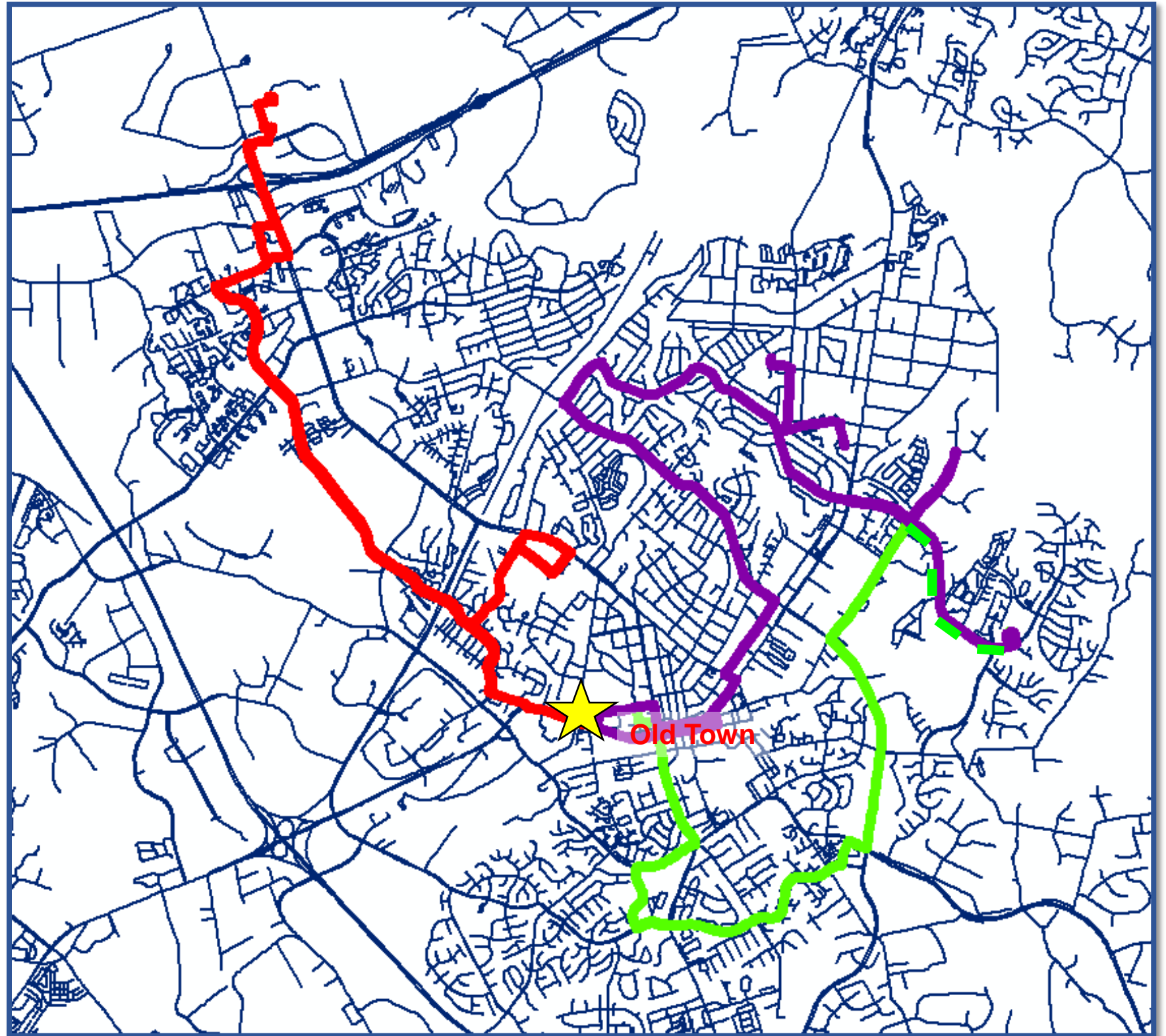


# New Routes

Manassas North

Manassas South

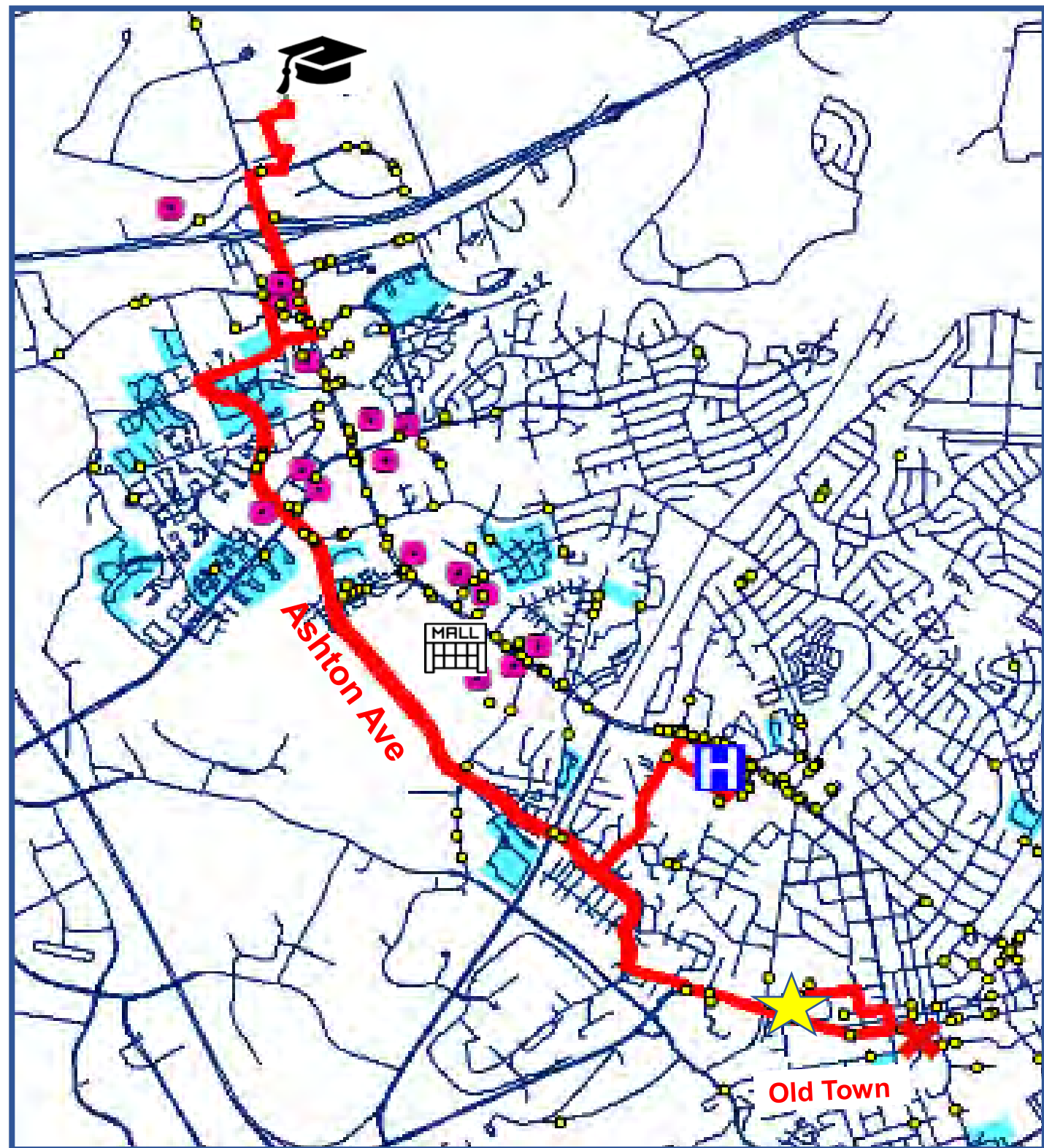
Manassas Park





# Manassas North

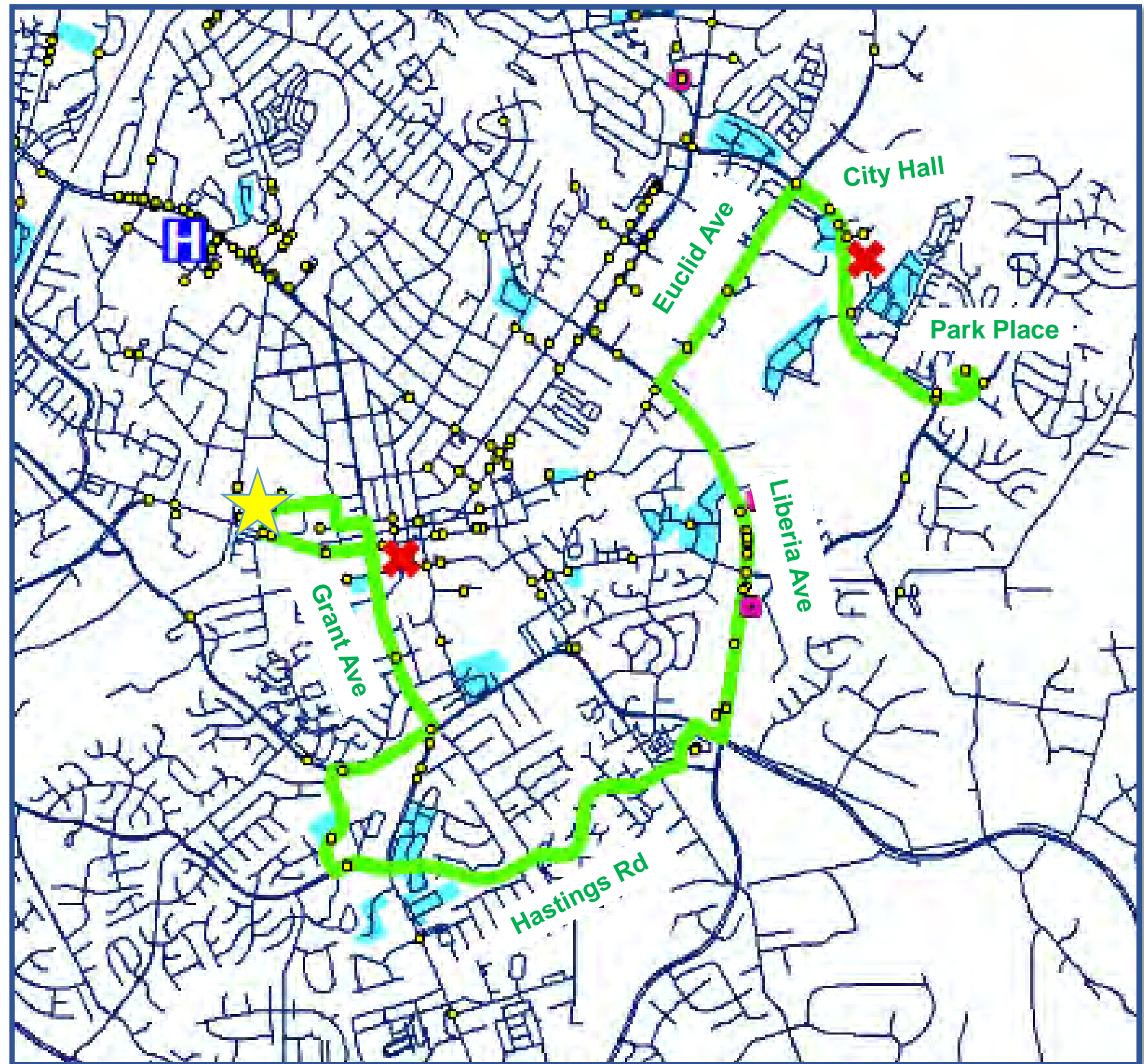
- Route travels from NOVA Campus to Old Town Manassas via Ashton Avenue
- Route will service Manassas Mall on Ashton Avenue
- Novant Medical Center served heading towards NOVA only
- Timed transfers with other OMNIRIDE Local buses and East-West Express/Manassas Metro Express





