2045 Long Range Transportation Planning Advisory Committee Meeting #11
April 9, 2018

Committee Members Present:
Mr. Erik Nelson, City of Fredericksburg
Ms. Annie Cupka, King George County
Mr. Dan Cole, Spotsylvania County
Mr. Doug Morgan, Spotsylvania County (In at 12:20 p.m.)
Mr. Joey Hess, Stafford County
Ms. Ciara Williams, Department of Rail and Public Transportation (DRPT)
Mr. Ivan Rucker, Federal Highway Administration (FHWA) (on-line call-in)
Mr. Rodney White, Fredericksburg Regional Transit (FRED)
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC) (on-line call-in)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT) (In at 12:30 p.m.)
Ms. Sonali Soneji, Virginia Railway Express (VRE)

Others in Attendance:
Mr. Steven Grant, Aberdeen Management Group
Mr. Robert Dabadie, Michael Baker International
Mr. Tony Hoffman, Michael Baker International
Mr. Ram Jagannathan, Michael Baker International
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)

George Washington Regional Commission (GWRC) Staff:
Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO
Mr. John Bentley, FAMPO
Mr. Colin Cate, FAMPO
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

WELCOME

Mr. Agnello thanked everyone for attending today's eleventh meeting.

Draft 2045 Long Range Transportation Plan - Mr. Paul Agnello and Mr. Nick Quint

Mr. Agnello advised the draft 2045 LRTP is out for public comment. Mr. Agnello stated the public comment period ends on April 11th so if there are additional comments to please forward these to him before the deadline.

VRE Parking Demand Management Update – Ms. Sonali Soneji, VRE and Mr. Steven Grant, Aberdeen Management Group

Ms. Soneji stated that a parking study was completed several years ago by VRE and at that time VRE had no idea of VRE lot utilization and availability. Ms. Soneji advised the study was done to determine parking patterns at the designated VRE lots and was used for planning purposes and better customer utilization data.

Ms. Soneji advised the project goals included two concepts: 1 – develop better technology data; & 2 – to be able to extract data to determine who/how it can be better used. Ms. Soneji stated these concepts were good for both VRE and riders. Ms. Soneji stated the proof of concept data was compiled from the Spotsylvania County VRE station.

Ms. Soneji stated the overall data shared roadmap includes data for seat availability and VRE mobile app usage (which is currently in place), installation of variable messaging signs (in procurement and should be finalized within 90 days), & accurate of parking availability at VRE lots (in procurement and should be implemented on all cars by April of 2019).

Mr. Grant advised they were awarded the bid after VRE issued a Parking Count System RFP. Mr. Grant stated comparisons were made with other systems in place and the one chosen was a Canadian company. The ParkingLogix was awarded to all 13 VRE stations. The parking sensors deployed at Proof-of-Concept locations, beginning first with the newer Spotsylvania County station. The process involves a simple sensor at the entrance and exit of the lot. Mr. Grant stated once it is formally approved, the Phase 2 rollout will include the Fredericksburg area stations and the Broad Run VRE Station.

Ms. Utz asked how long the system will last. Mr. Grant stated there is 3-5 years of battery life on the system and it is expected to last 4-5 years. Mr. Agnello inquired about the cost of the system. Mr. Grant stated the total cost is $150,000, which included the bulk of equipment needed as well as a back-end system for logistics, hardware, & training. Mr. Grant stated the $150,000 cost is for all the expenses for all 13 VRE stations. Mr. Grant advised they are getting ready to receive accurate and concise data. Mr. Grant stated the complete installation of a system usually takes approximately 4 hours from start to finish and the system data has resulted in a 99% accuracy rate at a 35-mph speed limit. Mr. Grant stated that beginning next data at the Fredericksburg stations will be tested.

Mr. Grant advised the proposed timeline from start to finish at all 13 stations began in October of 2017 with the notice to proceed for the Parking Count System. Initial testing was completed in November 2017. April 2018 the rollout to all 13 VRE stations will begin. May 2018 final testing will be completed, and in August 2018 a full system acceptance should be implemented.

For the Passenger Count System, an RFP was issued in February 2018. In March 2018, RFP responses and interviews were available. In the Variable Messaging System an RFP will be issued in May 2018 with RFP responses to be received in June 2018. RFP will be awarded in August 2018 with a notice to proceed to occur in September 2018. In October 2018, the system acceptance will be in place. The VRE mobile data segment will have parking count available in July 2018 and in October 2018 the passenger count data will be implemented.

