



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transform66: Inside the Beltway

First Year Performance Review

Nick Donohue
Deputy Secretary of Transportation
January 15, 2019



Transform66: Inside the Beltway

- **Result of a multi-year planning that started during the McDonnell Administration**
- **2016 compromise reached with General Assembly**
 - **Convert I-66 to express lanes from 5:30 a.m. - 9:30 a.m. EB and 3 p.m. - 7 p.m. WB**
 - **Widening I-66 EB from the Dulles Connector Road to Ballston**
 - **groundbreaking took place in June 2018**
 - **Re-invest toll revenues in the corridor for improvements recommended by NVTC – \$22M allocated to-date**
 - **HOV-2 to HOV-3 when 66 Outside the Beltway opens in 2022**

Transform66: Inside the Beltway

First Year Performance Review

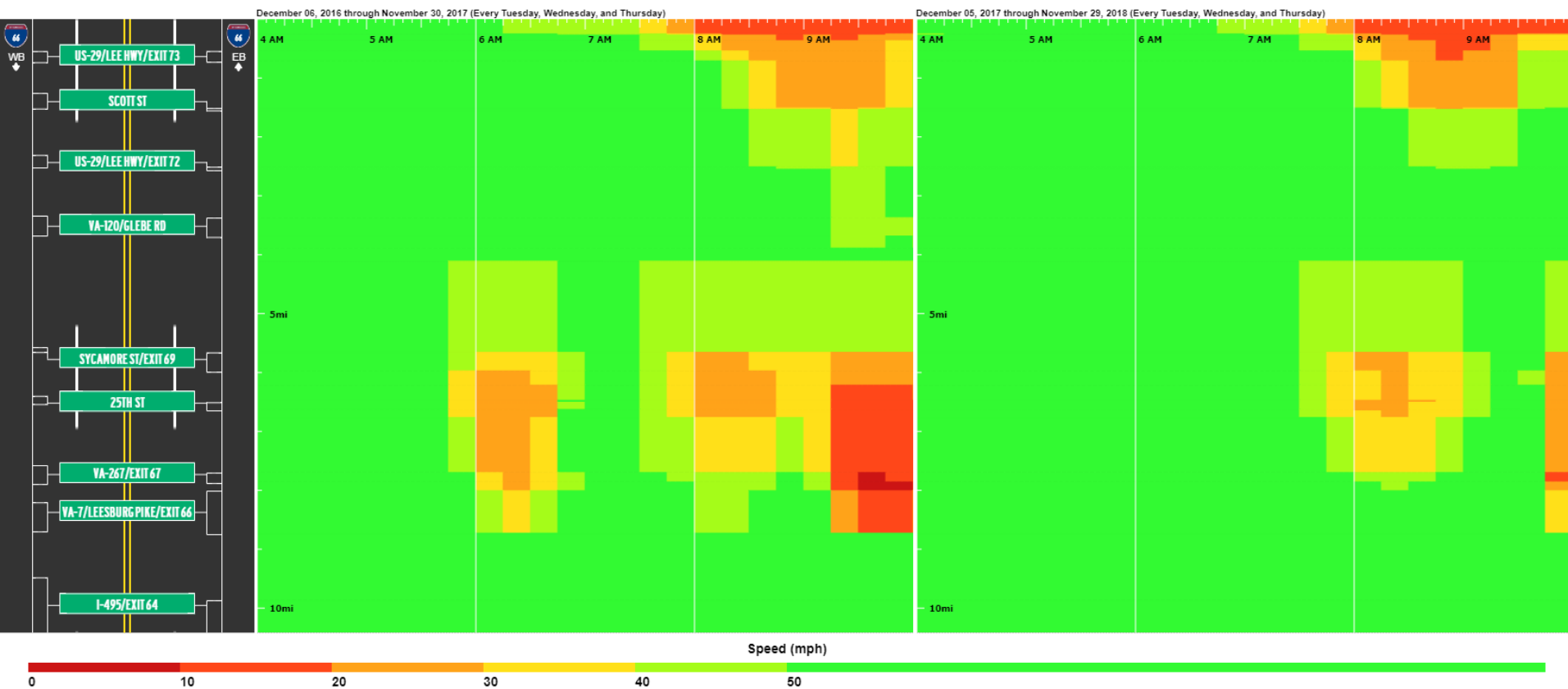
- **Performance Review Time Period**
 - Pre: 12/6/16 – 11/30/17
 - Post: 12/5/17 – 11/29/18
- **Morning peak period travel speeds**
 - I-66 EB
 - Parallel arterials
- **Evening peak period travel speeds**
 - I-66 WB
 - Parallel arterials
- **Toll rates and usage**
- **Incidents**

Transform66: Inside the Beltway

First Year Performance Review

- **Average daily use***
 - 27,893 HOV users
 - 18,279 toll paying users
 - 6,638 bus riders
- **Travel speeds eastbound in the morning**
 - 12.2% average increase on I-66
 - -0.3% to 10% average change on parallel arterials
- **Travel speeds westbound in the afternoon**
 - 19.2% average increase on I-66
 - 3% to 7.5% average increase on parallel arterials

* Carpool and toll payers are based on Jan-Nov; bus ridership is average of February and June



