



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
January 10, 2018**

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Committee Members Present:

Mr. Dave Swan, Chair, Stafford County
Mr. Guy Gormley, City of Fredericksburg
Mr. David McLaughlin, City of Fredericksburg
Mr. Tim Davis, Caroline County
Ms. Annie Cupka, King George County
Mr. John Davis, Spotsylvania County
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Larry Gross, Spotsylvania County (At-Large)
Mr. Michael Wood, Spotsylvania County (In at 6:20 p.m.)
Ms. Adela Bertoldi, Stafford County
Ms. Dawn McGarrity, Stafford County

Others in Attendance:

None

George Washington Regional Commission (GWRC) Staff:

Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Mr. John Bentley, FAMPO
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

Mr. Swan called the meeting to order at 6:07 p.m.

APPROVAL OF AGENDA

Mr. Quint requested adding an additional item for action: 7e – Resolution No. 18-15 which is the request to approve language methodology to the CMAQ/RSTP document. There was unanimous consent to add the item as requested.

The January CTAG agenda was approved as amended.

APPROVAL OF CTAG MEETING SUMMARY OF NOVEMBER 8, 2017

Upon motion by Mr. Farley and seconded by Mr. Gormley, with all others concurring, the November CTAG committee minutes were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF NOVEMBER 20TH & DECEMBER 18TH, 2017

Mr. Quint advised that there was lengthy discussion on the newly formed Employer Sub-committee that was adopted by FAMPO at the October meeting. The purpose of this sub-committee is to pursue existing employers and/or new employers who may consider re-locating offices out of the Northern Virginia/DC area to the FAMPO/GWRC region. The sub-committee was tasked with meeting with employers' CEOs and find out what services, incentives, needed space, etc. one would need to try and establish a reverse work commute environment whereby the citizens of this region would be able to commute locally. Mr. Quint relayed that at the October meeting, when the formation of the sub-committee was adopted, this was going to be a FAMPO-led initiative. However, at the November meeting discussion a vote was taken to have this become a GWRC-led initiative instead. The reason for this request was due to the fact that both Caroline and King George counties are voting members on GWRC; however, are non-voting members on FAMPO.

Mr. Quint advised the vote was 7-4, with Mr. Benton, Mr. McLaughlin, Mr. Ross & Ms. Bohmke voting no.

Mr. Quint advised the employee sub-committee members are: Mr. Baroody, City of Fredericksburg; Ms. Long, Caroline County; Ms. Brabo King George County; Mr. McLaughlin Spotsylvania County; & Ms. Sellers, Stafford County (as Ms. Sellers lost the re-election to the Stafford Board of Supervisors, a replacement will be made by Stafford County to appoint a new representative; however, at this time staff has not received any notification as to who the new appointee will be). Mr. Quint also relayed that as this is now being led by GWRC, and since GWRC did not meet in December, a meeting schedule, etc. will not be implemented until after the upcoming January GWRC meeting.

Mr. Swan asked for committee feedback regarding this effort. Mr. Farley stated he was in favor of it, as this is the only issue in ten years that involves something other than continual paving throughout the region. Mr. Gormley stated that he was in favor of the concept and also thinks it is something that should have begun years ago, but he does not know how the selling points will be made to employers in order to have significant impacts. Mr. Swan stated he too felt the idea is good and is looking forward to receiving updates as they progress from the sub-committee. There was overall consensus from the committee members that the idea/concepts are good and they are in favor of it being pursued further.

PUBLIC COMMENT

None

NEW BUSINESS

Mr. Quint advised that Ms. Donley sent out an email to everyone that was received late this afternoon. The email was regarding a press release from the Governor that stated the State will be provided \$277m as part of the agreement to extend the 95 Express Lanes. This money will go to additional projects along the I-95 corridor. A portion of the \$277m will be allocated to fully fund the Northbound Rappahannock River Crossing project. Mr. Quint stated that at this time there is no additional information as to what potential additional projects can be funded with the surplus that will remain (~\$145m). Mr. Quint also

relayed that at this time it is too early to know if the Northbound Rappahannock River Crossing will be a mirror image of the southbound project.

