

I-66 Transit/TDM Study

Study Update
December 16, 2009

Presentation Outline

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Study Overview

❑ Study Goal

To improve mobility choices for the I-66 Corridor through short term and medium term transit and TDM improvements

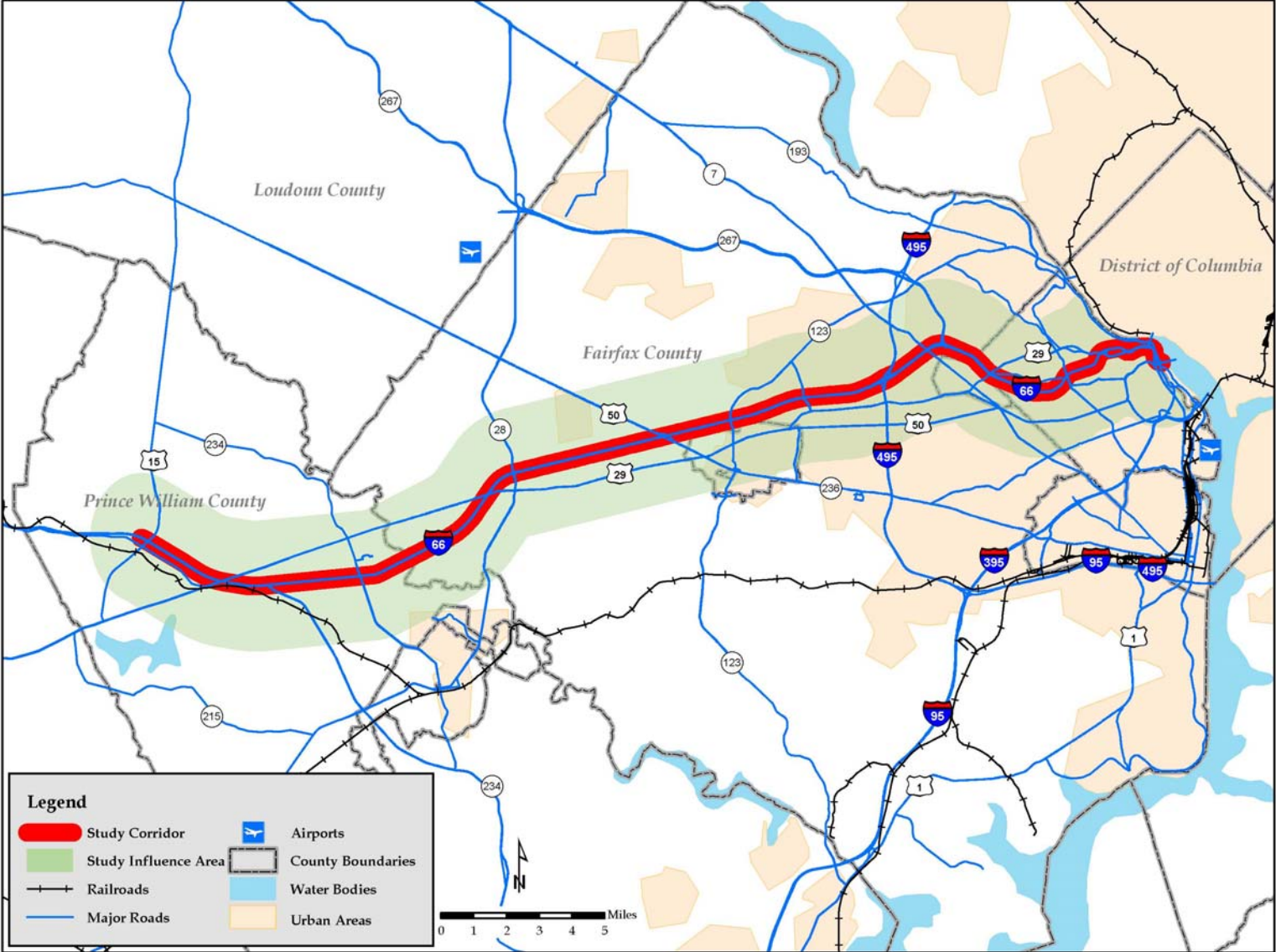
❑ Study Scope

- Study the I-66 corridor from Washington D.C., to Haymarket including parts of Route 29 and Route 50
- Evaluate short- and medium-term transit and TDM improvements and make recommendations
- Recommendations support established future vision of extending Metrorail

❑ Conducted by DRPT in coordination with a Technical Advisory Committee (TAC)

Study Overview

Corridor Map



Existing Conditions

❑ I-66 Corridor, Outside Capital Beltway:

- 198 buses per day
- VRE Manassas Line and Metrorail Orange Line service

❑ I-66 Corridor, Inside Capital Beltway:

- 144 buses per day
- VRE Manassas Line and Metrorail Orange Line service

General Travel Forecasts

- ❑ From 2005 to 2030:
 - Commuter trips originating in the corridor increase by 22%
 - Commuter trips destined to the corridor increase by 40%
 - The increase in destinations in the corridor are reflective of expanded suburban job opportunities
 - More dispersed travel pattern with greatest growth in suburban activity centers but growth in the core as well
- ❑ Transit mode share from the I-66 corridor to the core remains high (greater than 60%)
- ❑ Transit market remains greatest for commuter trips