# Manassas South

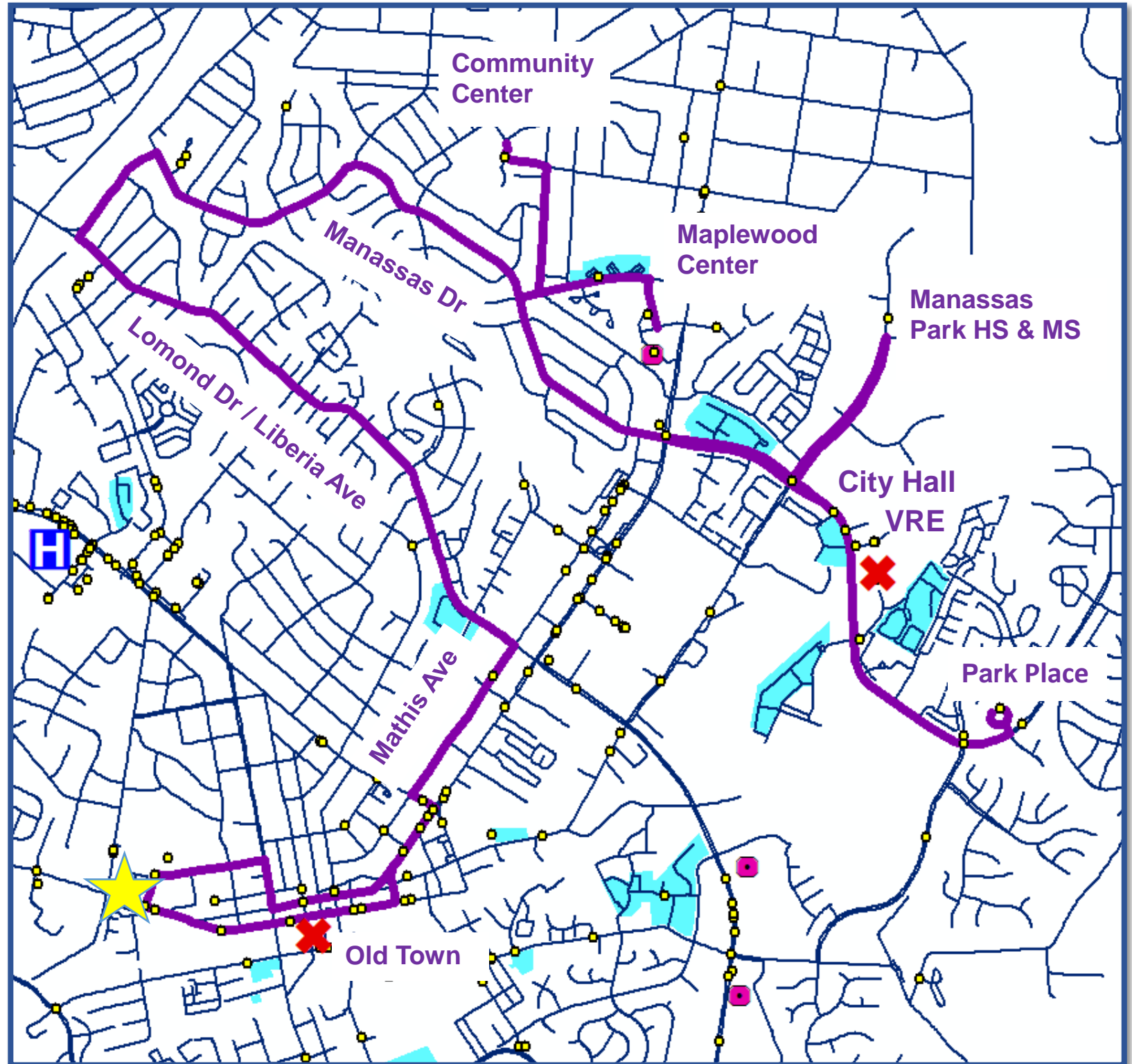
- Route travels from Park Place to Old Town Manassas
- Access to shopping on Liberia Ave to include Harris Teeter shopping center
- Route serves Oaks of Wellington and Georgetown South
- New Routing along Hastings Road
- Timed transfers with other OMNIRIDE Local buses and East-West Express/Manassas Metro Express





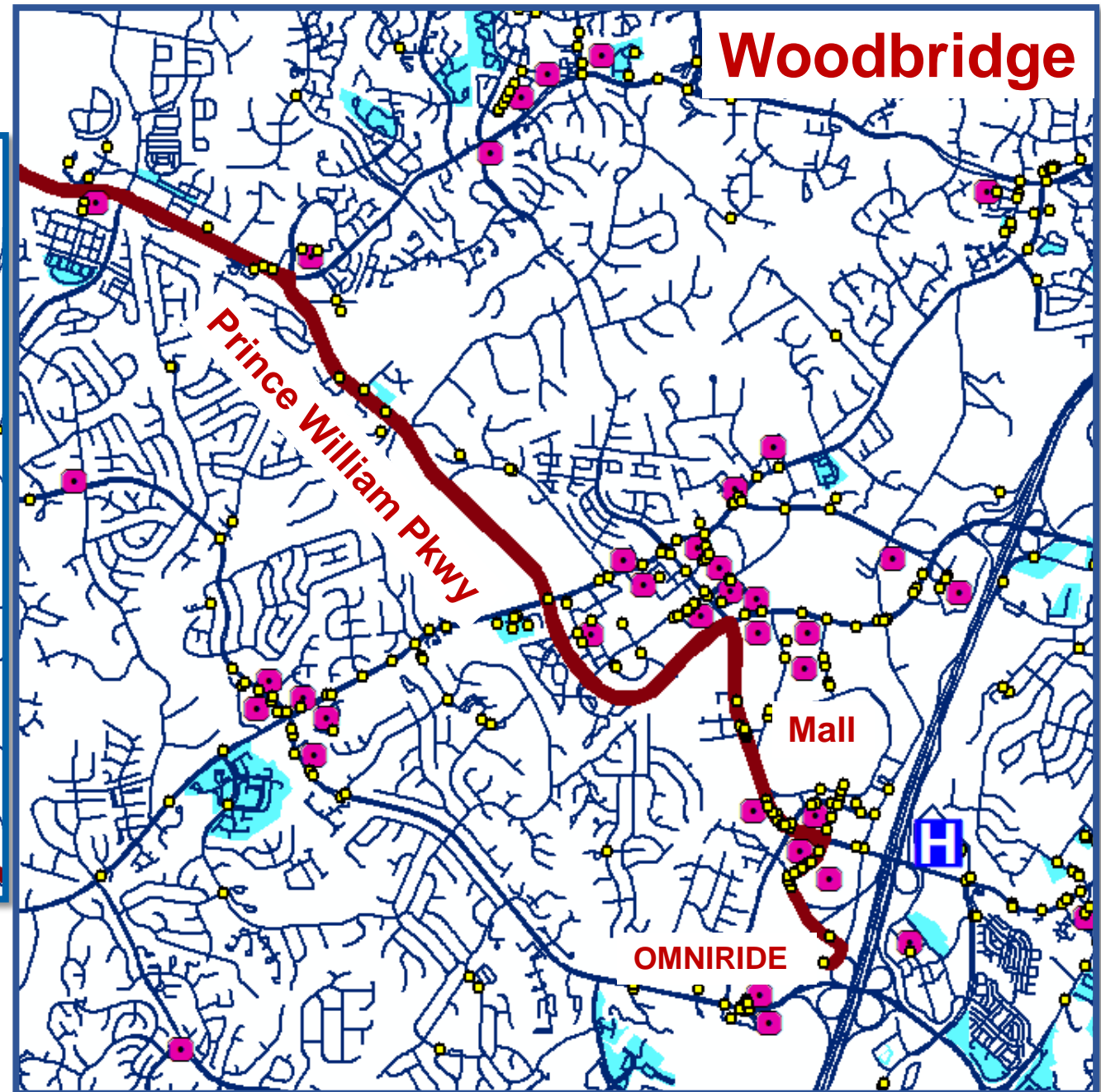
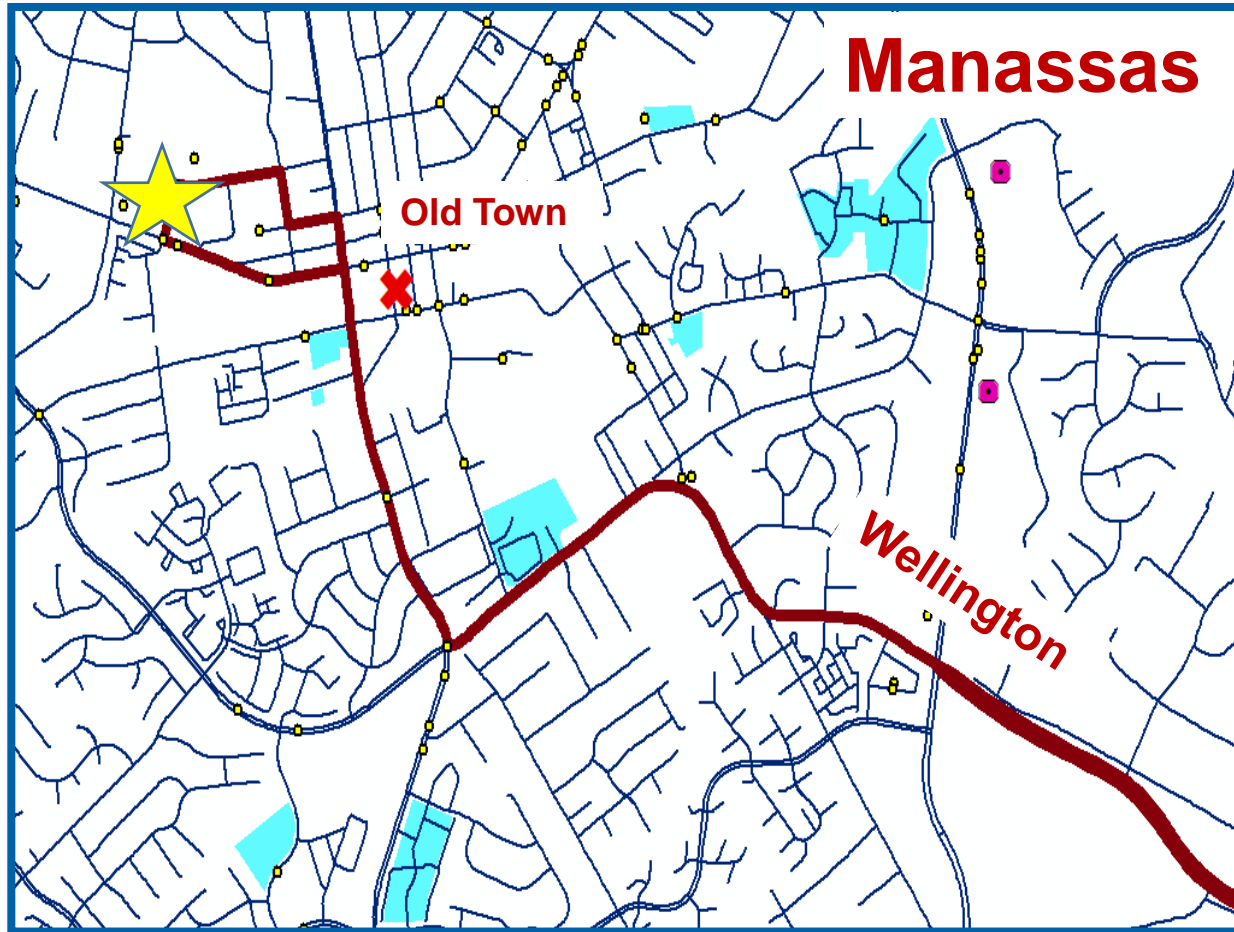
# Manassas Park

- Route travels from Park Place to Old Town Manassas
- Euclid Ave served inbound only
- Route serves Manassas Park Community Center
- New Routing along Lomond Dr/Liberia Ave
- Manassas Shopping Center served on Mathis Avenue
- Timed transfers with other OMNIRIDE Local buses and East-West Express/Manassas Metro Express