I-66 EB Travel Speeds Pre-Tolling

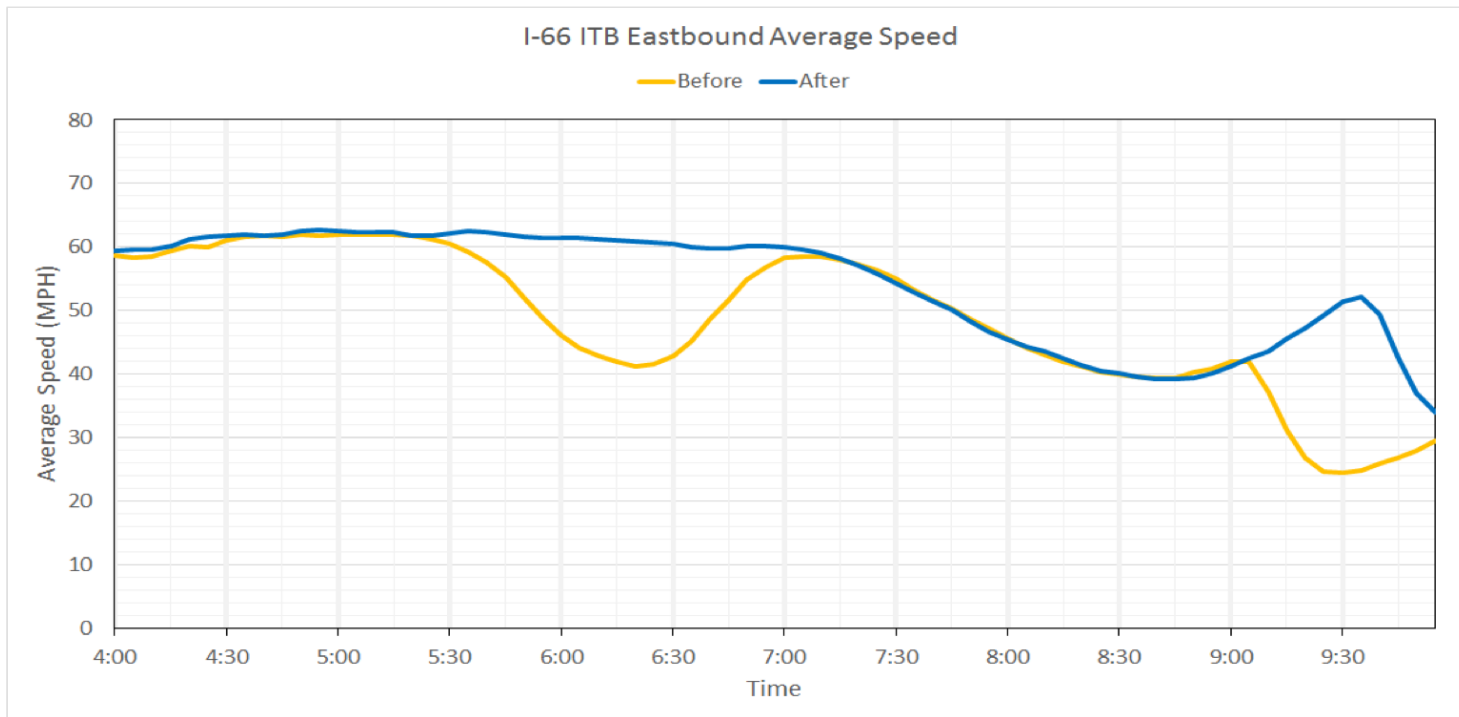
Average Travel Speed
46.8 mph

I-66 EB Travel Speeds Post-Tolling

Average Travel Speed
52.5 mph

I-66 Eastbound Average Travel Speeds

Pre- and Post-Tolling first year comparison



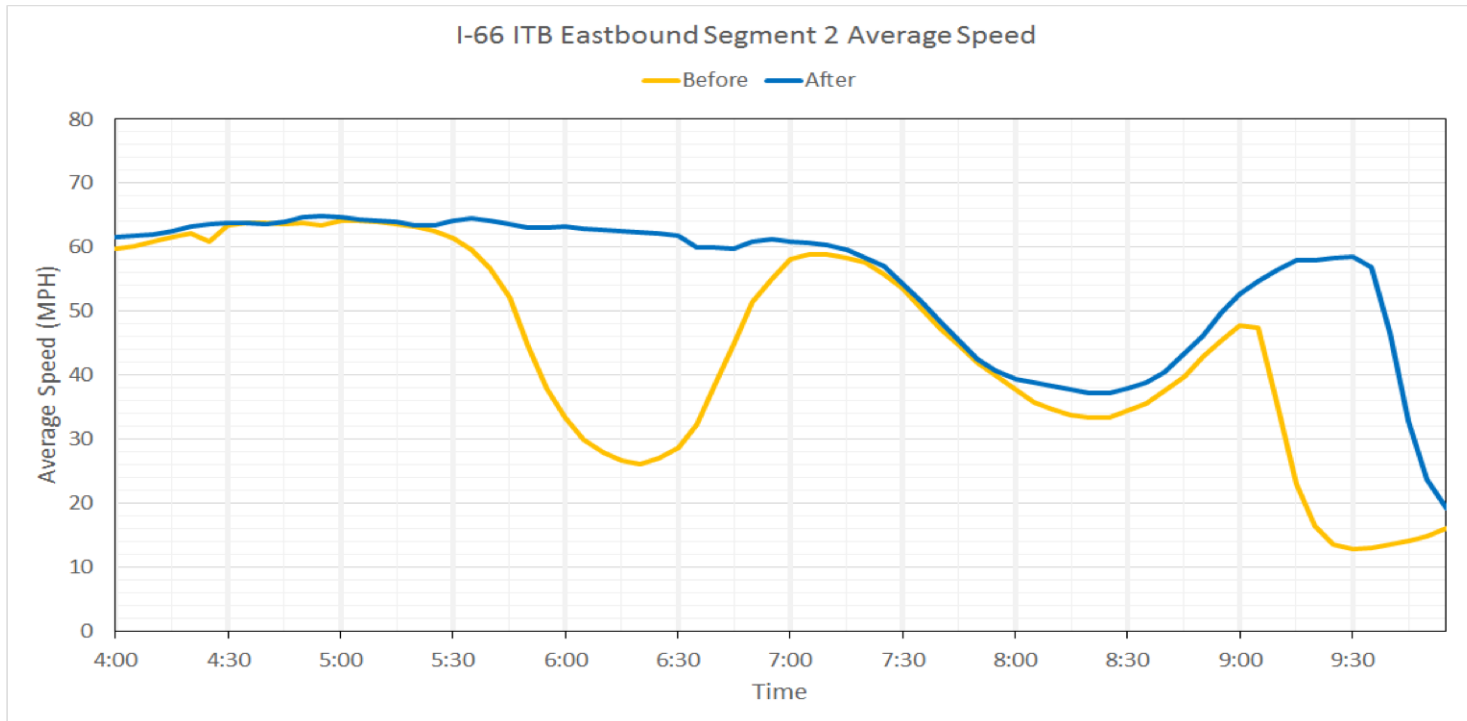
Before
46.8 mph

After
52.5 mph

12.2%
increase

I-66 EB Average Travel Speeds

Route 267 to Sycamore St

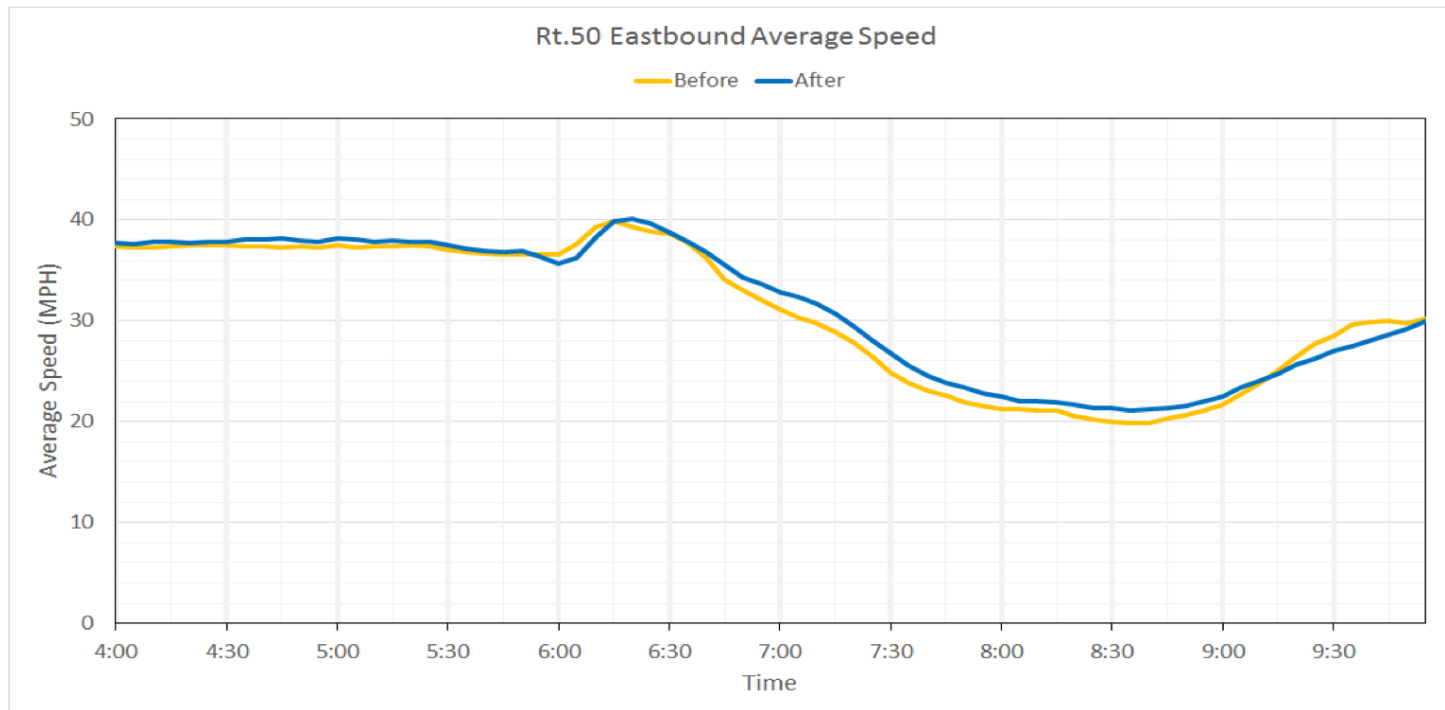


Before
41.4 mph

After
53.9 mph

30.2%
increase

Route 50 EB AM Average Travel Speeds Pre- and Post-Tolling first year comparison