FAMPO Parking Demand Management Update – Mr. Robert Dabadie, Baker

Mr. Dabadie with Baker advised the project goal is to develop an engaging and supplemental Smart Scale application that will leverage innovative and evolving technologies within the realm of "smart parking" thinking at non-VRE park & ride lots along the I-95 corridor.

Mr. Dabadie stated the goal at this time is not focusing on signage advertising but instead of providing number of available spaces on mobile sites instead. Mr. Dabadie advised the study will encompass multimodal transit options that will also include data for car pools, van pools, and slugging.

Mr. Dabadie advised efforts are intended to enhance a larger Smart Scale application by making it more comprehensive to scope-schedule-cost, to be completed within a six-year timeframe, to compliment a wide range of projects and to reflect uncertainty. Mr. Dabadie stated the process is still in the research stage and more interviews and reviews are scheduled to occur and at this time nothing has been finalized.

Mr. Dabadie stated that unfortunately over a six-year timeframe for the application the mobility and technology will continue to change. There will be six more years of new growth; the travel on the corridor will increase; technology will evolve to enable new and enhanced mobility options; & the price of the technology will drop so the future is still uncertain.

Mr. Dabadie advised the three main emerging themes that will be addressed are the following: data collection (parking availability/monitoring & available seats), data warehousing, & information dissemination established.

I-95 Phase 2 Highway – Mr. Anthony Hoffman & Mr. Ram Jagannathan, Baker

Mr. Hoffman advised the study team tested four new and/or modified I-95 access scenarios which were:

- New full access near milepost 131 (Central Park Rest Area site)
- New full access near milepost 128 (Harrison Road)
- Improved access at existing 126 (Southpoint – J Ramp). Mr. Morgan advised that all Spotsylvania County has committed to at this point is a Super Ramp and not a J Ramp design, so it may be clearer if the study documents refer to this as the Super Ramp – Mr. Hoffman stated the study team would make this revision accordingly.
- New full access near milepost 124 (Jackson Village and Alexander's Crossing developments)

Mr. Hoffman relayed the background for the no-build network assumptions for comparison purposes to the new scenarios studied the following:

- Inclusion of the I-95 southbound river crossing project
- Inclusion of the I-95 northbound river crossing project
- Did not include the Harrison Road widening project
- Did not include the southbound 4th lane on I-95 between Exits 130 & 126
- Did not include the STARS study at Exit 126 or the improvements to the I-95 northbound on-ramp

Mr. Hoffman stated the new scenario data testing impacts to the roadways' performance showed the following data:

- On the study corridor, the VMT showed only a 1% change between the scenarios and Route 3 tends to be of the most benefit over the corridor
- A higher VMT in the pm peak hours contributes to a higher percentage of congested VMT
- Route 3 experiences the most delay over the corridor so any scenario benefiting Route 3 will yield the greatest decreases in travel delays
- Scenarios that draw traffic to the I-95 corridor tend to increase the delay on I-95 and results in a lower reduction in delay within the corridor
- Travel speeds generally stay the same or showed improvement on key roadways, except for I-95 in the Exit 126 ramp scenario

Mr. Jagannathan stated study activity in March resulted in the following data:

- Further investigated the effects of a new or modified interstate access at mileposts 131, 128, 126, & 124 in terms of changes in the traffic volumes on the local roadways
- Revised traffic forecasting and operational analysis was completed to test performances of new future potential conditions to identify the remaining choke points

Mr. Jagannathan advised the next steps are as follows:

- Receive comments and feedback by April 16th
- Continue working with LRTP Advisory Committee so that both short- and long-term recommendations can be identified
- Revise future scenarios based on committee feedback and continuing discussions with VDOT staff
- Continue to refine operational details of the I-95 NB Rappahannock River Crossing project as additional information becomes available
- Further investigate the potential new or improved I-95 access concepts based on committee feedback
- Present all findings to FAMPO committees at future meetings

Ms. Shropshire advised that VDOT staff has confirmed the Harrison Road Bridge could stay, and this would result in the initial project cost estimates being lower.

Mr. Agnello stated the Phase 3 I-95 study will focus on interchange analysis and the impacts that will occur on the arterial roads.

Questions & Input from Advisory Committee Members – None given at today's meeting; Mr. Agnello asked that committee members submit any additional comments on today's meeting by close of business on Friday, April 13.

Next Steps & Adjourn

Mr. Agnello advised that potentially today's meeting could be the last LRTP Advisory Committee meeting that is needed. However, Mr. Agnello stated that it is a possibility that one additional and final meeting may be required and if so, the meeting date and meeting time will be emailed to LRTP Advisory Committee members.

The 11th 2045 LRTP Advisory Committee meeting was adjourned at 2:18 p.m.