# East-West Express

Formerly Cross County Connector

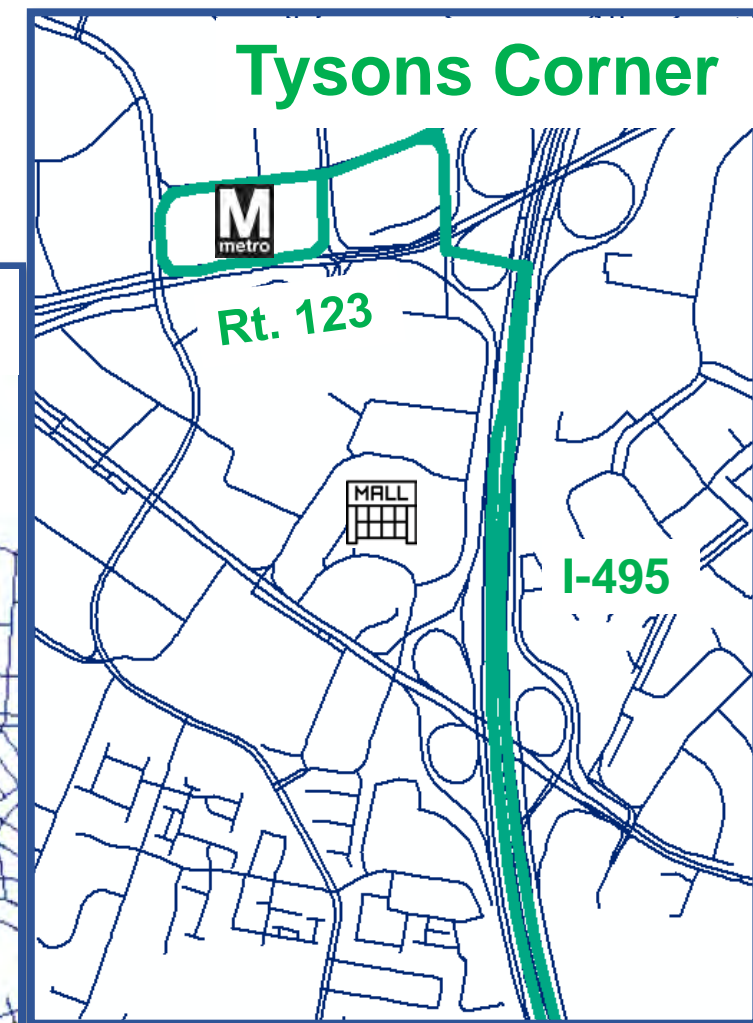
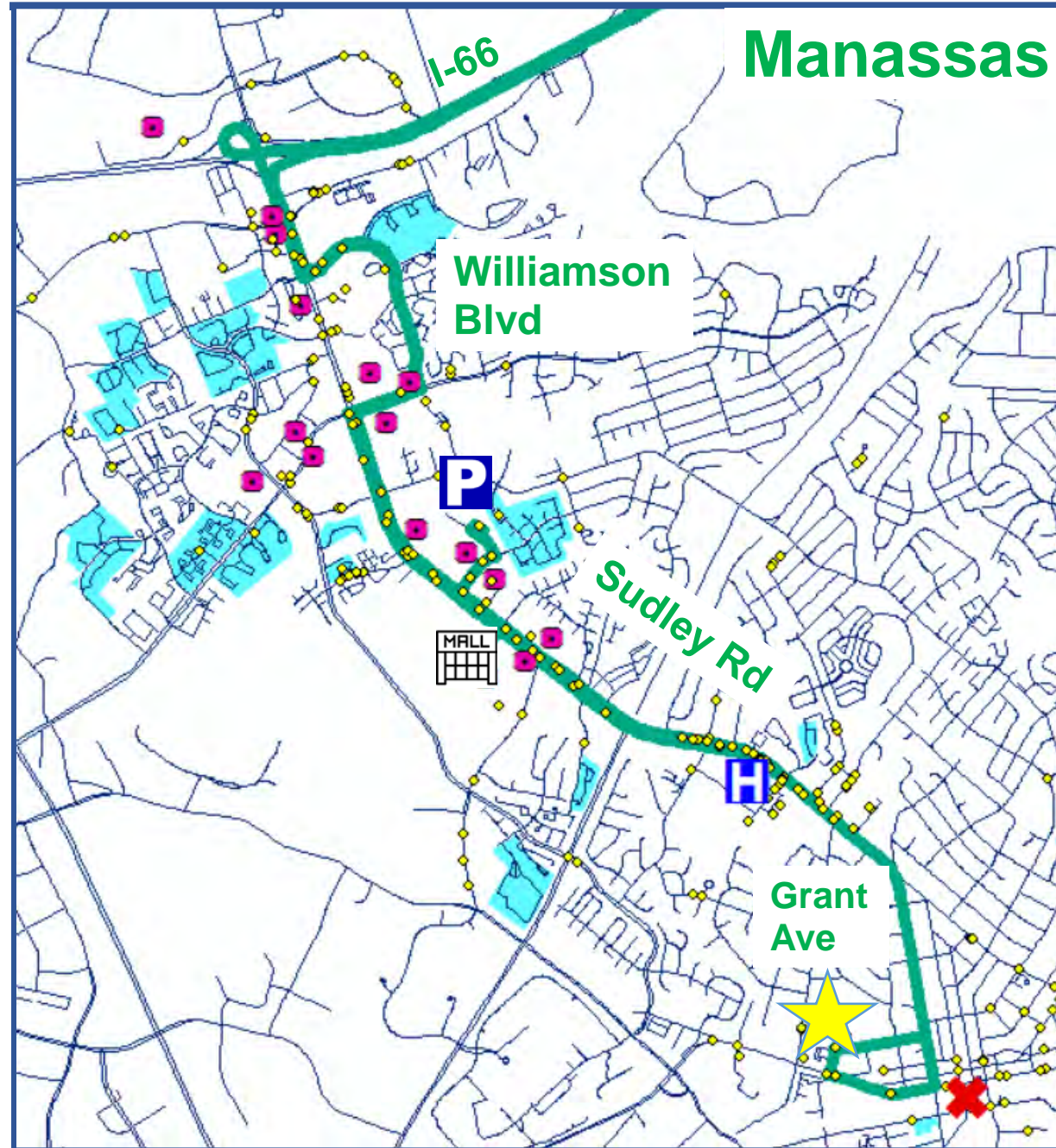


- Route will enter Manassas via Wellington to Grant to Old Town Manassas
- Route will no longer travel to Manassas Mall
- Timed transfers with other OMNIRIDE Manassas Local buses and Manassas Metro Express
- Route will serve Potomac Mills on Smoketown Rd



# Manassas Metro Express

- Route travels to/from Manassas and Tysons Corner Metro
- Route will no longer serve anything beyond Old Town Manassas including Manassas Junction
- All trips start/end at Old Town Manassas
- Adding bi-directional trips dependent on additional funding



# What is Paratransit Service?

- Paratransit provides transportation for people with disabilities who are unable to use the regular, fixed route transit service.
- Must be available during the same hours of operation as the rest of the transit system. Paratransit must be provided as long as the trip starts and ends within  $\frac{3}{4}$  miles of a bus route.
- Fares will be twice the amount of the regular fixed route fare. Current OmniRide Local fare is \$1.55.
- Paratransit must be provided to all eligible riders if it is requested one day in advance. The ride must come within one hour of the requested time.

# Paratransit Eligibility Process

- Fill out application
- OMNIRIDE Access reviews application
- In-person interview (transportation provided)
- If required:
  - Physical/Mental Assessment (transportation provided)
- Application approved/denied
  - Approved conditions: Unconditionally Eligible; Conditionally Eligible, Temporary, Visitor
  - If denied – Ability to appeal decision
- Travel Training Provided