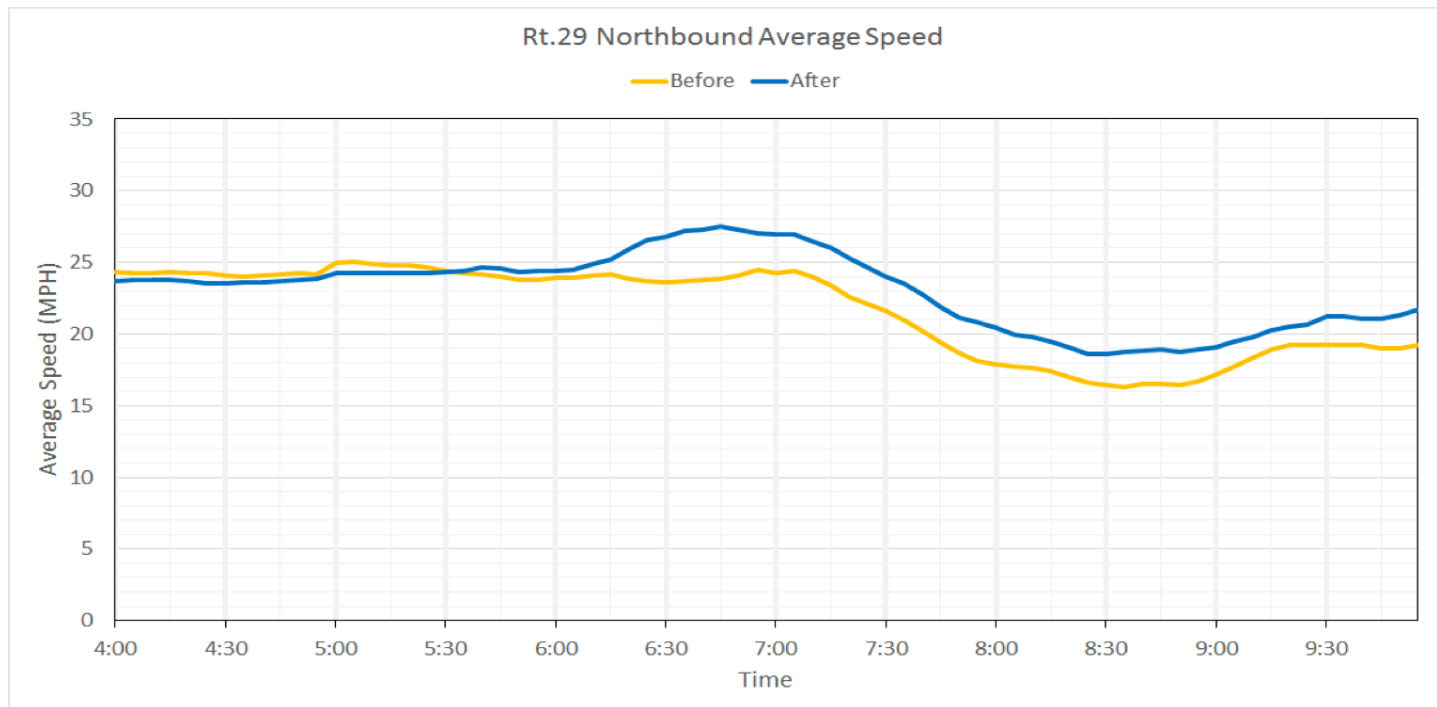


**Before
28.5 mph**

**After
29.3 mph**

**2.8%
increase**

Route 29 EB AM Average Travel Speeds Pre- and Post-Tolling first year comparison

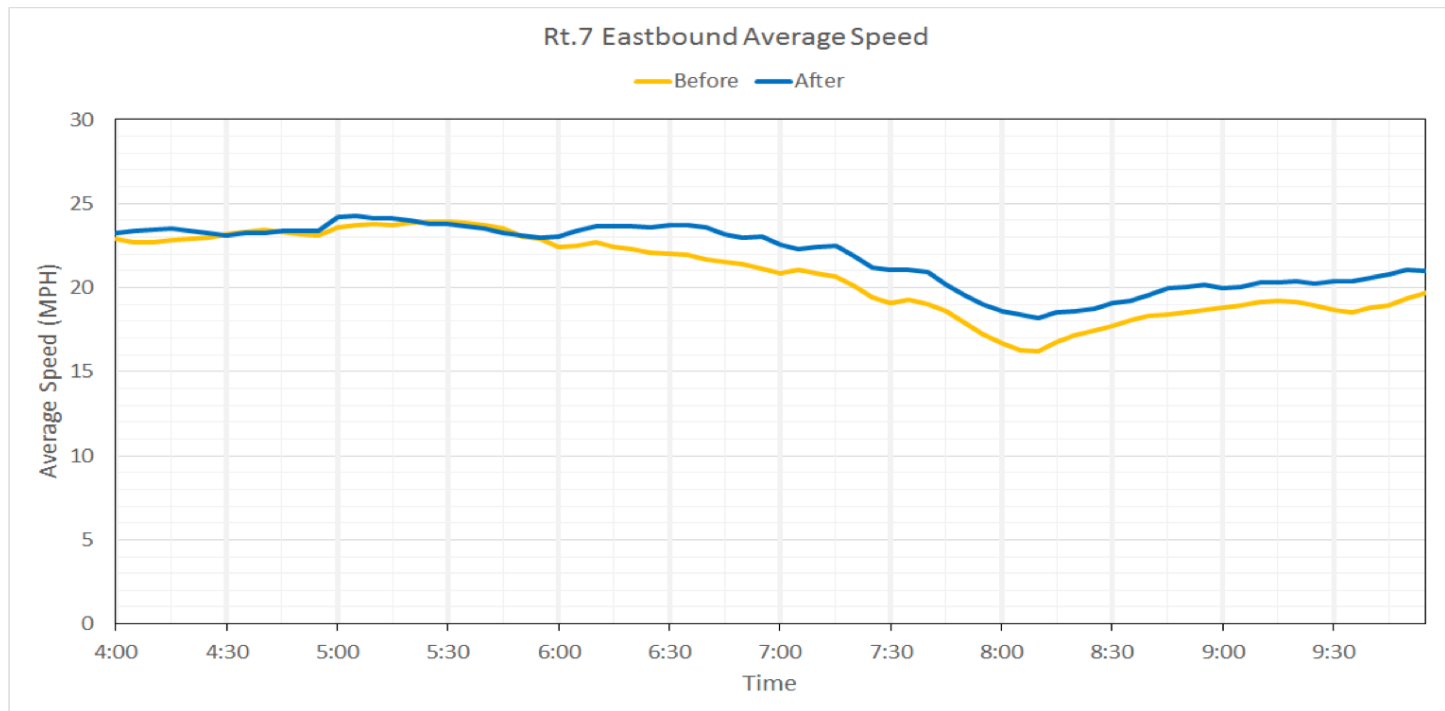


**Before
20.9 mph**

**After
23.0 mph**

**10.0%
increase**

Route 7 EB AM Average Travel Speeds Pre- and Post-Tolling first year comparison

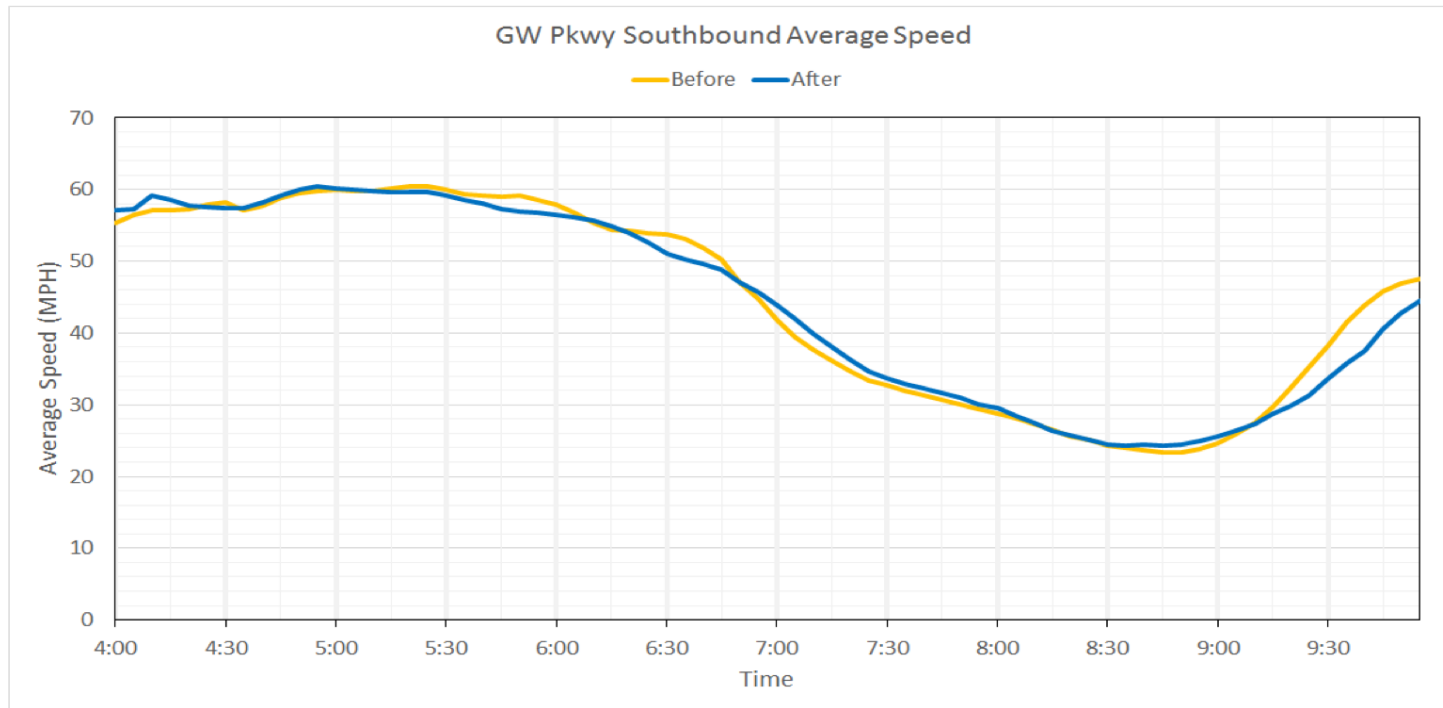


**Before
20.1 mph**

**After
21.4 mph**

**6.5%
increase**

GW Parkway SB AM Average Travel Speeds Pre- and Post-Tolling first year comparison



**Before
39.1 mph**