Mr. Gormley asked what impact this will have on the Smart Scale application process for Round 3. Mr. Quint advised that the Northbound Rappahannock River Crossing project was the number one project on the list of potential submittals, and this project will now be removed.

Mr. Quint advised that VDOT is scheduled to give an update at the upcoming January Policy Committee meeting and all of the CTAG members are welcome and encouraged to attend if their schedules allow.

Mr. D. McLaughlin asked if staff had received any feedback to date on the improvements to the I-95/Route 3 interchange ramps. Ms. Cupka stated she personally was on Route 3 east heading west-bound on Friday evening and she was amazed at how easy it was to maneuver on Route 3. Mr. D. McLaughlin stated that he has heard there is still back-up occurring on southbound I-95. Several members commented that the back-up on I-95 is still occurring; however, this issue should continue to improve as the remainders of the safety improvement projects are completed.

Mr. Swan also asked if CTAG members have had the opportunity to review the Congestion Management Plan on the FAMPO website. Mr. Swan stated there is a lot of good information on the website and as this committee's purpose is to serve the citizens that information posted on the website could be very helpful.

Mr. Swan also stated that members on CTAG have a wealth of knowledge – i.e. Mr. Gross on how roads are built and funded; Mr. Gormley on commuting issues/concerns that need to be addressed in the region; etc. and he felt that it would be good at future meetings to have individual members give a presentation to the committee on their personal areas of expertise.

Lastly, Mr. Swan asked for an update from Mr. Gormley's request at the October meeting that VDOT place no u-turn signage at the entrance to the US 17 commuter parking lot. Mr. Gormley stated that VDOT did in fact place signage there; however, they did not do what the CTAG recommended and the problem is slightly better, but still very unsafe for commuters making a left turn from US 17 into the lot. Ms. Cupka stated that Stafford County Sheriff's department needed to be contacted with a request that they station an officer at the area in question on US 17. Ms. Bertoldi also stated that contact needs to be made with supervisor from this district (Mr. Gary Snellings) asking that the Board of Supervisors request that VDOT conduct a traffic study.

DISCUSSION/ACTION ITEMS

a.) Final Presentation on Lafayette Boulevard Traffic Study – Mr. Nick Quint

Mr. Quint advised that the Lafayette Boulevard study has been completed by Foursquare and includes Lafayette Boulevard from Jackson Street to Caroline Street. Mr. Quint relayed that three alternatives were recommended for further consideration: a peanut roundabout, a dual round about, and a traditional intersection widening.

Mr. Gormley asked when the study was done, and if the study overlaid with train station improvements planned. Mr. Quint stated the third track that is being proposed by DRPT will be east of the

Kenmore/Lafayette Boulevard improvements so an overlay was not needed. Mr. Quint stated the alternatives have been presented to City Council and it now appears they are more favorable with alternative 2 (the dual roundabout scenario) and this possibly could be a Smart Scale application project submitted by the City of Fredericksburg.

Bicycle and pedestrian needs were also studied. The study showed the following recommendations:

- Extended access to the VCR trail from downtown Fredericksburg
- Improved crosswalks along the corridor
- Enhance the connection between Lafayette Boulevard and Kenmore Avenue for cyclists

Mr. Quint stated that both Kenmore Avenue and Charles Street are key pedestrian routes within the Bicycle and Pedestrian infrastructure study. Mr. Quint relayed the preferred option is for a shared-use path adjacent to Lafayette Boulevard that would use the same approach across the three roadway alternatives. This includes: shared-use path along Lafayette Boulevard from Jackson Street to Princess Anne Street; sharrow on Lafayette Boulevard from Princess Anne Street to Sophia Street; & additional crosswalks at Lafayette Boulevard and Kenmore & Charles Streets.