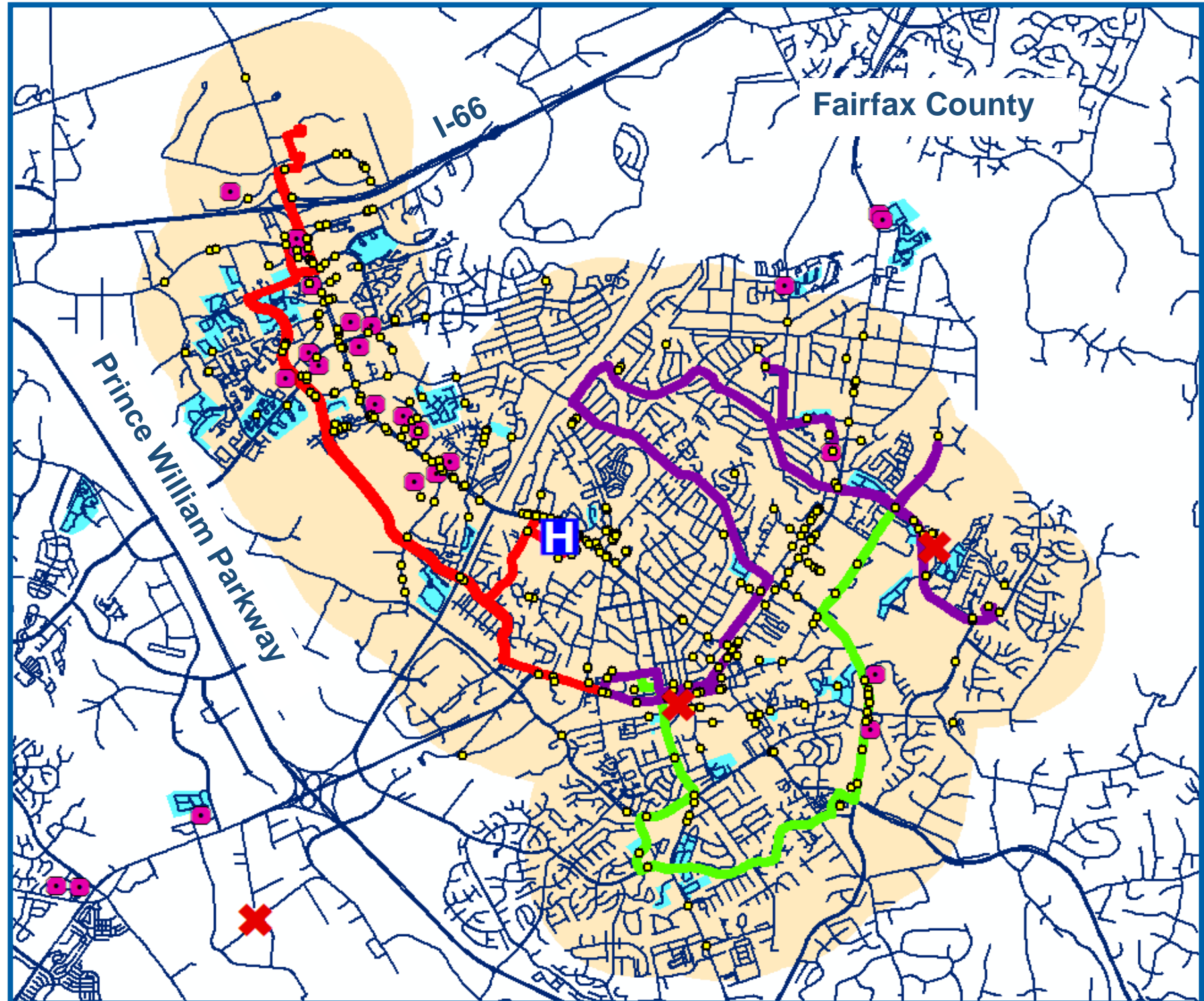
# Paratransit Coverage Area

Manassas North

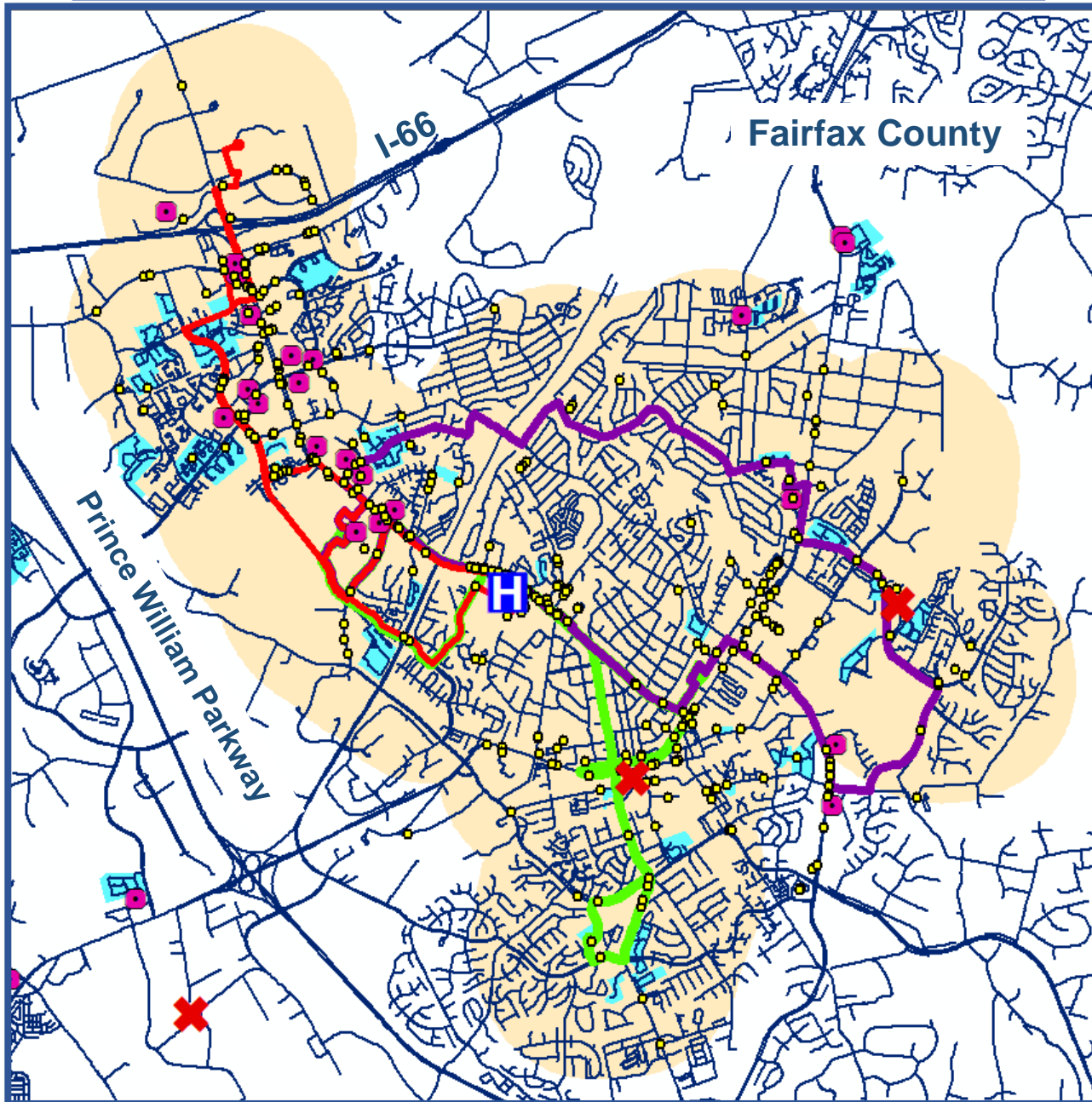
Manassas South

Manassas Park

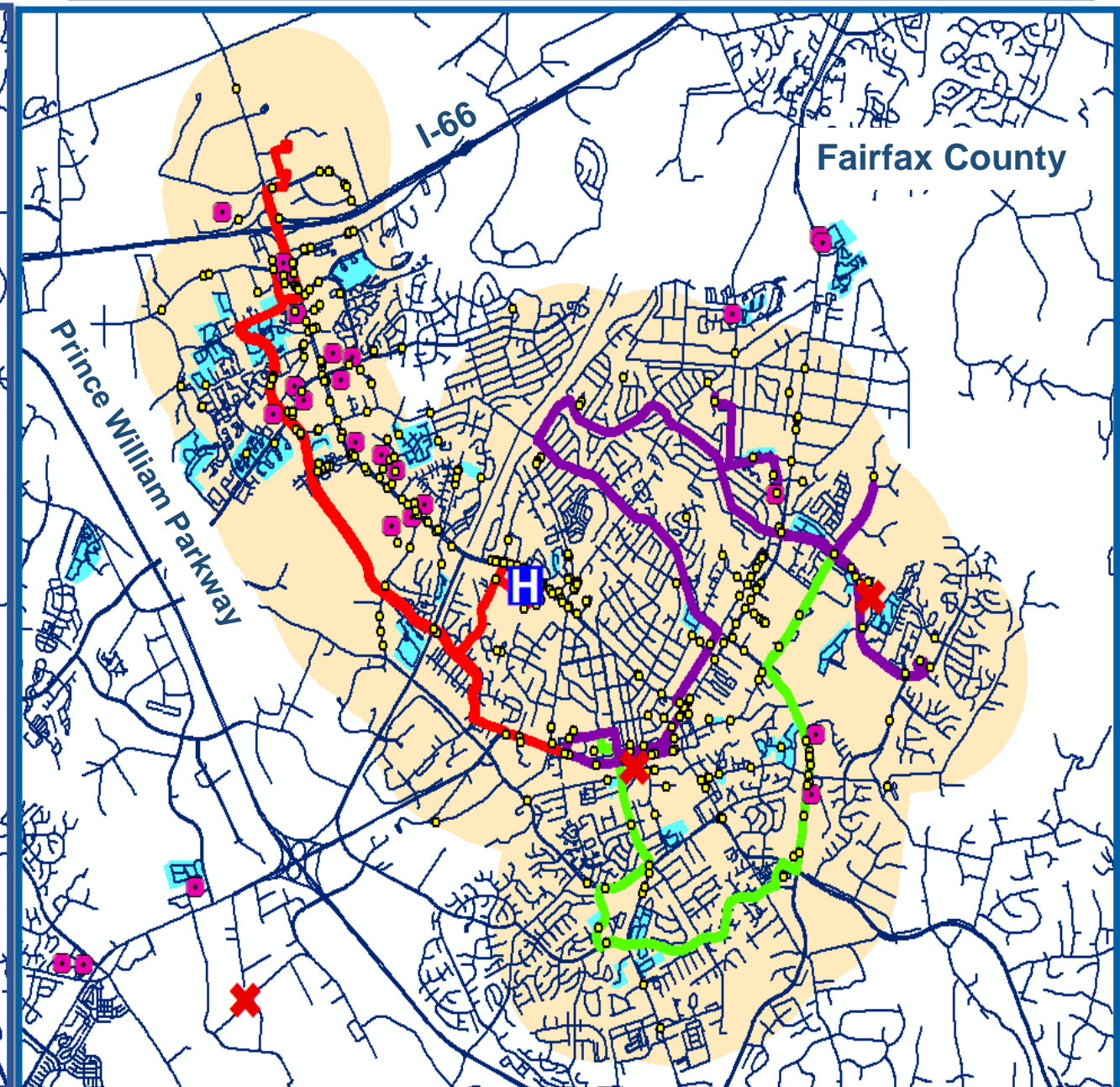
-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center



## CURRENT OFF-ROUTE COVERAGE AREA



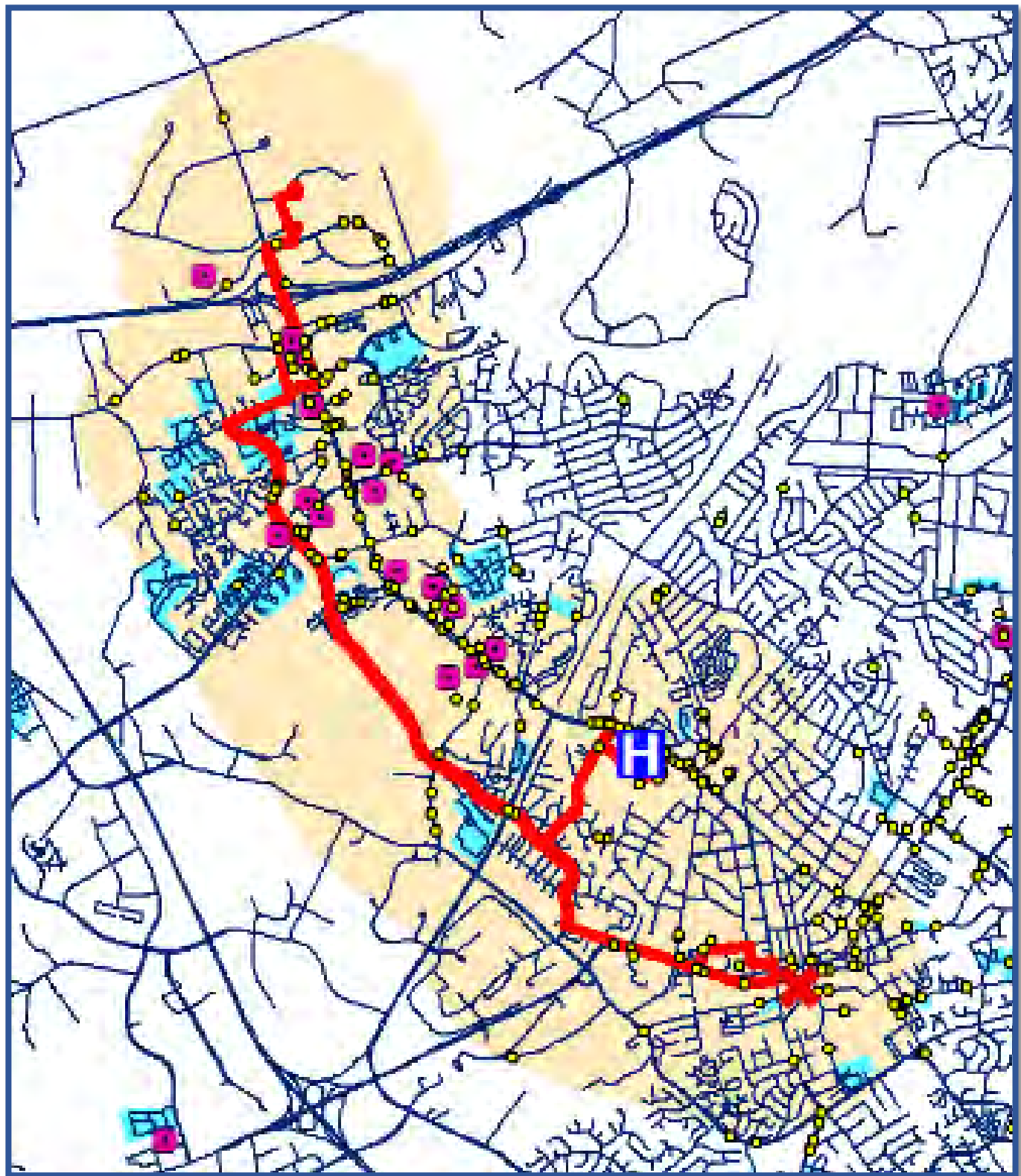
## PROPOSED PARATRANSIT COVERAGE AREA







# Manassas North Paratransit Coverage

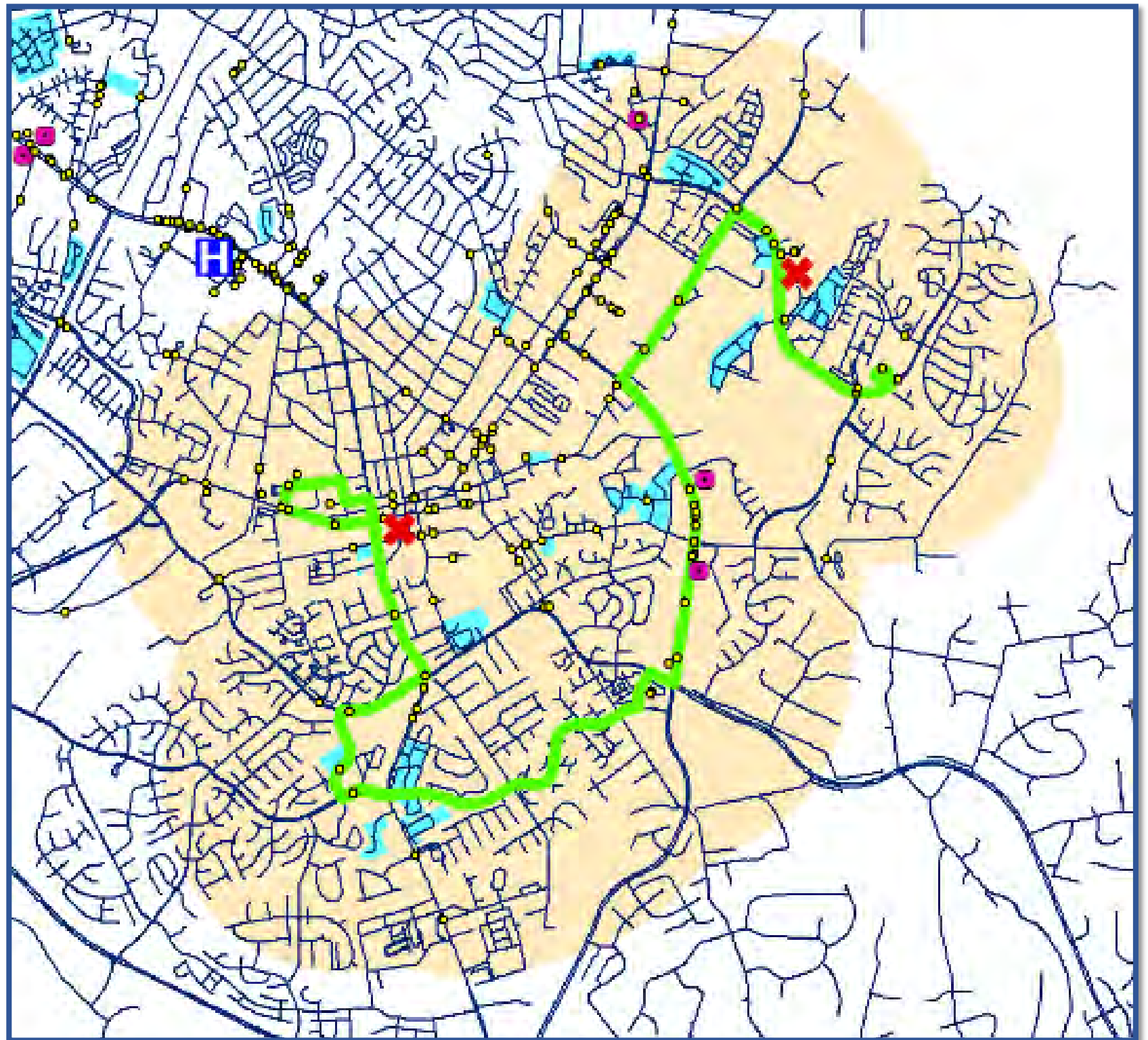
-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center