**After
39.0 mph**

**0.3%
decrease**

GW Parkway SB AM Average Travel Speeds Pre- and Post-Tolling first year comparison



National Park Service started rehabilitation project on the GW Parkway bridge over Windy Run in June

- **Reduce speed limit from 50mph to 35mph**
- **Reduced travel from 4 to 3 lanes**
- **Reduced lane widths**

GW Parkway SB AM Average Travel Speeds Pre- and Post-Tolling first year comparison

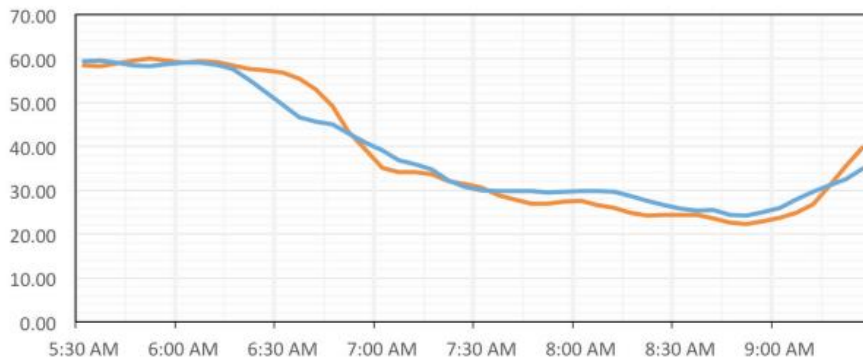
SOUTHBOUND

5:30 AM - 9:30 AM	May 2017	May 2018
Average Speed (MPH)	33.8	35.1
Travel Time (Minutes)	15.0	14.5