Mr. Quint stated that the City has voted to endorse alternative two. Mr. D. McLaughlin asked why CTAG was not given insight to these study/alternatives two months ago. The study and alternatives have already been decided on and CTAG had no opportunity to provide input/feedback.

Mr. Farley concurred that he felt CTAG should go on record condemning the process as pedestrian traffic is the highest in this area within the City and pedestrian data counts were not included within the study. Mr. Gormley stated that he regularly runs in this area of the city and it is heavily congested. Mr. Gormley concurred that he felt the process was handled poorly.

Ms. Bertoldi asked what the process is now in the study moving forward. Mr. Quint stated that the recommendations have been discussed with both the City Council and the Policy Committee, with each of these entities having endorsed Alternative 2 to move forward at some point in the future. Mr. Quint relayed that this project could likely be a Round 3 Smart Scale application submitted by the City of Fredericksburg.

Mr. Quint stated that while all three alternatives would improve conditions for pedestrians and cyclists by extending the VCR Trail and making the improvements at road crossings, Alternative 2 is the best recommended alternative from a pedestrian/bicycle perspective.

i. Adopted Resolution No. 18-08, Endorsing the Recommendations from the Lafayette Boulevard Traffic Study (Informational Purposes only)

Mr. Quint advised that Resolution No. 18-08 included in tonight's agenda packet is for informational purposes only as it was adopted by the FAMPO Policy Committee at the December 2017 meeting. Mr. Quint stated the Resolution of Support did not endorse the project moving forward; however, simply endorsed the recommendations for needed improvements submitted by the consultant.

b.) Final Presentation on Bike Share and Bike/Ped Plan – Mr. Nick Quint

Mr. Quint stated that two components were included in the study:

- Bike Share feasibility study
- Bicycle/Pedestrian infrastructure for the City of Fredericksburg

Mr. Quint stated that a bike-share system is a bicycle-based transit system that allows for users to join the system, take a bike, ride the bike and return the bike. This system allows a rider to pick up a bike from any docking station and return it to any station.

Mr. Quint relayed that there are two types of bike share system design:

1. Smart dock systems - this system requires a person to interact with a kiosk located at the dock to check out a bike. Capital Bikeshare in Washington, D.C. is an example of this type of system.
2. Smart bike systems – this system has all the technology contained on the bicycle itself, and it eliminates the need for docking stations. Mr. Quint stated the bicycles for this system are compatible with a standard bike rack, have GPS tracking systems installed on them & allow for access through a mobile phone application.

Mr. Quint stated the study showed that a number of peer communities similar to the Fredericksburg area show a bike share program is feasible. Mr. Quint stated that these communities include Greenville, NC; Spartanburg, SC; Topeka, KS, etc.

Mr. Quint stated that a bike share program implemented in Fredericksburg could do the following:

- Connect a large college student population to downtown Fredericksburg
- Relieve parking concerns downtown
- Improve access to the FRED bus system and to the downtown train station
- Provide access to 15,000 jobs that are currently located in downtown Fredericksburg
- Provide an enhanced tourist amenity
- Promote a new culture of cyclists

Mr. Quint advised the bike share system concept includes constructing hubs where bicycles can be dropped off or picked up within a 3.5 square mile core area. The initial implementation of this type of program would result in the need for constructing 20 stations that provide 120 bicycles.

Mr. Quint stated the estimated costs and ridership for this type of bike share program is as follows:

- Capital Costs - \$684,000 (equipment purchase & set-up of system)
- Net Operating Cost - \$200,000 to \$240,000 annually
- Ridership – 20,000 riders in place by Year 3 of the program being implemented

Ms. McGarrity asked if storage facilities would be constructed as during the winter months the usage will be very limited. Ms. McGarrity also asked if other college towns have these systems in place.

Mr. Quint relayed that storage facilities would need to be built and that GMU, JMU, University of Maryland & UVA all have bike share systems in place. Mr. Quint stated that VCU will be implementing a program soon.