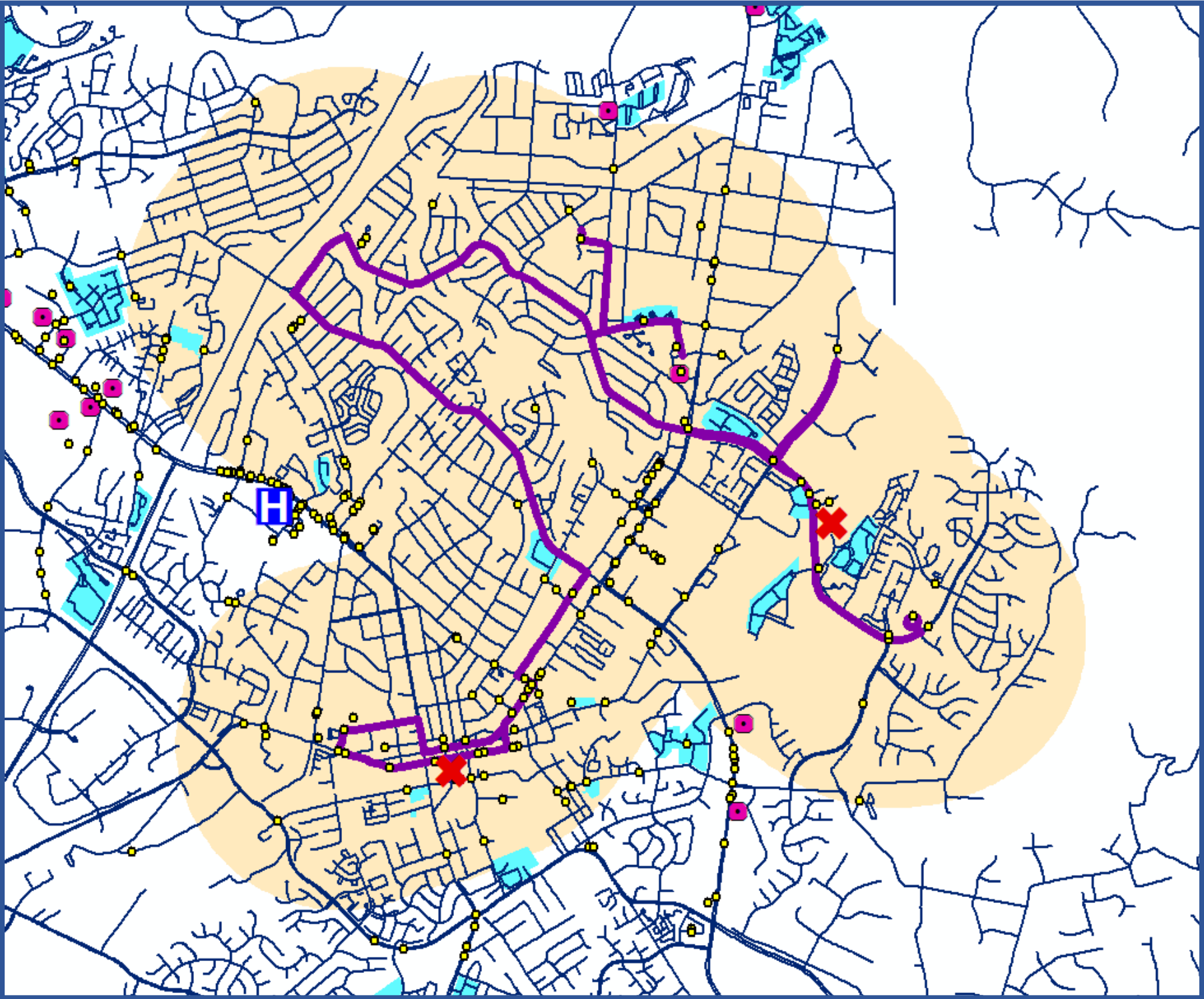
# Manassas South Paratransit Coverage

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



# Manassas Park Para-Transit Coverage

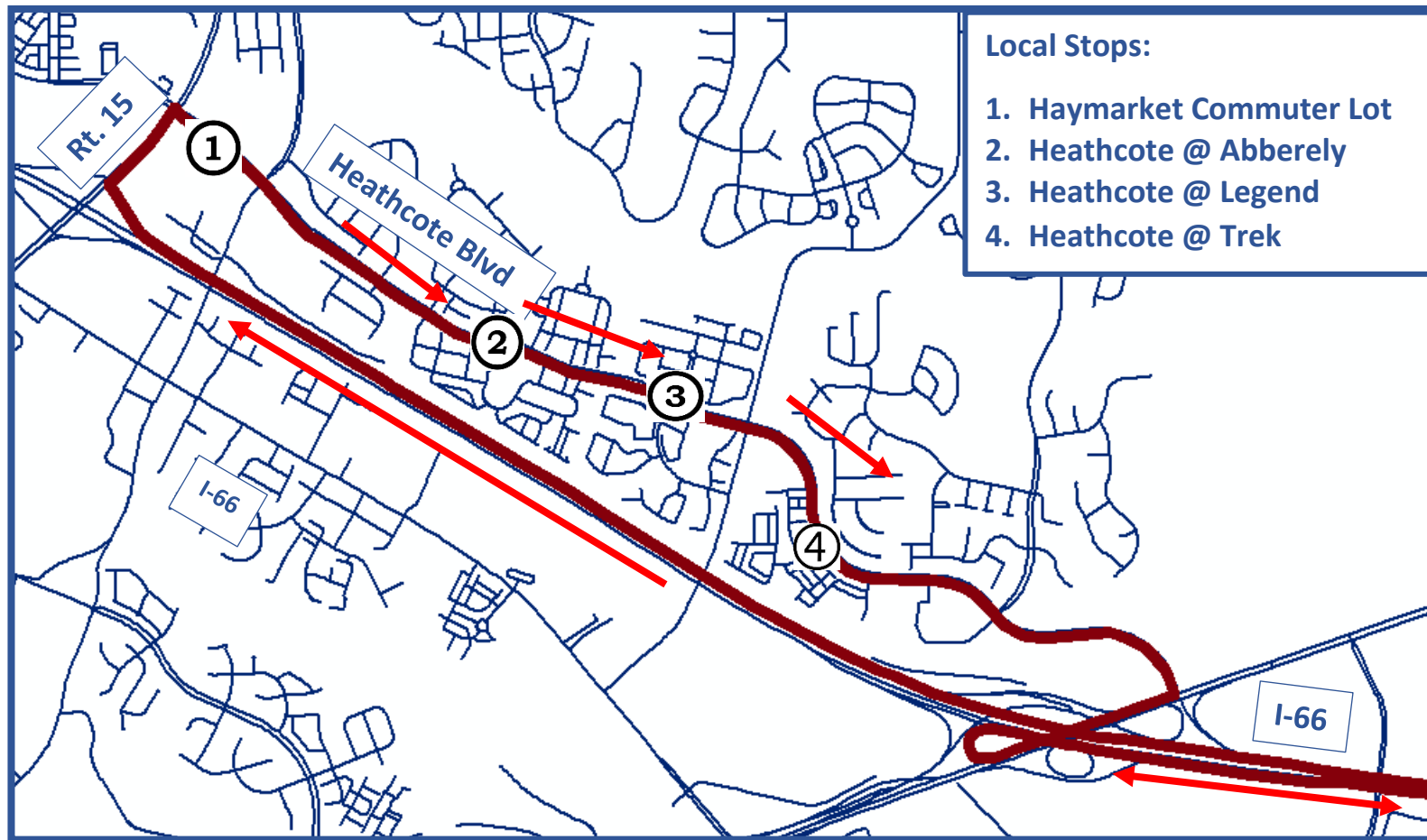
-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center





Haymarket  
Express Service

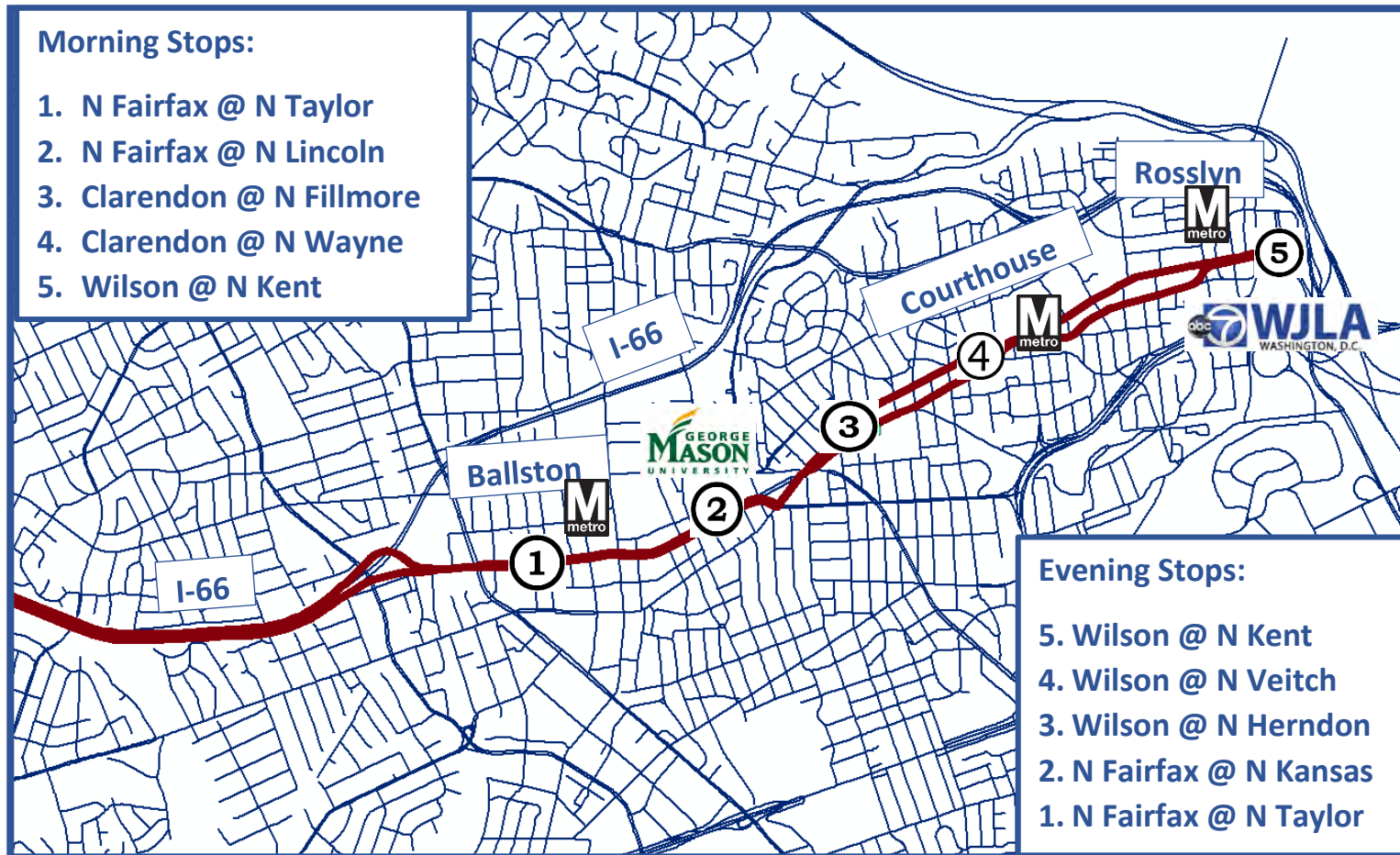
# LOCAL HAYMARKET ROUTING



- Morning Service Hours – 5:30 – 8:00 AM
- 4 Morning Trips
- Morning trips start at Commuter Lot
- Evening trips end at Heathcote @ Trek



# ROSSLYN / BALLSTON ROUTING



- Evening Service Hours – 3:30 – 6:15 PM
- 4 Evening Trips
- Evening trips start at Wilson @ Kent (Rosslyn)
- Morning trips end at Wilson @ Kent (Rosslyn)



**OMNIRIDE**

# Transit Development Plan/Transportation Demand Management Plan

Chuck Steigerwald  
Director of Strategic Planning

# OmniRide Strategic Plan Phase III – TDP/TDMP

- Recommended service changes
- Ten-year plan
- Final recommendations cost constrained
- Based on:
  - Strategic Recommendations
  - Analysis of current services
  - Development of performance measures
  - Residential and employment growth
  - Jurisdictional plans
  - Regional and state plans