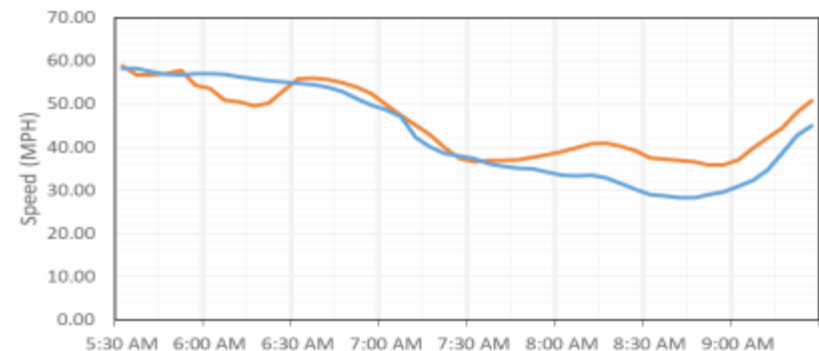
SOUTHBOUND

5:30 AM - 9:30 AM	Aug 2017	Aug 2018
Average Speed (MPH)	44.3	40.2
Travel Time (Minutes)	11.5	12.6

SOUTHBOUND



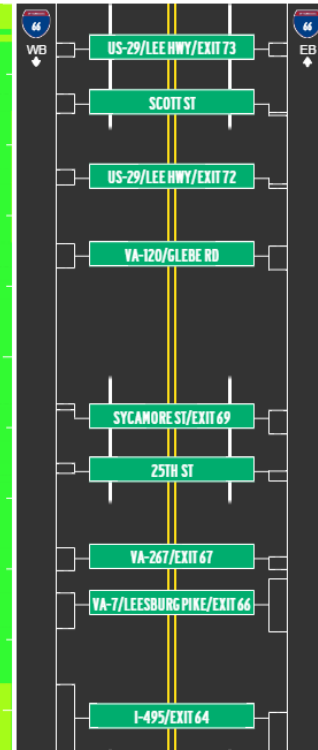
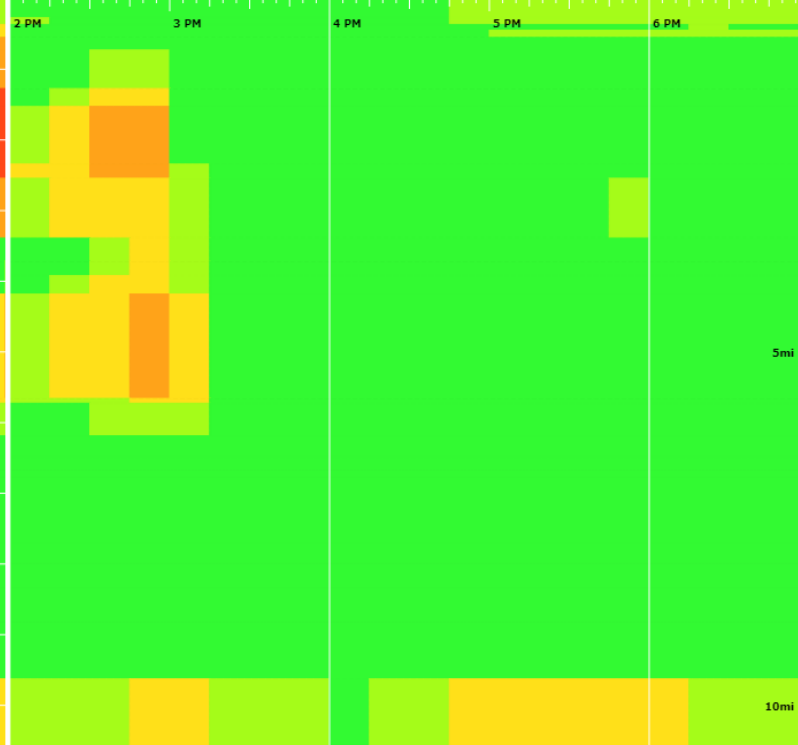
SOUTHBOUND



December 06, 2016 through November 30, 2017 (Every Tuesday, Wednesday, and Thursday)



December 05, 2017 through November 29, 2018 (Every Tuesday, Wednesday, and Thursday)



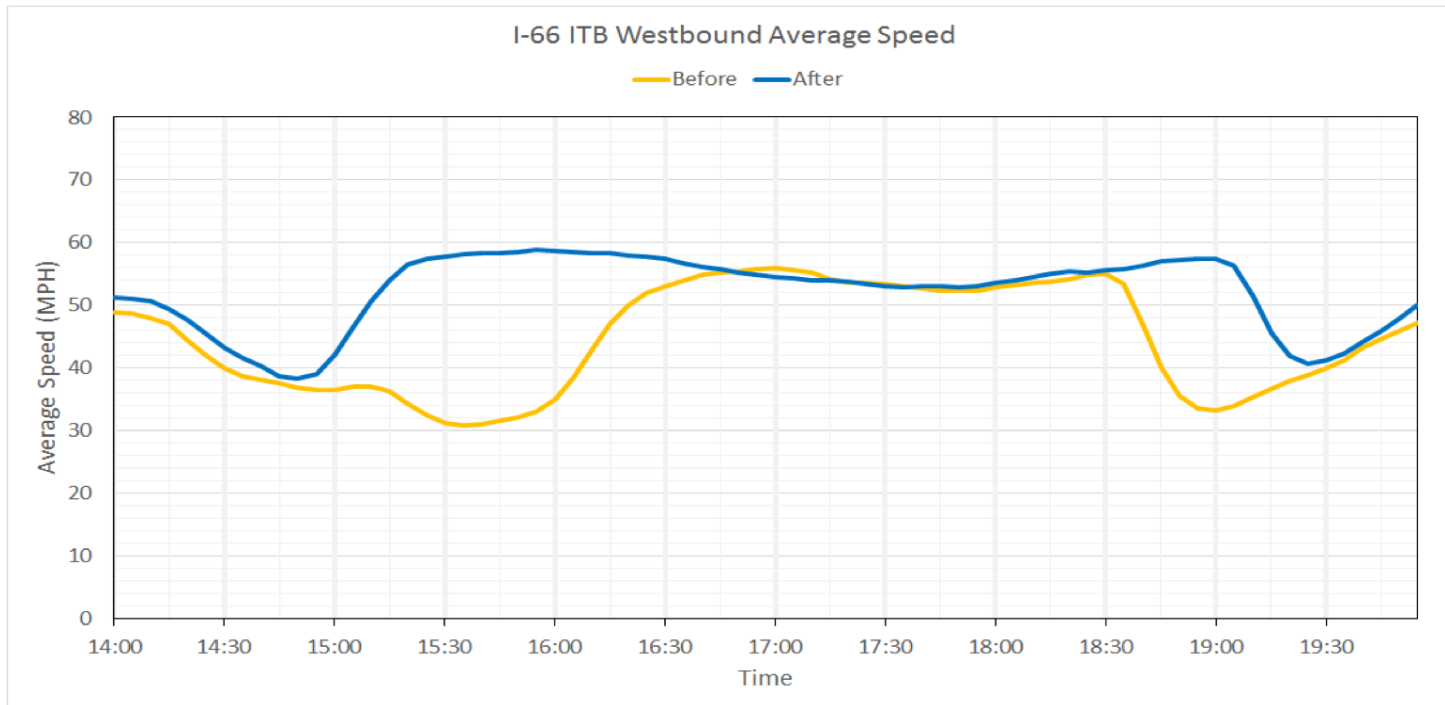
I-66 WB Travel Speeds Pre-Tolling

Average Travel Speed
46.4 mph

I-66 WB Travel Speeds Post-Tolling

Average Travel Speed
55.3 mph

I-66 Westbound PM Average Travel Speeds Pre- and Post-Tolling first year comparison