Mr. Gormley asked who would operate the system. Mr. Quint stated that if implemented in Fredericksburg, at least initially, the revenue generated from the usage of the bicycles would not be enough to cover the estimated annual costs to operate the program so additional funding would be needed.

Mr. Quint stated when the recommendations were submitted to the City of Fredericksburg for their review and feedback, there was no decision to actually move forward at this time. The City is interested in moving forward with the infrastructure piece in the near term.

Mr. Quint stated that more regions are implementing dockless systems where bicycles are parked on public rights-of-way. This type of system provides no cost to a locality; however, questions remain as to whether they are financially sustainable.

Mr. Quint advised the study recommended a menu for infrastructure improvements for the following five improvements:

- Sharrow or signed bike routes (payment markings on the roadways)
- Bicycle Boulevard
- Bicycle Lane (no separation from vehicular traffic flows)
- Cycle Track
- Multi-use Trail (safest type of trail improvements)

Mr. Quint stated a bike lane system is a low-cost system that provides moderate impacts. This type of system may reduce the number of travel lanes; it is recommended to have a width between 5'6" with a 3' foot minimum lane and having the bike lanes designed to be one-way.

The cycle track improvement would have moderate cost and high impacts, resulting in a reduction in travel lanes or parking areas. This system can be a two-way system with a recommended width of 12' for a two-way application system and would need 8' minimum widths.

Mr. Quint stated the sharrow system is a low cost/low impact system. This method is ideal for low traffic streets and would have no impact on parking or travel lanes. This system simply makes drivers more aware that cyclists or pedestrians are in place; however, provides no additional implemented safety factors.

The bicycle boulevard recommendation is essentially a sharrow system on steroids. This system results in a traffic calming and signage system that allows for a bike-friendly environment. There is moderate cost involved in implementing this program and has limited to no impacts on existing parking and number of travel lanes.

Mr. Quint stated the last recommendation is for multi-use trails. Mr. Quint relayed that currently a number of these are already implemented within the region. These systems have a high cost, high impact, and result in shared-use facilities being constructed. The recommended width for this system would be 12' with a minimum of 8'. These systems could run adjacent to roadways, creeks, railroad beds, etc.

Mr. Quint advised it would cost approximately \$31m to implement the 29 projects. The next steps include identifying funding and incorporated the projects into the City's Comprehensive Plan and to include these within FAMPO's Long Range Transportation Plan. Mr. Quint relayed that complete traffic

and parking impact analysis data would need to be compiled and a complete engineering study finished to determine feasibility and cost. Mr. Quint stated that City staff have taken the study recommendations to the Pathway Steering Committee for further review.

Mr. Farley stated that as he has seen no increase in downtown traffic and he does not think the downtown area needs a designated bicycle route. Mr. Farley stated that he grew up downtown and rode his bicycle on the sidewalk; he does not see why continuing to do this would cause any problems.

Mr. Gormley stated that he regularly runs in the downtown Fredericksburg area and he has seen a tremendous change in growth patterns for traffic downtown. Mr. Quint stated the purpose of implementing the downtown bicycle route is that it provides a safe riding environment for all potential users.

i. Adopted Resolution No. 18-09, Endorsing the Recommendations from the Bike Share and Bicycle/Pedestrian Infrastructure Improvement Study (Informational Purposes only)

Mr. Quint advised that Resolution No. 18-09 is included in tonight's agenda packet for informational purposes only as it was adopted by the FAMPO Policy Committee at the December meeting. Mr. Quint stated that the endorsement of the Resolution did not approve any specific bike share programs moving forward; however, simply endorsed the recommendations made within the study from the consultant.

c.) I-95 Phase 2 Transit/TDM Study Final Presentation – Mr. Nick Quint

Mr. Quint advised the I-95 Transit/TDM Study was assigned two study components – the Highway segment is still on-going and should be completed by April of 2018; the transit/TDM study has now been completed.

Mr. Quint stated the study components included the following; summary of existing conditions and review of previous completed studies; evaluation of current transit marketing analysis; current transit service improvements needed for the region; & transportation demand management measures.