# What We're Working Towards Now

- Microtransit Commuter Lot Shuttle (funded by I-66 Commuter Choice)
- Flexible Vanpool Program (funded by I-66 Commuter Choice)
- Real-time passenger information app
- Mobile ticketing and fare policy changes
- Increased vanpool/carpool promotion
- Western local service revisions
- Haymarket/Rosslyn OmniRide Express
- Western Maintenance Facility



# I-95 Corridor Service Needs

- Express Lanes extended on I-395
  - Frequency improvements to existing routes
  - Extensions of existing routes to additional destinations
  - New OmniRide Express routes
  - New OmniRide Local routes (feeder service)
- Additional commuter parking in Prince William County

# I-66 Corridor Service Needs

- Express Lanes built outside the Beltway
  - Frequency improvements to existing routes
  - Herndon/Reston (new)
  - Chantilly/Westfields (new)
  - Rosslyn/Ballston (new)
  - Merrifield (new)
  - Capitol Hill and Union Station in DC (new)
  - Tysons Corner (expanded)

# Transit Service Improvement Projects

- OmniRide Local, East-West Express, Metro Express
  - Revise Western Local Service
  - New Local Service to Innovation Drive
  - Revise Eastern Local Service
  - Revise East-West Express
  - Revise Linton Hall Metro Express
  - Revise Manassas Metro Express
  - Revise Prince William Metro Express

# Transit Service Improvement Projects

- OmniRide Express
  - Balls Ford Road Commuter Lot Services
  - Haymarket Commuter Lot Services
  - University Boulevard Commuter Lot Services
  - Neabsco Mills District Transit Center Services
  - New Service to Downtown DC East

# Transit Service Additional Recommendations

- Consideration of consolidating destinations by park-and-ride lot
- Support for Fast Ferry service
- Data analysis and performance monitoring improvements
- Fare policy and fare payment changes
- Passenger amenity improvements
- New studies
- New partnerships

# Transportation Demand Management (TDM)

- Goals
  - Build strategic partnerships
  - Increase awareness of TDM services
  - Expand use of alternatives to single occupancy vehicle travel
  - Expand travel options for underserved populations
  - Support local economic vitality
  - Engage the community and expand customer outreach

# Transportation Demand Management (TDM)

- Objectives
  - Invest in additional staff resources
  - Strengthen private sector relationships
  - Increase ease of access to information
  - Collaborate on new mobility solutions
  - Support the latest trends and technologies in commuting
  - Expand efforts to promote vanpools

# TDM Additional Considerations

- Greater involvement with the slugging community
- Coordinated Human Services Transportation
- Lead in mobility technology improvements
- Coordination on regional initiatives
- Regional approach to new concept development
- Increased social marketing



# Contact Us

Public hearing comments:

[publichearing@omniride.com](mailto:publichearing@omniride.com)

Perrin Palistrant, Director of Operations and  
Operations Planning:

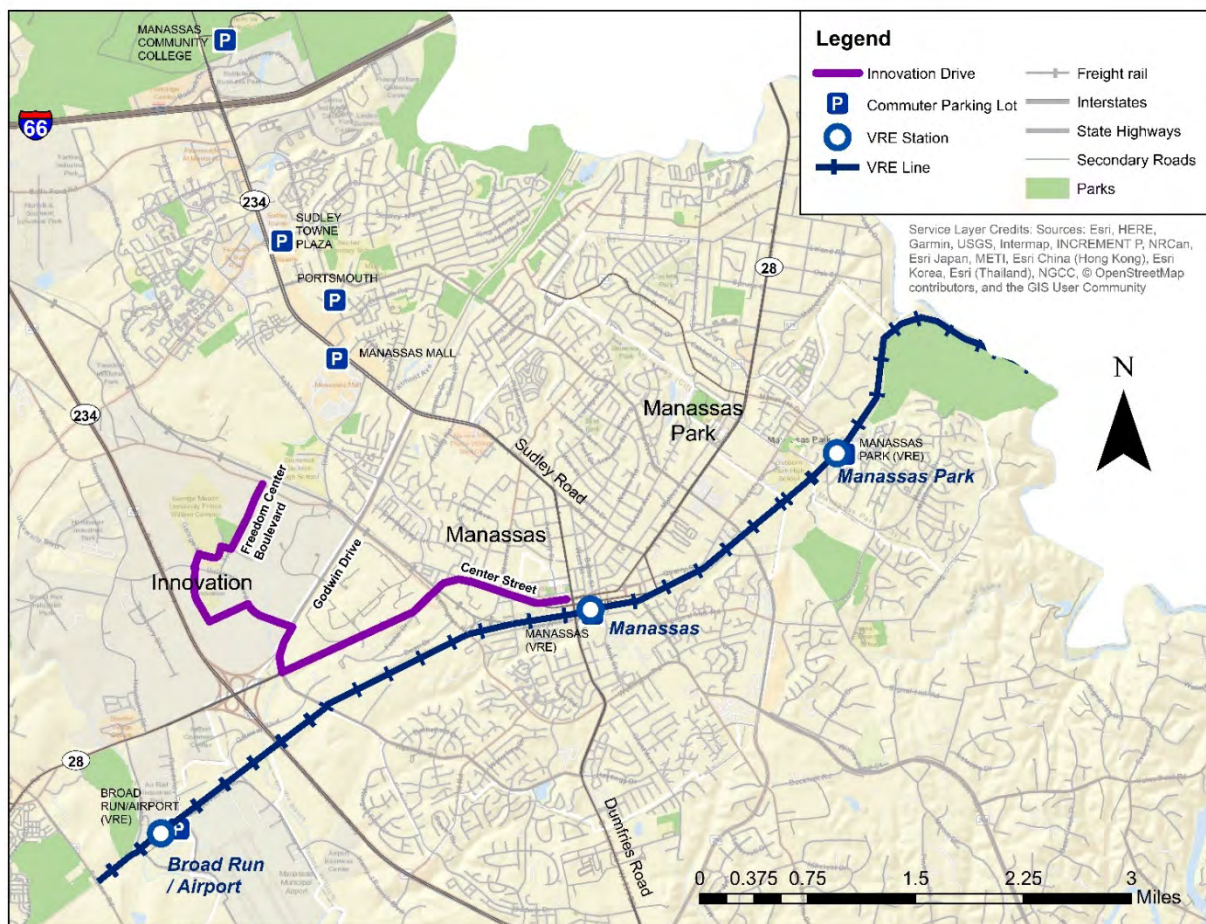
[ppalistrant@omniride.com](mailto:ppalistrant@omniride.com)

Chuck Steigerwald, Director of Strategic  
Planning

[csteigerwald@omniride.com](mailto:csteigerwald@omniride.com)



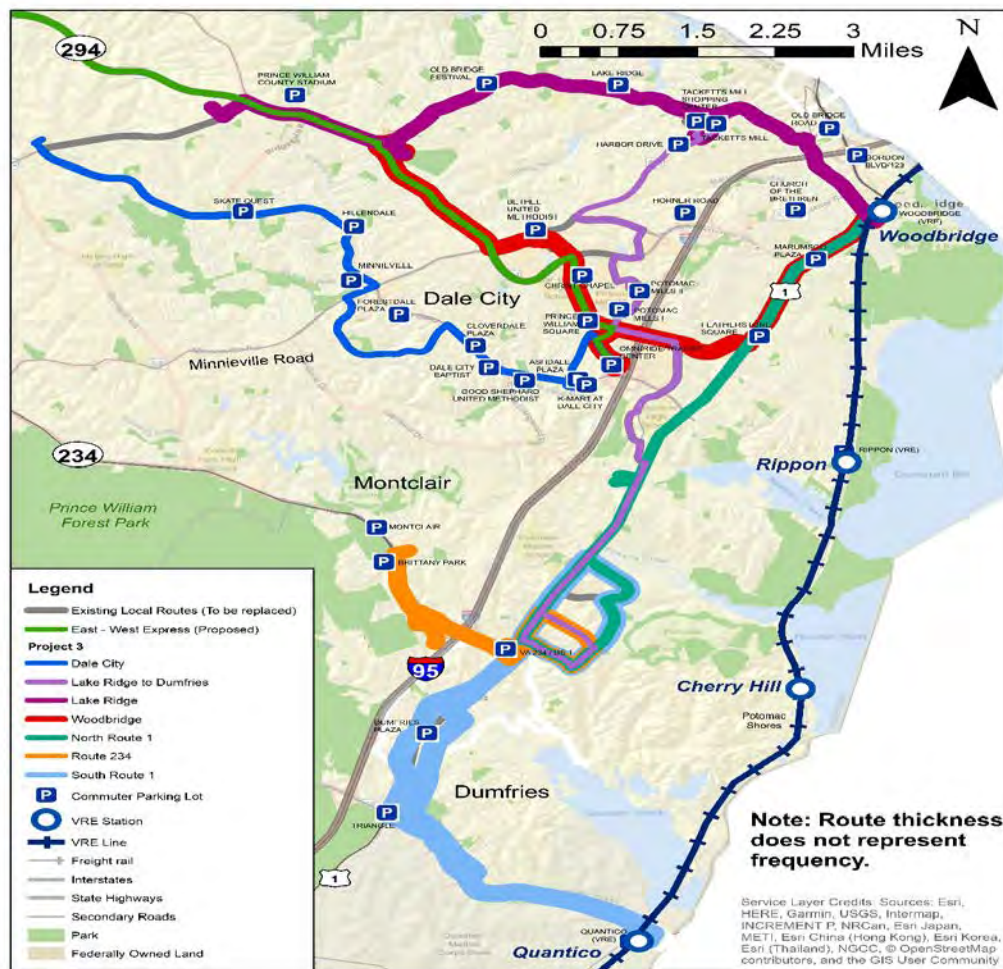
# New Local Service to Innovation Drive



New local route that would operate between the Old Town Manassas hub and Innovation Drive.



# Revise Eastern Local Service



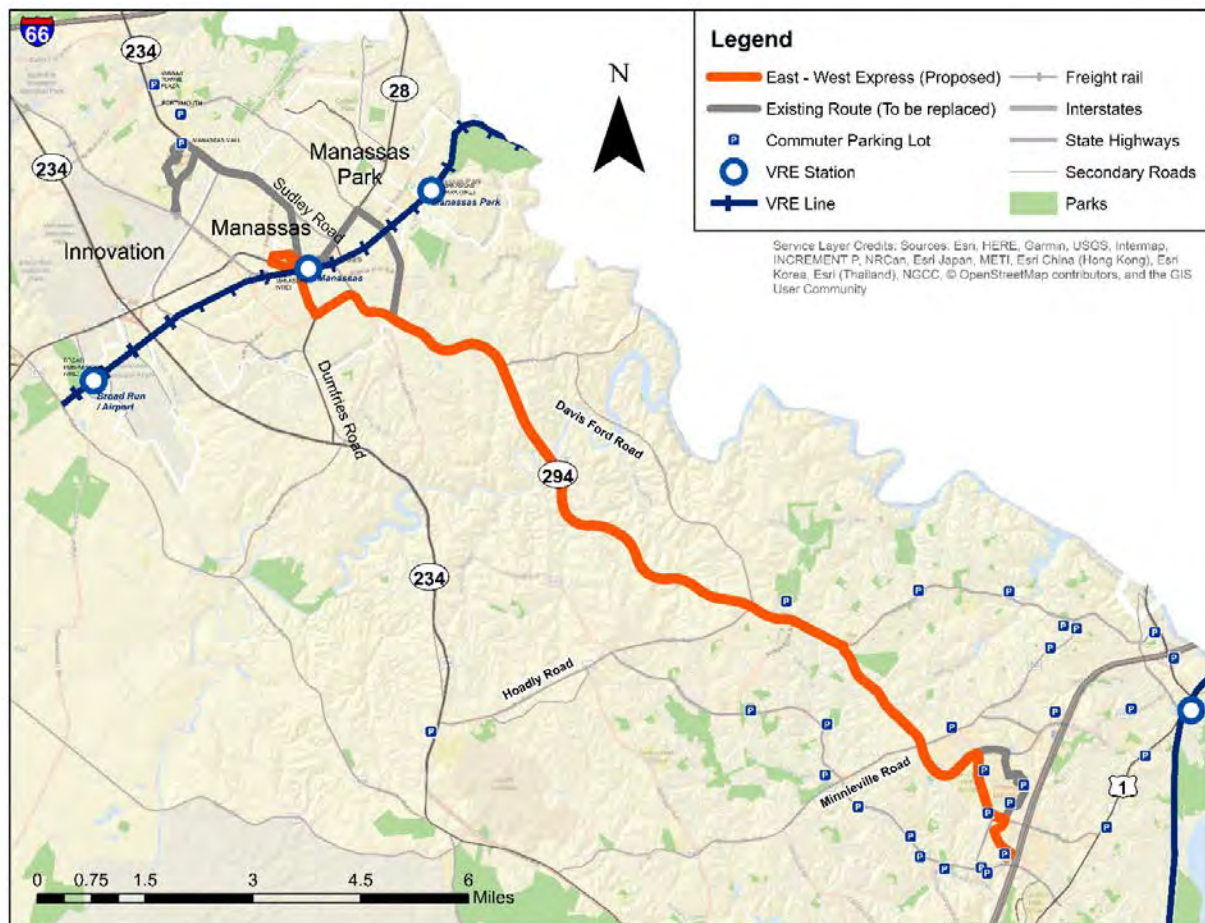
The proposed change for eastern local services is to take the four existing local routes and convert them into seven routes that serve more localized areas. The seven proposed routes are:

- |            |               |
|------------|---------------|
| Route 234  | Route 1       |
| Dale City  | South Route 1 |
| Lake Ridge | Woodbridge    |
| Dumfries   |               |





## Revise East-West Express



Changes to local service will mean that the East-West Express service will also change in order to continue to connect local riders on both sides of Prince William County. In the west the East-West Express will be shortened to connect at the Old Town Hub. In the east, the route will continue to terminate at the OmniRide Transit Center, but could change if the proposed Neabsco Mills district commuter parking facility also includes a new transit center.