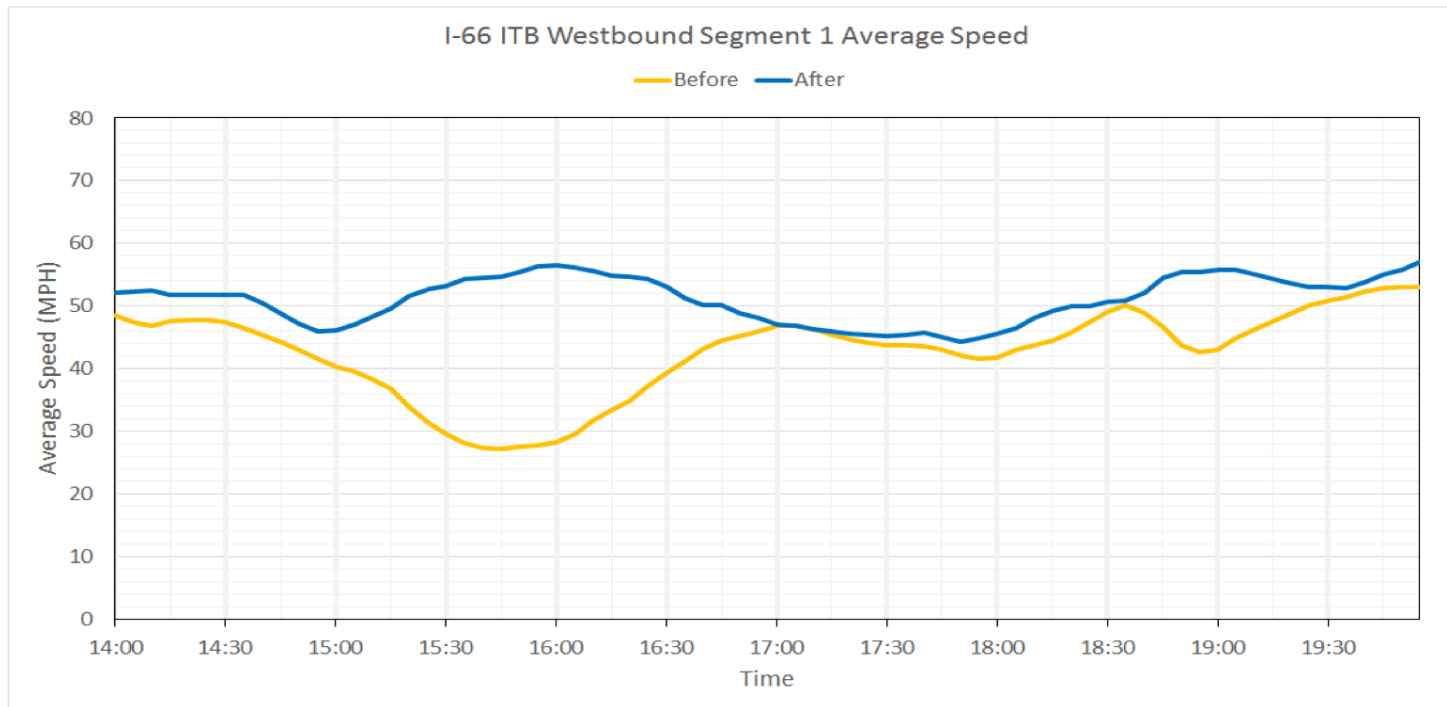
**Before
46.4 mph**

**After
55.3 mph**

**19.2%
increase**

I-66 WB Average Travel Speeds

Route 267 to I-495 Capital Beltway



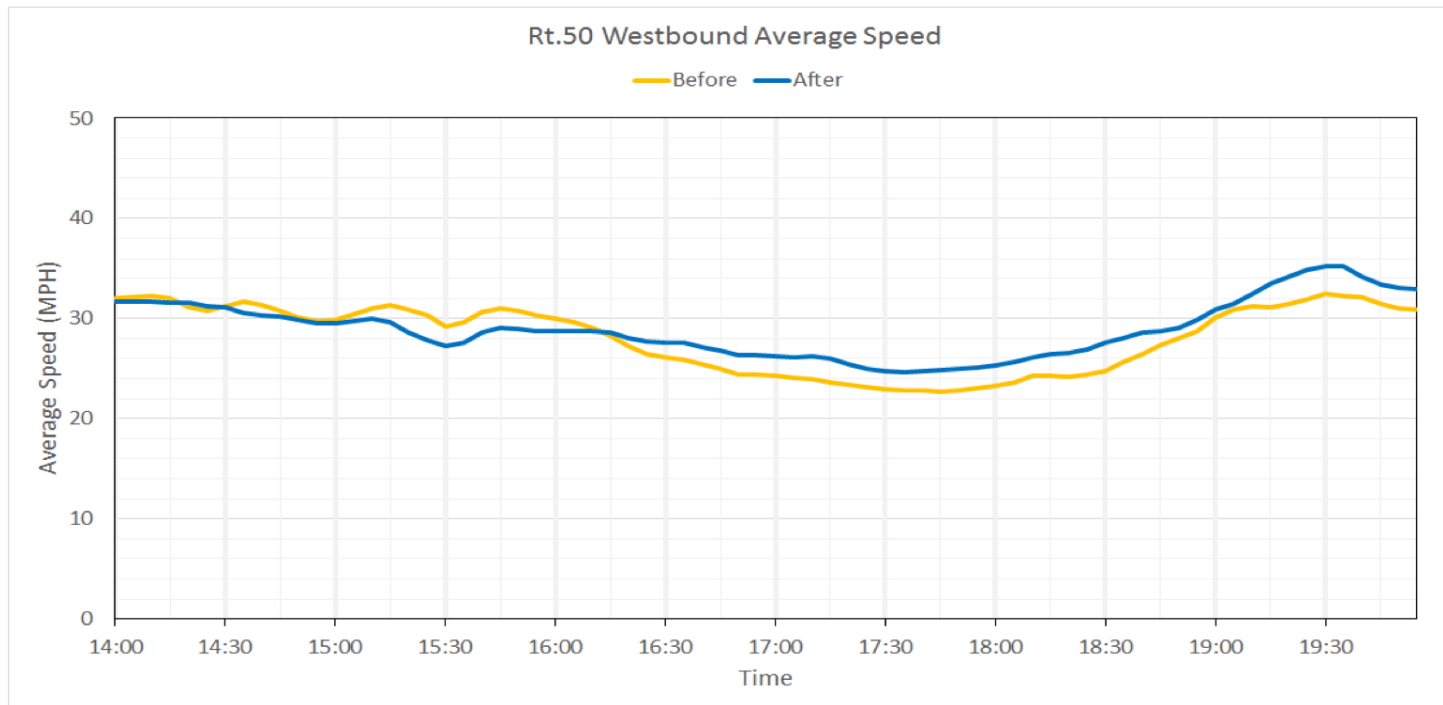
Before
40.1 mph

After
50.3 mph

25.4%
increase

Route 50 WB PM Average Travel Speeds

Pre- and Post-Tolling first year comparison

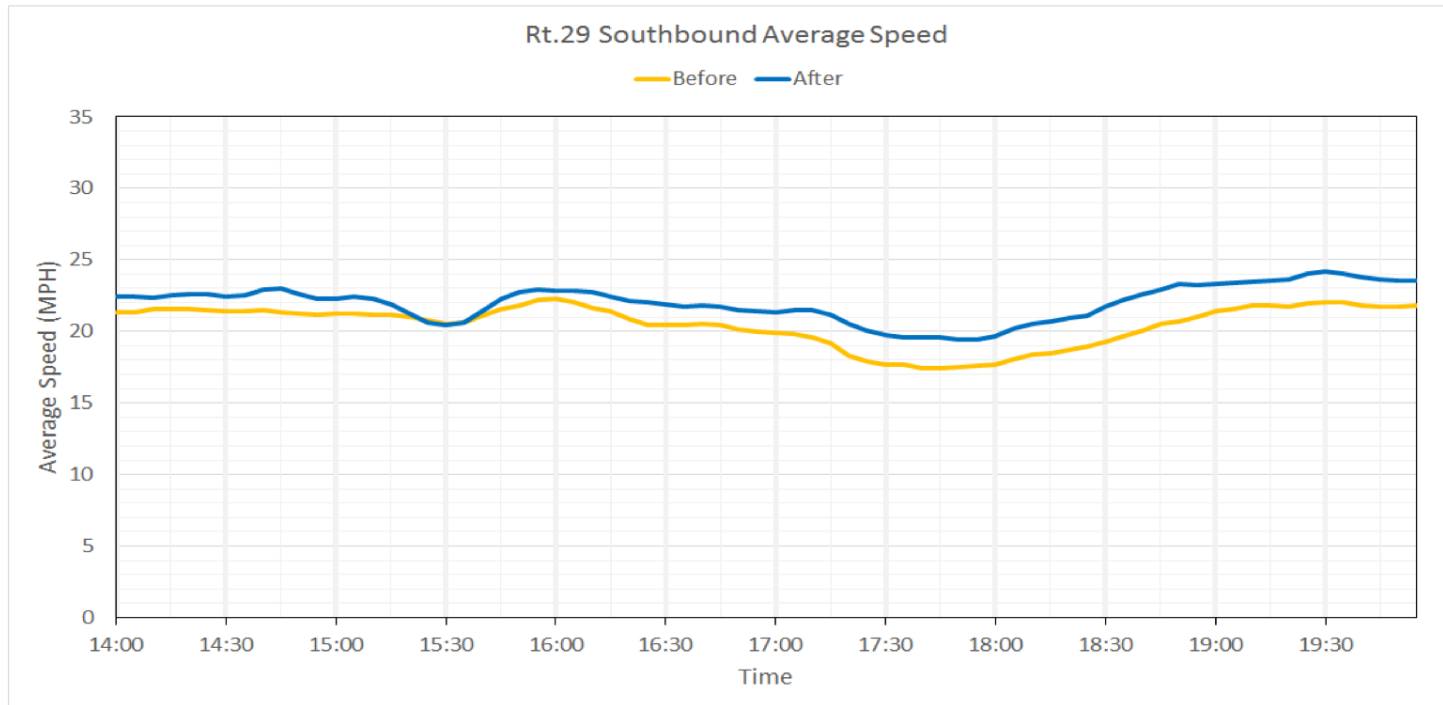


Before
26.5 mph

After
27.3 mph

3.0%
increase

Route 29 WB PM Average Travel Speeds Pre- and Post-Tolling first year comparison

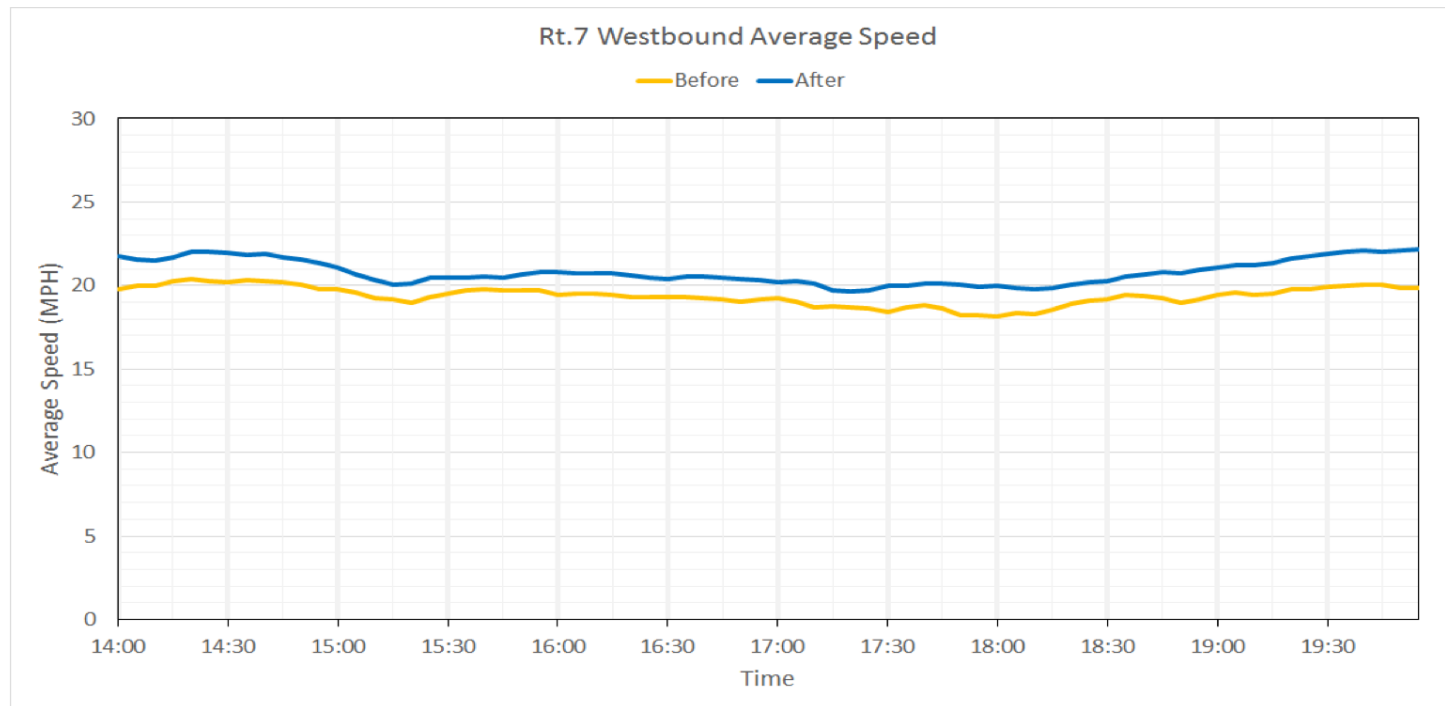


**Before
19.9 mph**

**After
21.4 mph**

**7.5%
increase**

Route 7 WB PM Average Travel Speeds Pre- and Post-Tolling first year comparison

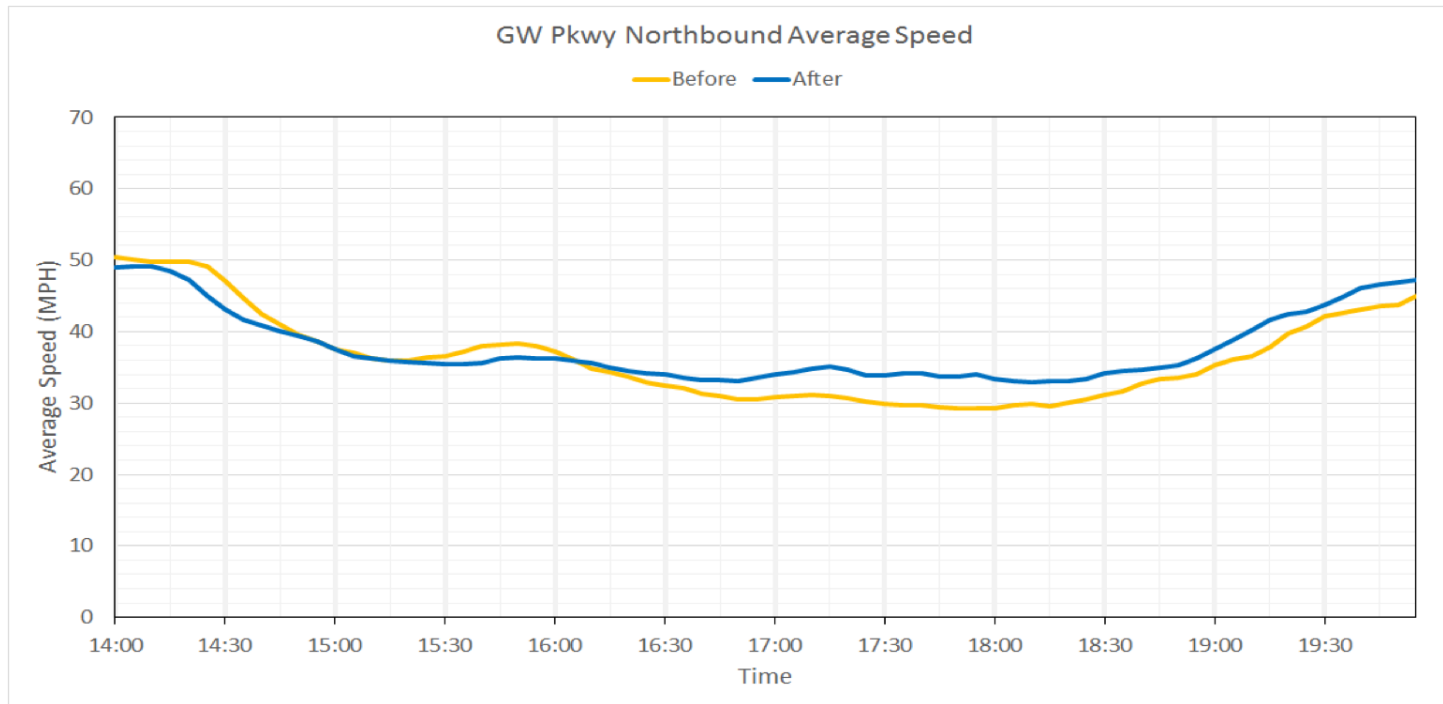


**Before
19.1 mph**

**After
20.3 mph**

**6.3%
increase**

GW Parkway NB PM Average Travel Speeds Pre- and Post-Tolling first year comparison



**Before
32.9 mph**

**After
34.7 mph**

**5.5%
increase**

Toll Rates and Usage

- **52,810 average daily users**
 - **52.8% carpoolers**
 - **34.6% toll payers**
 - **12.6% bus riders**
- **\$12.59 average price for round trips**
 - **\$8.02 average price for eastbound trips**
 - **\$4.57 average price for westbound trips**
- **48.6% of eastbound vehicle trips on average are HOV**
- **38.1% of westbound vehicle trips on average are HOV**