Mr. Quint advised the existing conditions analysis included the following components:

- Literature review – review of all previous studies completed for I-95
- Existing transit service levels by operator & mode were reviewed
- Existing transit ridership by operator and mode was updated
- Park & Ride lot inventory list compiled

Mr. Quint stated that data was obtained from GWRideConnect regarding vanpools and applicant utilization surveys; from Martz (which is currently the only private bus system operating throughout the region); FRED, & PRTC.

There was committee discussion in regard to the capitalization of slugging data that should also be included within the study results. Mr. Quint stated that currently slugging is a private and citizen-based system and is not a system that is overseen by Commuter Connections, PRTC or GWRideConnect, so no data is available for comparison and review.

Mr. Quint stated the market analysis determined from where to where a commuter bus service would be the most successful. The analysis focused on commuters and peak period services from the GWRC region to Northern Virginia/DC. The analysis compiled data and needs for 2024, 2030, & 2045.

The analysis provided recommendations for two improvement scenarios:

- Scenario 1 – Commuter Bus service implemented – growth and excess transit demand will be absorbed by a commuter bus, VRE, and vanpools; 13 routes needed by FY2045 that will provide for reverse peak/AM supplemental routes to the VRE routes; would also include feeder routes to the commuter park & ride lots & to the VRE stations; would include commuter lot & VRE lot expansions; & would implement enhanced TDM strategies
- Scenario 2 – Commuter Bus service not introduced – growth would continue to be absorbed by VRE and vanpools; feeder routes to commuter lots & VRE stations would still need to be implemented; commuter lot & VRE expansions still needed; and implementation of enhanced TDM strategies still would need to be implemented.

Mr. Quint advised the cost analysis for Scenario 1 and 2 are listed below:

- Scenario 1 (commuter bus service added) – results in a total of 4,049 more riders utilizing either/or commuter bus service, VRE, or van pools by 2045; the net cost of operating subsidy would be \$39.6 m annually & the net capital cost (cumulative through 2045) is \$154.3m.
- Scenario 2 – (no commuter bus service added) – results in a total of 3,374 new users at a \$35.3 m annual operating cost; & a \$74.6 m net capital cost expenses cumulative through 2045.

The majority of the CTAG members expressed opposition to implementing either Scenario 1 or 2 due to the high cost involved for benefit to a small portion of the region's population.

Mr. Quint stated a Transportation Demand Management (TDM) plan is the practice of providing services that would promote the use of any transportation options in lieu of citizens utilizing single-occupancy vehicles. Mr. Quint stated a TDM plan is developed to support transit recommendations and other non-SOV modes of operation on the corridor. Mr. Quint stated the TDM plan consisted of four elements:

- GWRideConnect I-95 Multimodal Target Marketing
- Commuter Bus Marketing
- Enhanced Commuter Programs & Services
- First Mile/Last Mile Connections

i. Adopted Resolution No. 18-14, Approving the Recommendations for the I-95 Phase 2 Transit/TDM Study (Informational Purposes Only)

Mr. Quint advised that Resolution No. 18-14 is included in tonight's agenda packet for informational purposes only. The Resolution was adopted by the FAMPO Policy Committee at its December meeting. Mr. Quint stated the adoption of the resolution does not approve specific projects for moving forward at this time but simply endorses the recommendations made by the consultant as a result of the completed study.

d.) Smart Scale Update and Project Discussion – Mr. Nick Quint

Mr. Quint advised that the FAMPO/GWRC planned scheduled for Smart Scale Round 3 application process is as follows:

Present – April – discussion/development of regional candidate projects
Present – March – CMAQ/RSTP project call and allocations
April/May – FAMPO/GWRC review and approval of candidate projects
(FAMPO approves candidate projects submitted from City, Spotsylvania & Stafford)
(GWRC approves candidate projects submitted from Caroline & King George)
June – FAMPO/GWRC approval of locality jurisdiction Smart Scale projects