Market Research Findings

Approximately 2,800 Completed Surveys

❑ Objectives:

- Understand current travel patterns
- Identify factors guiding commuting decisions
- Identify interest in potential transit/TDM improvements

❑ Key Findings:

- The **most important factors** in choosing transit modes are:
 1. Time savings
 2. Cost savings
 3. Dependability
- **66%** of those who drive alone expressed interest in shifting to transit if BRT/Express bus enhancements were provided

Market Research Findings

(continued)

- ❑ 63% of current SOV drivers indicate that improved convenience and comfort amenities will help attract more riders
- ❑ 32% of current SOV drivers surveyed said expanding park and ride opportunities is important to growing transit ridership

Key Stakeholder Interviews

- ❑ Over 40 key stakeholders were interviewed about their preferences for mobility in the I-66 corridor

- ❑ Key stakeholders included:
 - Elected and appointed officials
 - Homeowner and civic associations
 - Chambers of commerce
 - Northern Virginia Realtors Association
 - Metro, Potomac Rappahannock Transportation Commission (OnmiRide), Fairfax Connector, CUE, ART

Key Stakeholder Interview Findings

- ❑ Traffic congestion in the I-66 corridor should be addressed as soon as possible
- ❑ There is not just one solution to traffic congestion but rather a mix of improvements will be needed
- ❑ Recommended improvements include:
 - Improved HOV – hours of use, number of people required, consistency of regional networks, and reverse usage
 - Improved bus service including priority bus options until Metrorail can be extended
 - Increased capacity at park and ride lots
 - Increased cooperation between agencies
- ❑ Implementing elements of Bus Rapid Transit (BRT) was considered by most to make good sense for this region as a low cost alternative to rail or a precursor to rail

Public Involvement

- ❑ Project Web site
 - www.drpt.virginia.gov/activities/I66study.aspx

- ❑ Public meetings in Arlington, Haymarket and Vienna
 - May 2009
 - September 2009

Analysis Findings

- ❑ **Growth/New Markets:** D.C., Rosslyn-Ballston, and Tysons Corner are major transit destinations
- ❑ **New Services:** Express bus services are most attractive
 - Point-to-point express services offer maximum time savings
 - Operating express bus service to D.C. through the Ballston Station area generates significant ridership
 - Metrobus Express service on U.S. 29 and U.S. 50 offers up to 50% travel time savings over regular Metrobus service
- ❑ **Travel Time:** Reliable travel time in the HOV lane outside the Capital Beltway would increase transit ridership by approximately 3% (1,250 daily work trips)
- ❑ **Land Use:** Land use plays a critical role in determining the corridor transit usage potential. Density is key to effective transit access.

Analysis Findings (Continued)

- ❑ **New Infrastructure:** Vienna Metrorail direct access ramp (part of the recent TIGER regional application)
 - Proposed ramp from HOV lane at Vaden Drive provides fast and direct transit access to the station
 - Yields a 40% travel time improvement in accessing the station drop off area and increases operational efficiencies
 - Eliminates merging and weaving movements across general-purpose lanes, helping reduce congestion and improve safety

- ❑ **Complimentary Services:** Important complementary transit services
 - Dulles Corridor Metrorail will benefit the I-66 corridor
 - Serves the strongest reverse transit markets
 - Becomes attractive option for some I-66 corridor commuters
 - Route 28 Corridor needs further study as to appropriate transit infrastructure and services

Study Recommendations

Proposed Infrastructure

- ❑ Proposed bus station locations selected with consideration of potential future rail service (i.e., can serve as future multimodal centers)
- ❑ Enhance park and ride facilities, such as expanding existing Stringfellow Road lots and constructing new Cushing Road lot
- ❑ Construct buffer between HOV lane (outside the Beltway) and General Purpose Lanes to strengthen enforcement and improve operating speeds
- ❑ Construct additional direct access ramps
- ❑ Buses on shoulders/queue jumpers in applicable areas of Route 29 and Route 50

Study Recommendations

Proposed Services

- ❑ Increased service levels for bus
 - Higher frequency of service (shorter wait times) on selected routes
 - New express service on U.S. 29 and U.S. 50 (Metrobus Express services)

- ❑ Expanded transit destinations served
 - Direct service to Tysons Corner
 - More bus service into D.C.

- ❑ Improvements to the corridor bus services
 - Traveler information system upgrades (e.g., next bus, message notification)
 - Customer comfort and productivity amenities (e.g., seating at stations, WiFi service)

- ❑ Enhanced transit-supportive transportation demand management (TDM) strategies
 - Rideshare programs
 - Transit information programs

Next Steps

- ❑ Finalize Recommendations with TAC
- ❑ Final Report – December 31st
- ❑ Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years
- ❑ This study's results will also inform other I-66 Multimodal Studies which are underway...
 - Attributes study draft report due spring 2010
 - Key issues draft report due spring 2010
 - Draft NEPA document(s) due 2011



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