HOV Usage of I-66

- **Average daily HOV vehicles in first three months of 2018 was 12,964**
- **Average daily HOV vehicles from Sept. – Nov. was 14,938**
- **Represents an increase of 15%**
- **Almost 2,000 daily car trips during ‘rush hour’ eliminated**

Toll Rates

- **Secretary Valentine committed to reviewing tolling system to identify changes to help move more people at lower costs**
- **Tests started this summer/fall and are on-going**
- **Tests to-date have lowered tolls for SOV vehicles choosing to use I-66 by varying degrees**
- **Largest benefits realized between 6:45am and 7:45am**
- **Smallest benefits realized at the height of rush hour between 8:00am and 9:00am**

Toll Rates and Usage

- **0.13% of all toll payers chose to pay more than \$40 during the first year**
- **These toll rates are experienced during the height of rush hour between 8 a.m. and 9 a.m.**
- **HOV usage peaks between 7:30 a.m. and 8:30 a.m., and appears to be increasing during this time as well**

HOV Penetration	December 2017	May 2018	November 2018
7:00 – 7:30 a.m.	53.3%	56.6%	59.5%
7:30 – 8:00 a.m.	52.9%	60.6%	63.9%
8:00 – 8:30 a.m.	49.3%	59.3%	62.4%
8:30 – 9:00 a.m.	44.9%	54.1%	58.4%

HOV Enforcement

- **At VDOT's direction VSP is conducting stepped up HOV enforcement during certain times and days**