## Revise Manassas and Linton Hall Metro Express

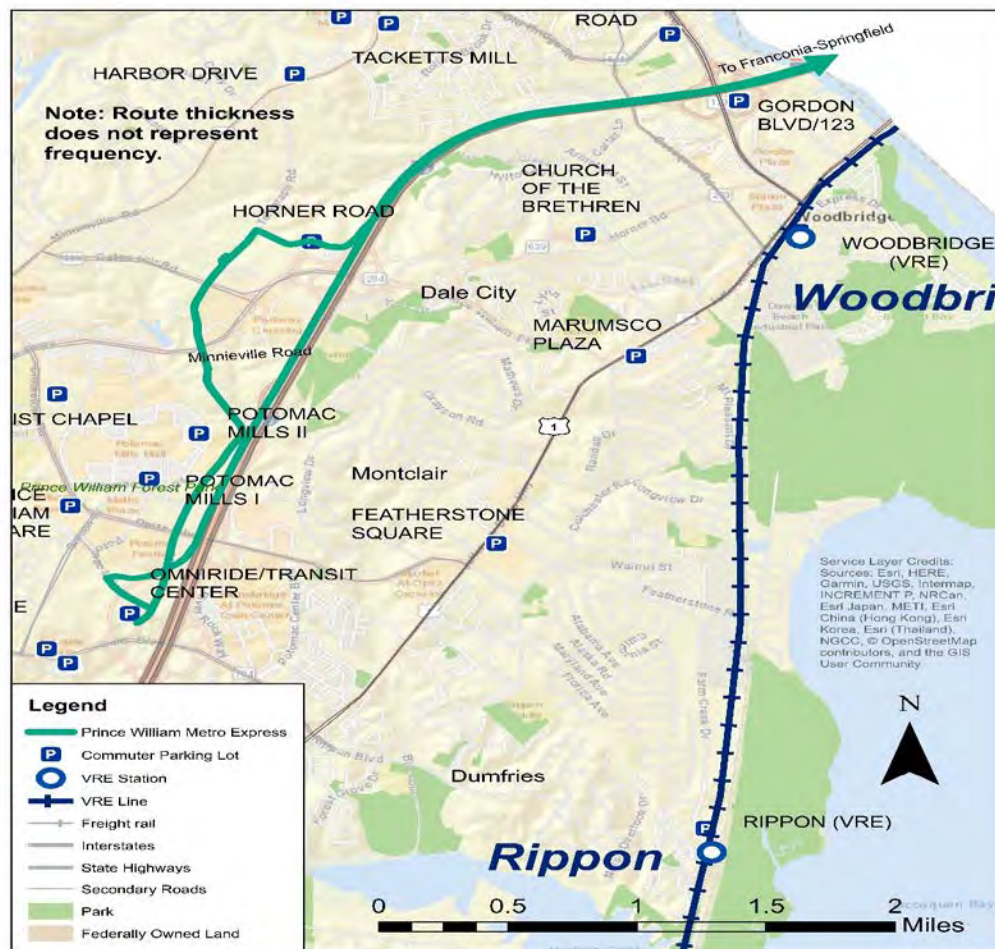


The Manassas Metro Express is proposed to change in two ways. First, concurrent with the western local service change, Manassas Metro Express will operate from the Manassas Old Town hub. Second, service is proposed to operate all day for a total of 32 one-way trips (doubling the current number of 16 one-way trips). The Linton Hall Metro Express is proposed to change in two ways. First, once the University Boulevard Commuter Lot is completed it would originate from there instead of the Limestone and Cushing lots. Second, one trip is proposed to be added in each direction, making four total trips in each direction.





## Revise Prince William Metro Express



Realign the Prince William Metro Express route so that it no longer serves Route 1, operating directly from the Horner/Telegraph lots onto I-95 for the northbound trip and vice versa for the southbound trip. This change is expected to improve the travel time so that a round trip can be made in 60 minutes (including layover time). OmniRide would adjust the frequency on this route to operate at 30 minutes peak / 60 minutes midday and evening. In the future the Prince William Metro Express may be moved to begin/end its trip at the proposed Neabsco Mills commuter parking facility (location TBD) if it also includes a new transit center.



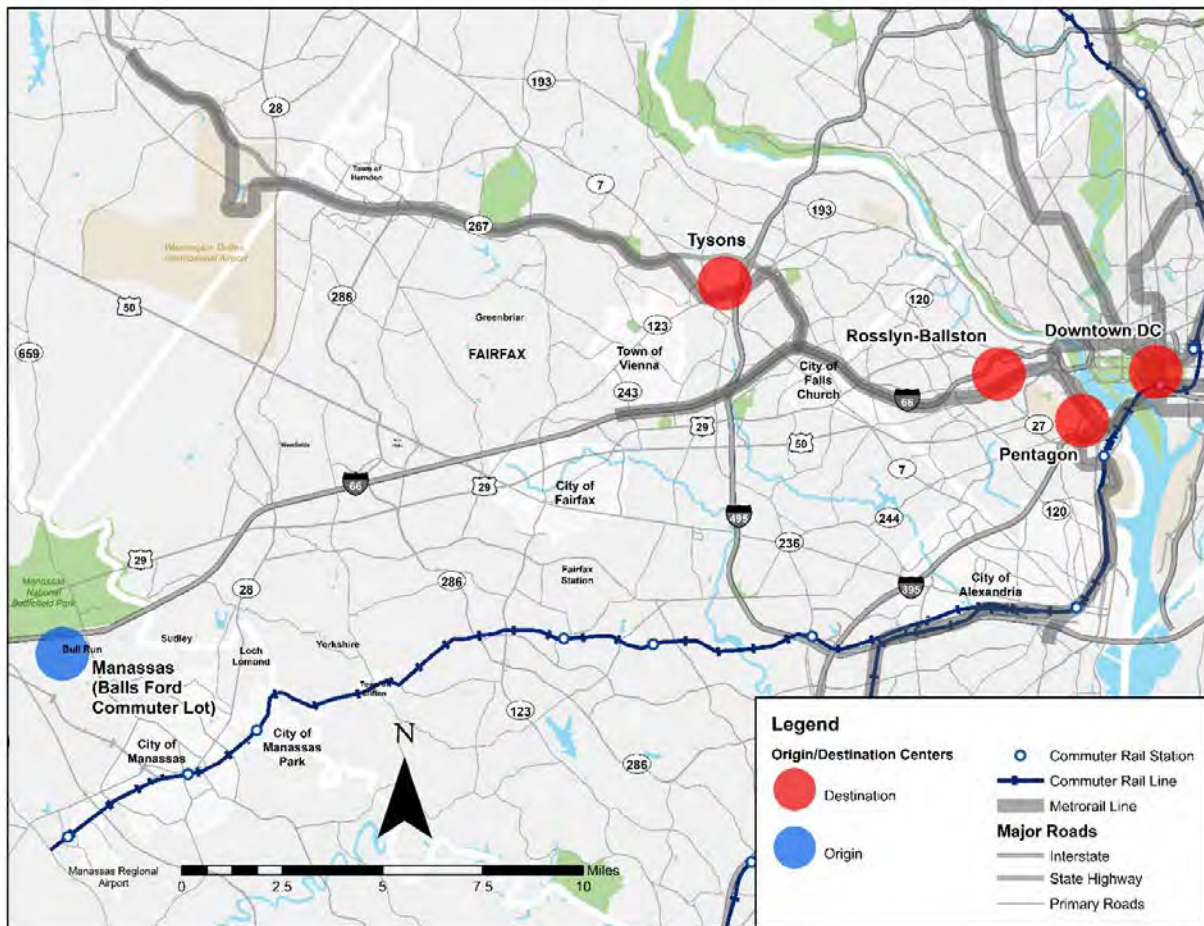
## I-66 Commuter Parking Expansion

| Lot Location   | Type of Lot           | Access to I-66<br><small>(at Express Lanes expected opening in 2022)</small> | Short/Mid-Term Changes (Funded)  | Long-Term Changes (Planned)    |
|--|-----------------------|--|--|--------------------------------|
| <b>Haymarket<br/>(I-66/Route 15)</b>                       | New Lot               | Via general purpose lanes at I-66/Route 15                                   | 230 spaces by early 2019   | Expansion to 600 spaces        |
| <b>Cushing Road</b>  | Expansion of Existing | Existing direct access ramp to general purpose lanes                         | None   | Expansion to over 1,400 spaces |
| <b>Gainesville<br/>(University Boulevard/I-66)</b>         | New Lot               | Direct access ramp to/from Express Lanes at University Boulevard             | Approximately 960 spaces by summer 2019; Expansion to over 2,000 spaces by project opening in 2022 | Expansion to over 2,400 spaces |
| <b>Manassas<br/>(Balls Ford Road, west of Sudley Road)</b> | New Lot               | Direct access ramp from lot to/from Express Lanes                            | Approximately 1,100 spaces by project opening in 2022  | None                           |

Note: Represents latest available plans as of October 2018.



## I-66 Balls Ford Commuter Lot Services



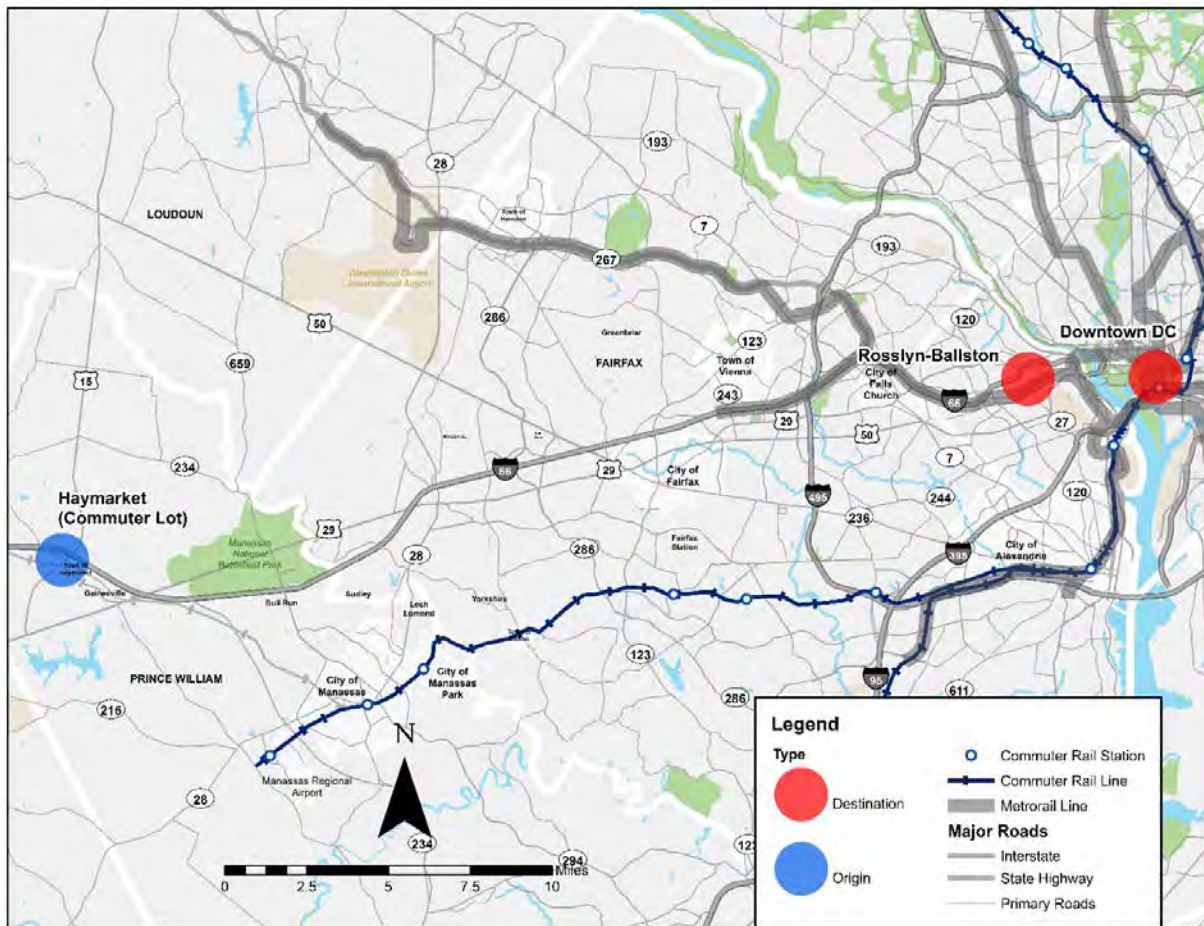
Proposed routes include:

- Balls Ford Commuter Lot to Pentagon and Downtown DC
- Balls Ford Commuter Lot to Rosslyn/Ballston
- Balls Ford Commuter Lot to Tysons





# I-66 Haymarket Commuter Lot Services

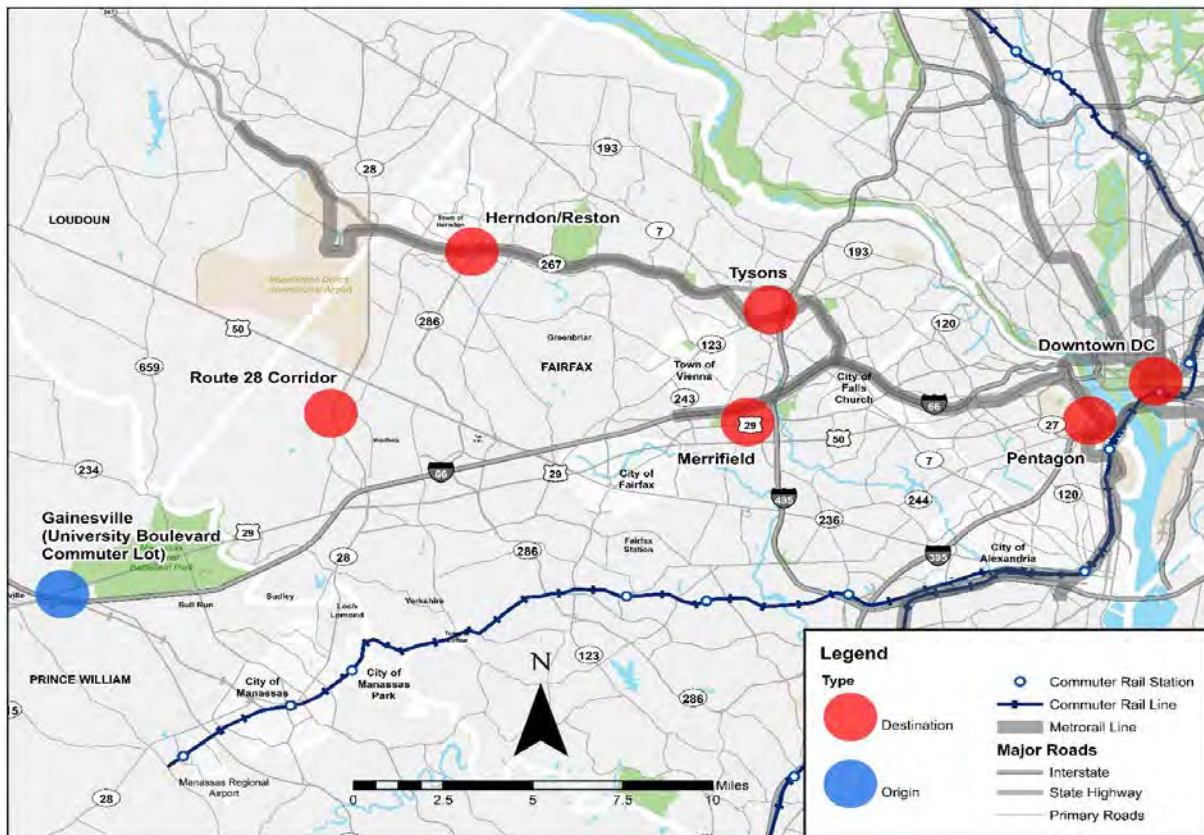


Proposed routes include:

- Haymarket Commuter Lot to Downtown DC
- Haymarket Commuter Lot to Rosslyn/Ballston



# I-66 University Boulevard Commuter Lot Services



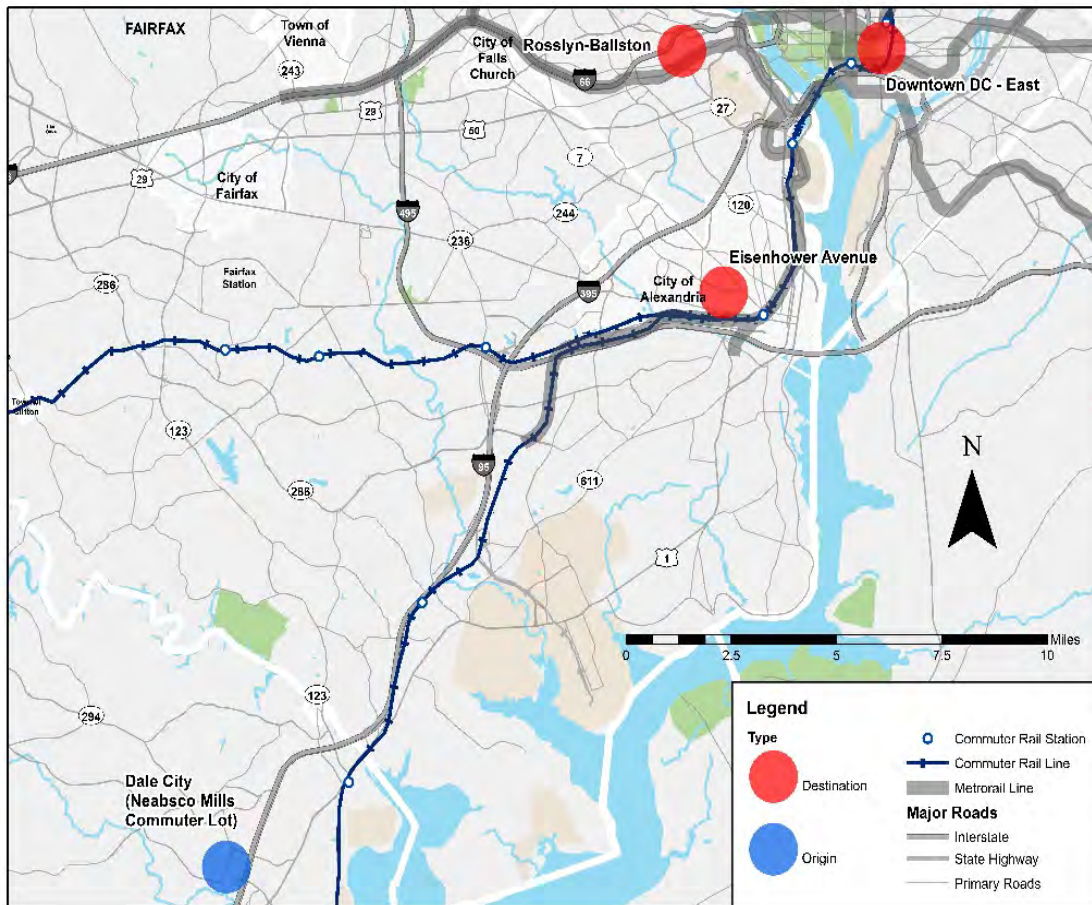
Proposed routes include:

- University Boulevard Commuter Lot to Downtown DC (reassign G-100 trips)
- University Boulevard Commuter Lot to Pentagon (reassign G-200 trips)
- University Boulevard Commuter Lot to Tysons
- University Boulevard Commuter Lot to Herndon/Reston
- University Boulevard Commuter Lot to Chantilly/Westfields
- University Boulevard Commuter Lot to Merrifield





# I-95 Neabsco District Transit Center Services

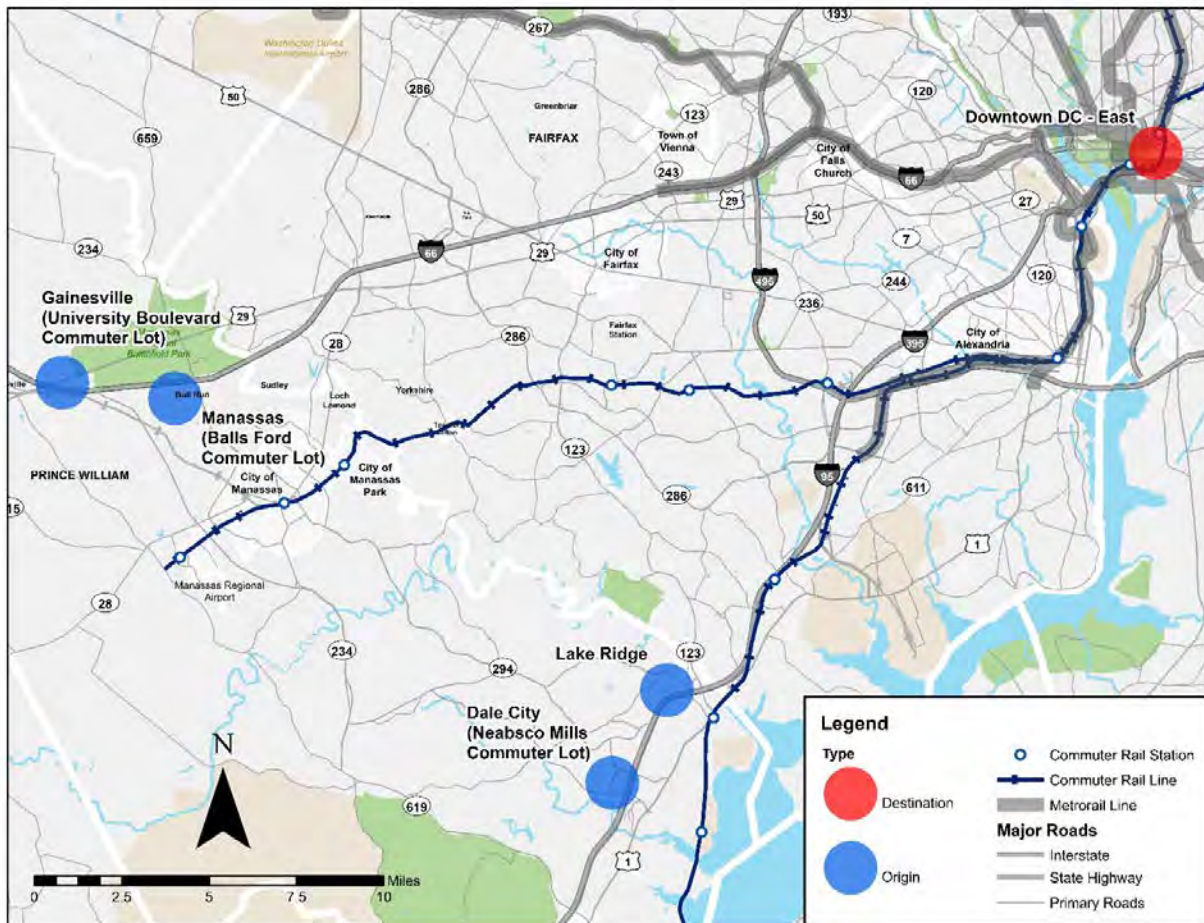


Proposed routes include:

- Neabsco District Commuter Parking Facility to Downtown DC - East
- Neabsco District Commuter Parking Facility to Eisenhower Avenue
- Neabsco District Commuter Parking Facility to Rosslyn/Ballston



## I-95 New Service to Downtown East



Routes proposed include:

- Dale City-Capitol Hill/Union Station
- Lake Ridge-Capitol Hill/Union Station
- University Blvd Commuter Lot-Capitol Hill/Union Station
- Balls Ford Commuter Lot-Capitol Hill/Union Station