



Investing in Multimodal Solutions

I-66 Multimodal Improvements Inside the Beltway Kick Off

March 12, 2015



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Today's Agenda

Welcome and Introductions

- **Renee Hamilton, VDOT Deputy District Administrator**

Speakers

- **The Honorable Aubrey Layne, Virginia Secretary of Transportation**
- **Charles Kilpatrick, P.E., Commissioner, VDOT**
- **Jennifer Mitchell, Director, DRPT**
- **Nick Donohue, Virginia Deputy Secretary of Transportation**

Update on Transform 66: Outside the Beltway

- **Renee Hamilton**

Question and Answers / Conclusion



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The Honorable Aubrey Layne, Virginia Secretary of Transportation



TRANSFORM 66
INSIDE the Beltway

VDOT | DRPT

I-66 Multimodal Improvements Project Area

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I-66 Current Conditions

I-66 Issues Reported in 2012:

- Eastbound & Westbound roadway congestion
- Congestion at interchanges
- Non-HOV users during HOV restricted period
- Bus service impacted by roadway congestion
- Challenges to intermodal transfers
- Crowded conditions on Metrorail's Orange and Silver Lines
- 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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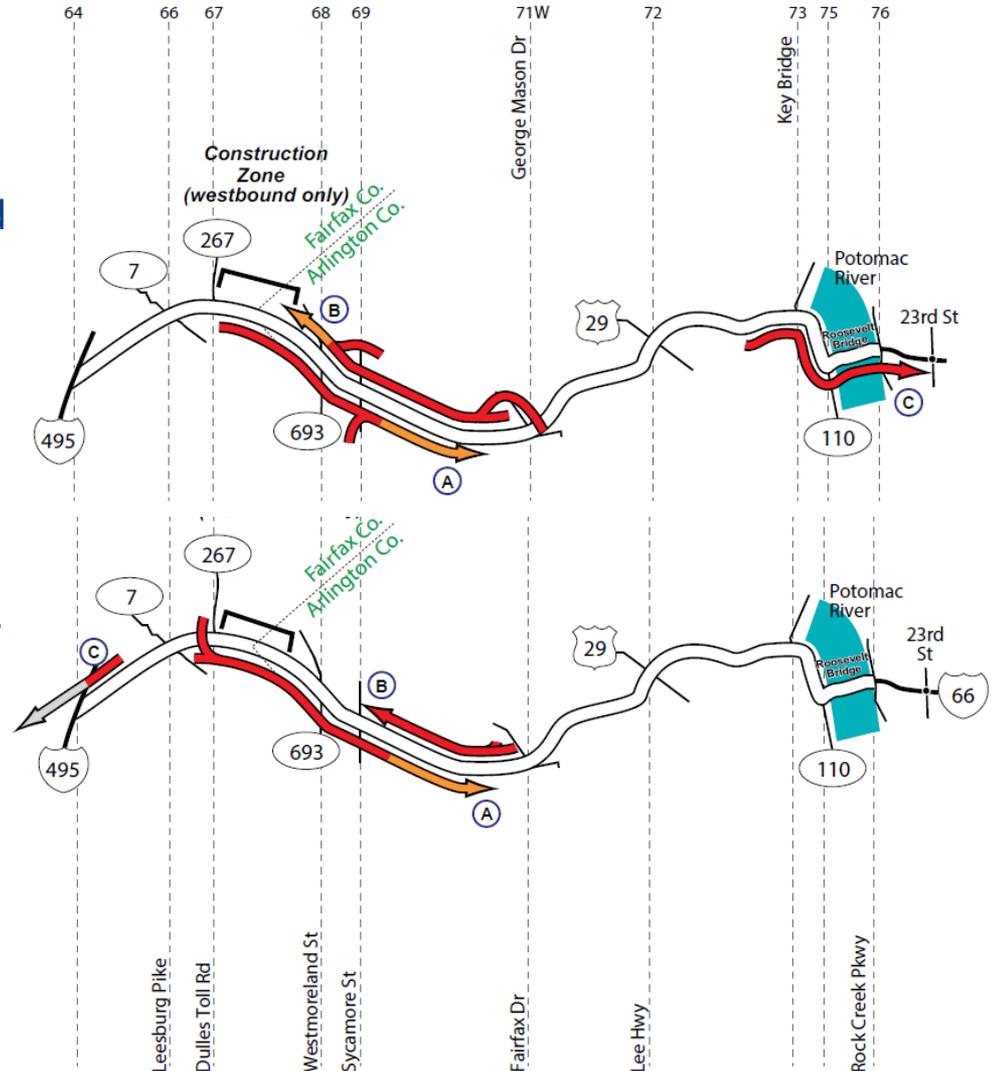
I-66 AM Period (6:30 AM to 9:00 AM)

- Backups of 3–5.5 miles heading east and 2-3 miles heading west
- Nearly 35% of vehicles don't meet HOV requirements
- Congested spots in both directions

I-66 PM Period (4:00 PM to 6:30 PM)

- Backups of 3-4 miles heading east and 2 miles heading west
- Nearly half of vehicles don't meet HOV requirement
- Congested spots in both directions

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





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Basis for Project

Solutions that are being considered resulted from:

- June 2012 Final Report of the I-66 Multimodal Study inside the Beltway
- 2009 DRPT I-66 Transit/Transportation Demand Management (TDM) Study
- August 2013 Supplemental Report

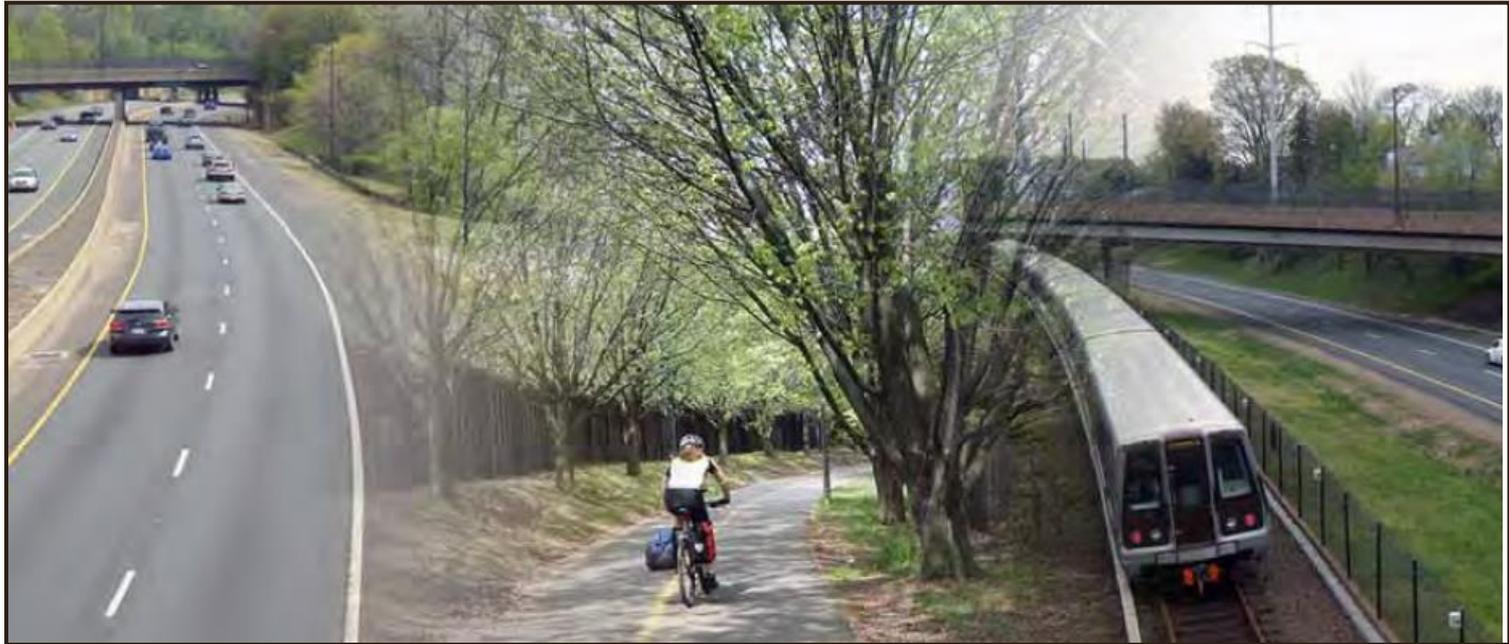
Dec. 9, 2014 Letter from Secretary Layne

- Multimodal package of solutions



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Purpose and Need



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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Recommended Solutions

Multimodal Package

- Improved transit service
- Bicyclist and pedestrian access
- Transportation demand management strategies
- Integrated Corridor Management
- Tolling non HOV 3+ vehicles during peak travel-time
- Consideration of future widening





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Current Activities

- **Working with Federal Highway Administration to determine appropriate process for the project**
- **Tolling and revenue study to determine expected toll revenue**
- **Working with surrounding localities and stakeholders to group recommended improvements**
- **Public outreach and engagement program**



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Tolling

- **HOV-2 to HOV-3 conversion**
- **Tolling in both directions during peak periods only**
 - HOV-3+ vehicles ride free; restricted hours to be determined
 - Dynamic toll prices to manage demand for the lanes and ensure congestion-free travel
 - Lanes remain free to all traffic during off-peak periods
 - Consistent with current policy, heavy trucks are prohibited
 - Clean fuel vehicles no longer exempt from restrictions
- **VDOT owns and operates facility; toll revenues used to design, build, operate and maintain facility**
- **Multimodal improvements will be implemented in the corridor or on surrounding roadways to move more people on I-66**



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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
 - Look at new priority bus routes on roads such as I-66, Route 29 and Route 50.
- **Consider Metrorail station improvements at Ballston and East Falls Church, and service enhancements for numerous routes in the study area**
- **Consider Metrorail core capacity improvements that would address capacity concerns in the I-66 corridor such as eight car trains**



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Transportation Demand Management

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

- **Rideshare and telework programs**
- **Priority access for vanpools**
- **Transit subsidies**
- **Employer outreach**
- **Vanpool and carpool programs**
- **Corridor specific marketing and outreach programs**
- **Financial incentive programs**



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Bicycle and Pedestrian Facilities

- **Review recommendations from Multimodal Study; approximately 60 bicycle and pedestrian improvements**
- **Coordinate with local jurisdictions to group bicycle and pedestrian improvements that:**
 - Impact bicycling and walking for the largest number of people
 - Accommodate longer distance commute trips along 66
 - Provide access to Metrorail and bus stops
 - Increase the utility and attractiveness of bicycling and walking
- **Improvements may include:**
 - On-road bicycle facilities
 - New or improved off-road paths
 - Intersection improvements to enhance crossing safety





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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 recommended operational and safety enhancements including:**
 - Addition of dynamic merge/junction control
 - Speed harmonization
 - Advanced parking management systems for park-and-ride lots
 - Traveler information including travel-time information for cars and buses
 - 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 to be determined based upon additional analysis and study, including travel demand and effectiveness of tolling and multimodal improvements (currently projected to be 2025 or later)**
- **Develop design to fit within existing right-of-way as much as possible and considering innovative approaches where needed**



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Upcoming Project Milestones

| Key Milestones | Dates |
|---|-----------|
| Public Outreach | Ongoing |
| Working Group / Technical Stakeholder Advisory Group | Ongoing |
| Traffic and Revenue Study | Mid-2015 |
| Group multimodal solutions according to implementation schedule | 2015 |
| Tolling Design-Build Procurement | Late 2015 |
| Tolling Construction | 2016 |
| Group 1 multimodal solutions and tolling begins | 2017 |



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Next Steps

- **Implement early stakeholder and public outreach**
- **Revalidate corridor issues reported in 2012 Final Report and refine project scope**
- **Begin Traffic and Revenue Study for tolling element**
- **Continue working with FHWA to determine the appropriate process to advance the project**
- **Group multimodal solutions according to proposed schedule:**
 - **Group 1 Multimodal Improvements and Tolling: 2017**
 - **Group 2 Multimodal Improvements: 2025**
 - **Group 3 Multimodal Improvements and Consideration of Widening: 2040**



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Project Benefits

- **Move more people and enhance connectivity in the I-66 Corridor**
- **Provide congestion relief and new travel choices**
- **Manage demand and ensure congestion-free travel**
- **Provide a seamless connection to nearly 40 miles of Express Lanes in region**
- **Create a “carpool culture” on I-66 Corridor by providing free travel on Express lanes – HOV-3+ vehicles travel for free – and faster, more reliable trips for buses**
- **Provide support for multimodal improvements in the corridor or on surrounding roadways that benefit mobility on I-66**



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Questions / Comments

THANKS!

I-66 Multimodal Improvements Project