Mr. Quint advised the Round 3 Smart Scale application process begins on March 1, 2018 and the application deadline is August 1, 2018.

i. Updated Matrix of Regional Projects

Mr. Quint advised that included in tonight’s agenda packet is a matrix that lists the current 12 projects for consideration by FAMPO/GWRC in the Round 3 Smart Scale application process. Mr. Quint relayed there are currently 12 projects on the list & between FAMPO/GWRC the maximum number of projects that can be submitted is 8. Mr. Quint stated that some projects would need to be removed, bundled, etc. in order to ensure the region does not exceed the maximum number of applications.

Mr. Quint stated the first item on the list is the I-95 Northbound Rappahannock River Crossing project. Mr. Quint stated that as a result of the governor’s announcement that was received late this afternoon, this project will now be fully funded and will be removed from the matrix. Mr. Farley stated that each project on the list for consideration involves moving urban sprawl and is repeating the same pattern that has continually not worked.

e.) Resolution 18-15 Amending the Language Methodology in the CMAQ/RSTP project allocations – Mr. Nick Quint

Mr. Quint advised this is a federal document and requires updates regularly. Mr. Quint advised the changes in this year’s update are essentially housekeeping in nature and involve language updates and clarifications but require no changes within the process.

Upon motion by Mr. Gormley and seconded by Mr. Gross, Resolution No. 18-15 was endorsed by the CTAG committee with a recommendation the Policy Committee adopt at the upcoming January meeting.

Mr. Farley stated that in the past the CTAG committee has not endorsed resolutions that were essentially “housekeeping” resolutions so he was somewhat confused as to why the committee voted on Resolution No. 18-15 tonight. Mr. Gormley concurred that this absolutely has been CTAG’s position in the past and for that reason he was withdrawing his motion.

STAFF REPORT

Mr. Quint advised that on January 25 from 5:00 – 7:00 p.m. in the VDOT District Auditorium a design public hearing will be held for the Chatham Bridge project. Mr. Quint relayed that another design public hearing will be held on January 11 from 5:00 – 7:00 p.m. at Cedar Forest Elementary for a new commuter

parking lot on Commonwealth Drive in Spotsylvania County. Mr. Quint stated this project is one that was approved in Round 1 of Smart Scale.

Ms. Donley advised the new FAMPO website is up and operational and asked that the CTAG members review it and provide any feedback. Mr. Gross stated he has already looked at it and it is very well done. Mr. Gross stated that Ms. Donley has done a great job in keeping the website updated and current. Mr. Gross' comments were concurred by all CTAG members.

MEMBER REPORT

Caroline County: Mr. Davis advised that he recently attended the Route 2 traffic study meeting. Mr. Davis relayed the traffic study is still in progress; however, a lot of results were available. Mr. Davis stated that surprisingly the study results showed that Route 2/Lansdowne Road did not score as badly as expected. Mr. Davis stated that no proposals for improvements have been outlined to date as there are still too many access points under review and additional land purchases that will be required. Ms. Bertoldi asked if the study was completed during peak hours and at what time of the year. Mr. Davis relayed the study was completed during peak hours but did not know what time of the year the study was done. Mr. Davis stated that information received from the meeting indicate that regardless of the Level of Service (LOS) rating the project receives, that from the City of Fredericksburg line to Shannon Airport, the road will be expanded and improved.

King George County: Ms. Cupka advised she attended the December 7th US 301/Route 207 Study public meeting. Ms. Cupka relayed VDOT did a good job with the presentation and had a lot of visual material on display.

Chairman Comments: Mr. Swan stated he thinks this region needs to consider implementing service plazas on the interstate similar to the system in place in New York. Mr. Swan stated the service plazas allow one to not exit from the interstate while also providing revenue to the state, additional employment opportunities, and allow for more effective traffic flow on the interstates.

Adjourn The January 10th meeting concluded at 8:47 p.m. The next CTAG meeting will be held on February 14, 2018 at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson