**In order to encourage commuters to use public transit along the I-95 Corridor, we need to make our commuter lots more user-friendly. There are six lots along I-95 inside of Prince William County with a combined capacity of more than 5,000 spaces. The lots are used by PWC residents who live from mid-County to all along the corridor. They are also used by hundreds of commuters from Stafford County and points further south. As a Supervisor and as Chair of the Potomac Rappahannock Transportation Commission, I get fairly frequent complaints about the condition of commuter lots…everything from frustrating traffic pathways inside of the lots to inadequate shelters, lack of capacity, problems with ADA parking, inadequate signage and no comprehensive source for lot availability, daily capacity, etc. Therefore I asked for a tour of all the I-95 Corridor lots with a purpose of finding ways to improve the commuter experience in our commuter lots. Since the I-95 Corridor Study includes an analysis of commuter lots, I am submitting this list for consideration as you make overall recommendations to improve transit on I-95.**

**List of those who attended the tour on August 9, 2019:**

Ruth Anderson, Occoquan District Supervisor, Prince William County
Jacob Mosser, Assistant to Supervisor Anderson

Robert Schneider, Executive Director OMNIRIDE

Perrin Palistrant, Director of Operations and Operations Planning OMNIRIDE

Lamarr Johnson, Transit Amenities Coordinator OMNIRIDE

Kenneth Tuitt, Project Manager, Quality Assurance OMNIRIDE

Tom Folse, Assistant Director Traffic Engineer VDOT.

Aleksandra Tuliska, Transportation and Land Use Director for Prince William County, VDOT

Heidi Mitter, Multimodal Transportation Planner VDOT

Ron Sutphin, Traffic Engineer VDOT

Steve Stevens, Traffic Engineer Prince William County DOT

Officer Gregory Walsh, Prince William County Police Department

Kalai Kandasamy, Slug lines Coordinator and Alternate Member of the PRTC Board of Commissioners

**Summary of Recommendations to improve Commuter Lots. Each of these ideas needs further analysis.**

**General Ideas:**

* Need a replacement plan/funding stream for bus shelters
* Bus shelters should be modernized to afford better protection from weather and allow long lines of people to queue up under them to board busses
* Bus shelters and waste cans need routine maintenance…some in very poor condition with missing parts and outdated bus routing posters
* Several commuter lots had old newspaper machines………some looked like they are not used
* Names of Commuter lots are confusing to new arrivals…e.g., Horner lot, Old Hechinger lot…need a better easy to understand system…one that is easy to discern on websites, social media and to create signage for
* Need system (App) and signage to alert commuters about capacity status in timely way

**234 Lot**

* Are there any potential improvements to the light timing at the ingress/egress point?
	+ Consider a loop detector in front of the bus stop to trigger when bus is ready to depart. Would need to be constructed by VDOT (capital/infrastructure cost)
* Shelter space is inadequate…one small shelter with a capacity for up to 8 in a large lot.
	+ Adding bus shelters is desired (capital cost)
* Potential to move bus stop to other side of island to allow for easier ingress/egress for the buses, and to be able to utilize the existing traffic signal rather than turn at an un-signalized intersection.
	+ Evaluate alternate routings in and out of commuter lot
* Compact Car parking area…much non-compliance with “compact car” signage.
	+ Consider revising the regulatory signs for compact vehicles only
* Drivers park on sidewalks, walkways within the lot.
	+ What near term improvements are possible until commuter lot is reconstructed?
		- Suggestion to remove concrete islands (capital cost)

**123/95 Lot**

* Enormous amount of bus shelter space in a small, underused lot
* ADA spaces were not in optimal location for bus pick-up area and no ADA ramp…VDOT members on tour have a plan to move the ADA parking and create a ramp in conjunction with PWC DOT
	+ Signage will be updated by VDOT and installation of wheelchair ramps by PWC (Capital Cost)
* Outdated posters of bus routes were hanging in shelter
	+ Review of all commuter lots underway to assess signage and ensure up to date and accurate signage is posted
* Ingress & Egress complicated and slow………commuters tend to find lots with easier ingress and egress
	+ Are there infrastructure improvements that could be made to improve access and increase utilization of this lot?
* Southbound traffic can’t enter express lanes
* Northbound traffic…dangerous to exit (we heard this comment…need to verify)
	+ Request for VDOT and County to review
* Lack of destination options for commuters
* Discussed as a possible future Van Pool location
* Need to promote the lot more through communication

**Old Hechinger Lot (123/Old Bridge Rd.)**

* Could there be two left turn lanes exiting onto Old Bridge Rd?
	+ VDOT is retiming signal, but dual left turn lanes would optimize throughput
* Extended parking of vehicles along outer fringes of lot was noted

**Lake Ridge Lot (Minnieville & Old Bridge Rd.)**

* Review creating a “right turn only” exit onto Old Bridge Rd
	+ VDOT and County assessment requested
* Routing within the lot needs to be analyzed…looks like room for improvement
* Potential for new signage advertising transit services

**Telegraph Road Lot (west side of Telegraph)**

* Generally known to have over 40 over-parked cars Mon to Thur….parked in No Parking areas
* In North end of lot driveway has double yellow line that can’t be complied with because of parking along shoulder……..there was discussion about removing the double line and also discussed the possibility of converting most of this drive to one-way traffic…seemed to be several pros & cons
	+ VDOT analysis requested for feasibility to allow for additional parking. Exit flow in the PM would still be maintained by allowing for two way traffic beyond the portion of the roadway that would be converted to one-way travel
* Some public safety issues…….with over-parking hard to maneuver a fire truck throughout the lot
	+ Is there room for expansion of lot?
* Add no parking signs in concrete area nearest the entrance to the lot to allow buses to turn in and out easier
	+ Need VDOT approval for striping/signage

**Horner Road Lot (east side of Telegraph)**

* Lot 7 includes bus shelters that are never used…no bus stops by them; these shelters and also the ADA parking around these shelters could be better used in areas close to bus stops
	+ Move shelters to either other areas of the lot or to other commuter lots in need of shelters?
	+ Move ADA parking to areas closest to active bus stops. Would need to restripe parking spaces
* An idea for phasing parking during morning commutes was discussed…seems like a workable idea with very little cost. This would include adding pick-ups in the lots closest to Telegraph. It might change some bus pick-up spots and on commuter mornings, pick-ups would stop in some areas once particular lots are full.
	+ OMNIRIDE staff evaluating the potential of adding a third bus stop that would be active only during certain times of the AM peak period.
* Extend sidewalk in center island in Lot 4 to help slugging commuters have a safe place to stand?
	+ There were multiple areas where the space for long lines of people were inadequate…safety issue. PWC to review
* What opportunities exist for reconfiguring the lot expanding spaces within the existing footprint?
	+ There are very wide aisles that could allow for restriping to fit in more parking.
* Add signage on main roadway between lot 5 and 7/9 indicating “merge left except buses”
	+ VDOT to review

***Sincerely,***

***Ruth M. Anderson***

***Occoquan District Supervisor***

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