- **Well publicized enforcement blitzes to discourage drivers from 'cheating' HOV rules**
- **First action was November 30, 2018**
 - **32 HOV citations up from average of 2.5 day**
 - **397 less HOV users compared with similar days**

Incidents on I-66

Pre- and Post-Tolling first year comparison

	Eastbound (AM)		Westbound (PM)	
Time Period	Pre-Tolling	Post-Tolling	Pre-Tolling	Post-Tolling
Crashes	1,077	1,035	1,085	1,013
% Change	3.9% Decrease		6.6% Decrease	

NVTC 66 Commuter Choice Program

- **All toll revenues, after O&M, are re-invested in the corridor through partnership with NVTC**
 - Move more people
 - Reduce roadway congestion
 - Increase travel options
 - Enhance transportation connectivity
 - Improve transit service
- **\$22M invested to-date in new and enhanced bus service, park-n-ride lots, ITS and transportation demand management strategies**
- **Call for projects for \$20M in available revenues is currently underway**

Moving Forward

- **Will continue to monitor performance of Express Lanes and parallel routes**
 - **Seek to identify potential operational improvements**
- **Construction on new eastbound lane is underway and will be complete in 2020**
- **VDOT will continue testing modifications to tolling system to evaluate opportunities to move more people**
- **Partnership with NVTC to re-invest toll revenues in the corridor will continue**