



Investing in Multimodal Solutions

Commonwealth Transportation Board

I-66 Multimodal Improvements Inside the Beltway

February 17, 2015



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I-66 Multimodal Improvements

- **I-66 Multimodal Study (2012 / 2013)**
- **Tolling element**
- **Multimodal solutions**
- **Future Widening**
- **NEPA documentation**
- **Outreach**
- **Project schedule**



TRANSFORM 66
INSIDE the Beltway

VDOT | DRPT

I-66 Multimodal Improvements Beltway to US 29 Rosslyn

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I-66 Issues Reported in 2012:

- Eastbound & Westbound roadway congestion
- Congestion at interchanges
- Non-HOV users during HOV restricted period
- Orange / Silver Line Metrorail congestion
- Bus service impacted by roadway congestion
- Challenges to intermodal transfers
- W&OD and Custis Trail bottlenecks
- Limitations / gaps in Bike & Ped accessibility and connectivity





TRANSFORM 66
INSIDE the Beltway

VDOT | DRPT

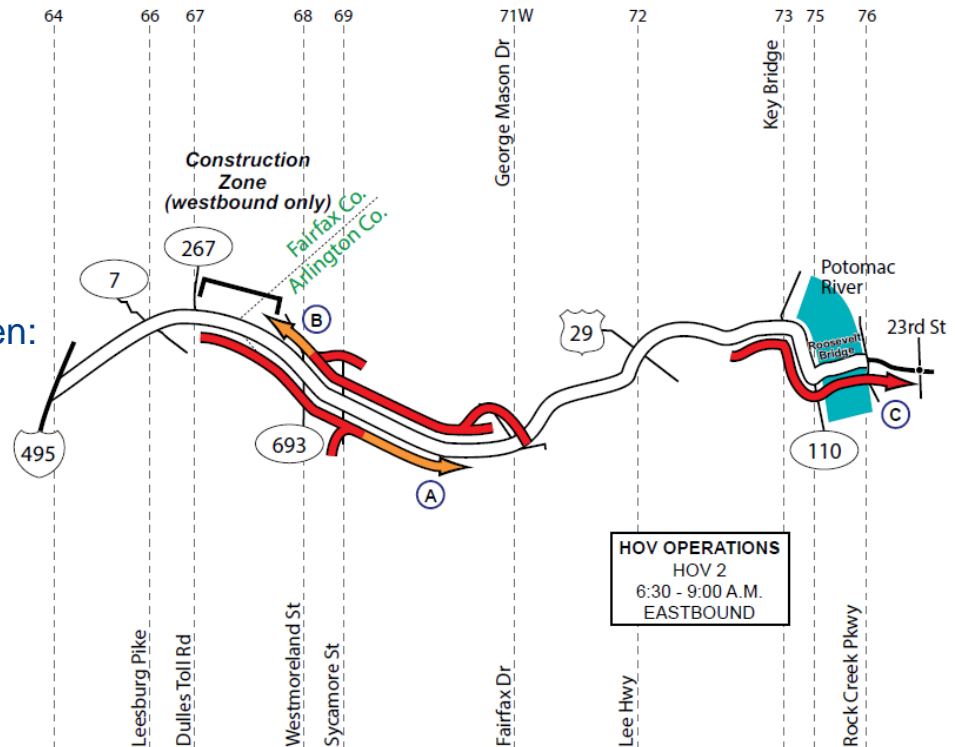
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I-66 AM Period Existing Conditions

Results of MWCOG's 2014 Analysis

Eastbound Travel Lanes

- 13% hybrid vehicles¹
- 21% is single occupant vehicle (in addition to hybrids)¹
 - Regularly congested conditions between:
 - VA 267 and George Mason Dr / Fairfax Dr
 - US 29 and Roosevelt Bridge
- Speeds average 15 – 50 mph
- Queue lengths of 3 – 5.5 miles



Westbound Travel Lanes

- Regularly congested conditions between:
 - Fairfax Dr and Westmoreland St
- Speeds average 20 – 50 mph
- Queue lengths of 2 – 3 miles

¹ June 2014

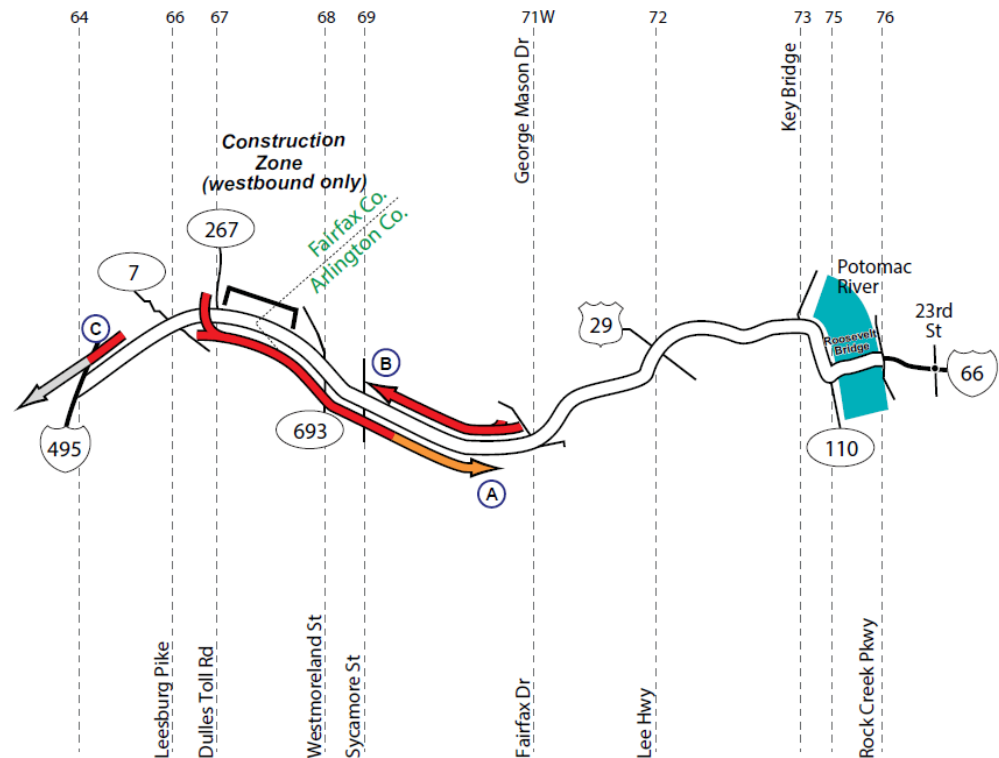
Westbound Travel Lanes

- 18% hybrid vehicles¹
- 30% single occupant vehicles (in addition to hybrids)¹
- Regularly congested conditions between:
 - George Mason Dr and Sycamore St
 - VA 7 and I-495
- Speeds average 10 – 45 mph
- Queue lengths of 2 – 3 miles

Eastbound Travel Lanes

- Regularly congested conditions between:
 - VA 7 and Fairfax Drive
- Speeds average 15 – 50 mph
- Queue lengths of 3 – 4 miles

I-66 PM Period Existing Conditions Results of MWCOCG's 2014 Analysis



¹ September 2013



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Baseline assumptions for 2040 from Multimodal Study

- **HOV changes from HOV-2+ to HOV-3+ throughout region**
- **I-66 westbound SPOT improvements 1, 2, and 3**
- **Silver Line Phase I and II (to Dulles)**
- **New and enhanced Priority Bus services on I-66, US 29, and US 50**
- **Transportation Demand Management (TDM) elements from the I-66 Transit/TDM Study**
- **Metrorail core capacity improvements – 8 car trains**





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Corridor activity since 2012:

- **August 2013 Supplemental Report**
 - Refined Package
- **Completed or Active Projects**
 - Active Traffic Management (ATM) underway
 - Spot 1 Widening WB – Completed December 2011
 - Spot 2 Widening WB – Under Construction
 - Bus on Shoulder – Under implementation, operational in 2015
- **Outside the Beltway project development**
- **Dec 9 letter from Secretary Layne**
 - Multimodal package of solutions
- **CLRP project submission, Jan 2015**



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The purpose of the I-66 Multimodal Project inside the Beltway is to move more people and enhance connectivity in the corridor by improving transit service, reducing roadway congestion, and increasing travel options.



