



Investing in Multimodal Solutions

Commonwealth Transportation Board

I-66 Multimodal Improvements Inside the Beltway

February 17, 2015



Investing in Multimodal Solutions

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

Investing in Multimodal Solutions





TRANSFORM 66
INSIDE the Beltway

VDOT | DRPT

Investing in Multimodal Solutions

I-66 Multimodal Improvements Beltway to US 29 Rosslyn

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





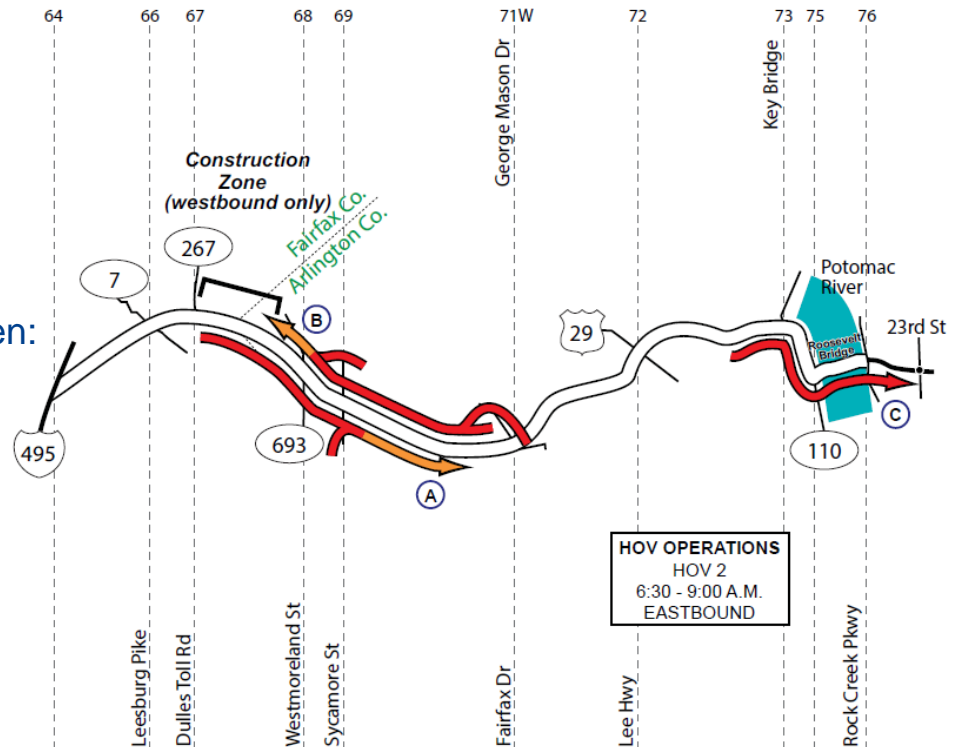
Investing in Multimodal Solutions

I-66 AM Period Existing Conditions

Results of MWCOCG'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

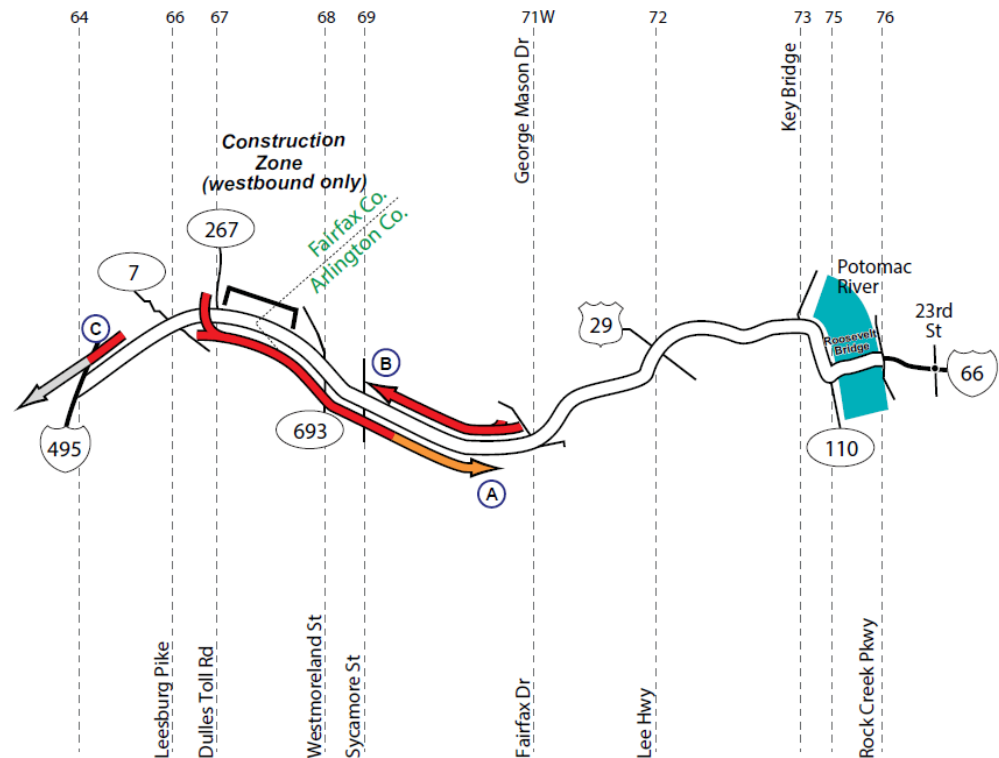
Westbound Travel Lanes

- 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



Baseline assumptions for 2040 from Multimodal Study

Investing in Multimodal Solutions

- **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**





Investing in Multimodal Solutions

I-66 Multimodal Improvements Beltway to US 29 Rosslyn

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**



TRANSFORM 66
INSIDE the Beltway

VDOT | DRPT

Investing in Multimodal Solutions

I-66 Multimodal Improvements Beltway to US 29 Rosslyn



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.



Investing in Multimodal Solutions

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





Investing in Multimodal Solutions

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**



Investing in Multimodal Solutions

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



Investing in Multimodal Solutions

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**





Investing in Multimodal Solutions

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**



Investing in Multimodal Solutions

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**



Investing in Multimodal Solutions

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**



Investing in Multimodal Solutions

Environmental Documentation

➤ Environmental documentation to include:

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



Investing in Multimodal Solutions

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**



Investing in Multimodal Solutions

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



Investing in Multimodal Solutions

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**



Investing in Multimodal Solutions

Questions / Comments

THANKS!

I-66 Multimodal Improvements Project
February 17, 2015