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Project Scope

Identify and prioritize improvements from 66 Multimodal Study (2012/2013)

- Quickly implementable corridor improvements
- Tolling
- Transit
- Bicycle / Pedestrian
- Transportation Demand Management
- Integrated Corridor Management
- Future Widening





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Tolling

- **HOV-2 to HOV-3 conversion**
- **Dynamic tolling in both directions during peak periods only**
 - HOV-3+ vehicles ride free; Restricted hours to be determined
 - Facility free to all traffic during off-peak periods;
 - Consistent with current policy, heavy trucks are prohibited;
 - All electronic tolling – no toll booths
 - Clean fuel vehicles no longer exempt from restrictions
- **VDOT owns and operates facility**
- **Project revenue directed toward operations, maintenance, multimodal elements, and future widening**



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Transit

- **Review and validate transit recommendations from**
 - ***DRPT I-66 Transit / TDM Study, 2009***
 - ***I-66 Multimodal Study, 2012/2013***
 - Evaluate proposed enhanced bus service throughout the corridor
 - Local, commuter, and regional bus
 - Consider Metrorail core capacity improvements (8-car trains) that would address capacity concerns in the I-66 corridor



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Bicycle and Pedestrian Facilities

- **Review recommendations from Multimodal Study**
- **Coordinate with local jurisdictions to prioritize bicycle and pedestrian projects that:**
 - **Accommodate longer distance commute trips along I-66**
 - **Accommodate access to Metrorail stations and bus stops**
 - **Increase the utility and attractiveness of bicycling and walking**
- **Projects may include**
 - **On-road bicycle facilities**
 - **New or improved off-road paths**
 - **Intersection improvements to enhance crossing safety**





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Transportation Demand Management

Identify and prioritize best performing strategies to reduce travel demand, increase mobility options, and market transit services

- **Marketing and outreach programs**
- **Vanpool programs**
- **Financial incentive programs**
- **Other programs**



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Integrated Corridor Management

- **Review current corridor status and consider elements in the Active Traffic Management project (operational in 2015)**
- **Consider additional ICM recommendations including:**
 - **Addition of dynamic merge/junction control**
 - **Speed harmonization**
 - **Advanced parking management systems for park-and-ride lots**
 - **Multimodal traveler information including travel time by mode**
 - **Implementing signal priority for transit vehicles in the corridor**



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Future Widening Study

- **Included in Recommended Package from I-66 Multimodal Study**
- **Evaluate capacity improvements west of Ballston in both directions**
- **Implementation year to be determined based upon travel demand**
- **Develop design to fit within existing right-of-way as much as possible and considering innovative approaches where needed**
- **Minimize impacts to tree canopy and green space**



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Environmental Documentation

➤ Environmental documentation to include:

- Tolling Element
- Multimodal improvements that require environmental clearance
- Future widening



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Outreach

➤ **Project Working Group (PWG)**

- **VDOT, DRPT, Arlington County, Fairfax County, City of Falls Church**

➤ **Inside Stakeholder Technical Advisory Committee (iSTAG)**

- Arlington County
- City of Fairfax
- City of Falls Church
- DDOT
- Fairfax County
- FHWA
- FTA
- Loudoun County
- MWAA
- MWCOG
- NVRPA
- NVTA
- NVTC
- PRTC
- Prince William Co.
- Town of Vienna
- VRE
- WMATA
- MDOT

➤ **Elected Officials briefings**

➤ **Public Outreach**

- **Public Information Meetings, Public Hearing(s), Neighborhood groups**
- **Website under development**



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Major Project Milestones

Key Milestones	Dates
Submit Multimodal project to CLRP	January 2015
Level 2 Traffic & Revenue Study	Mid 2015
Prioritize Multimodal solutions	2015
Environmental document and hearing	2015
Tolling Design-Build procurement	Late 2015
Tolling Construction	2016
Begin first phases of multimodal solutions	2016-2017
Toll Day One	2017



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Next Steps

- **Re-validate corridor issues reported in 2012 Final Report**
- **Refine project scope with Project Working Group**
- **Develop and implement early stakeholder and public outreach program**
- **Initiate Traffic and Revenue Study for tolling element**
- **Prioritize multimodal elements based on project toll revenue**



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Questions / Comments

THANKS!

I-66 Multimodal Improvements Project
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