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# **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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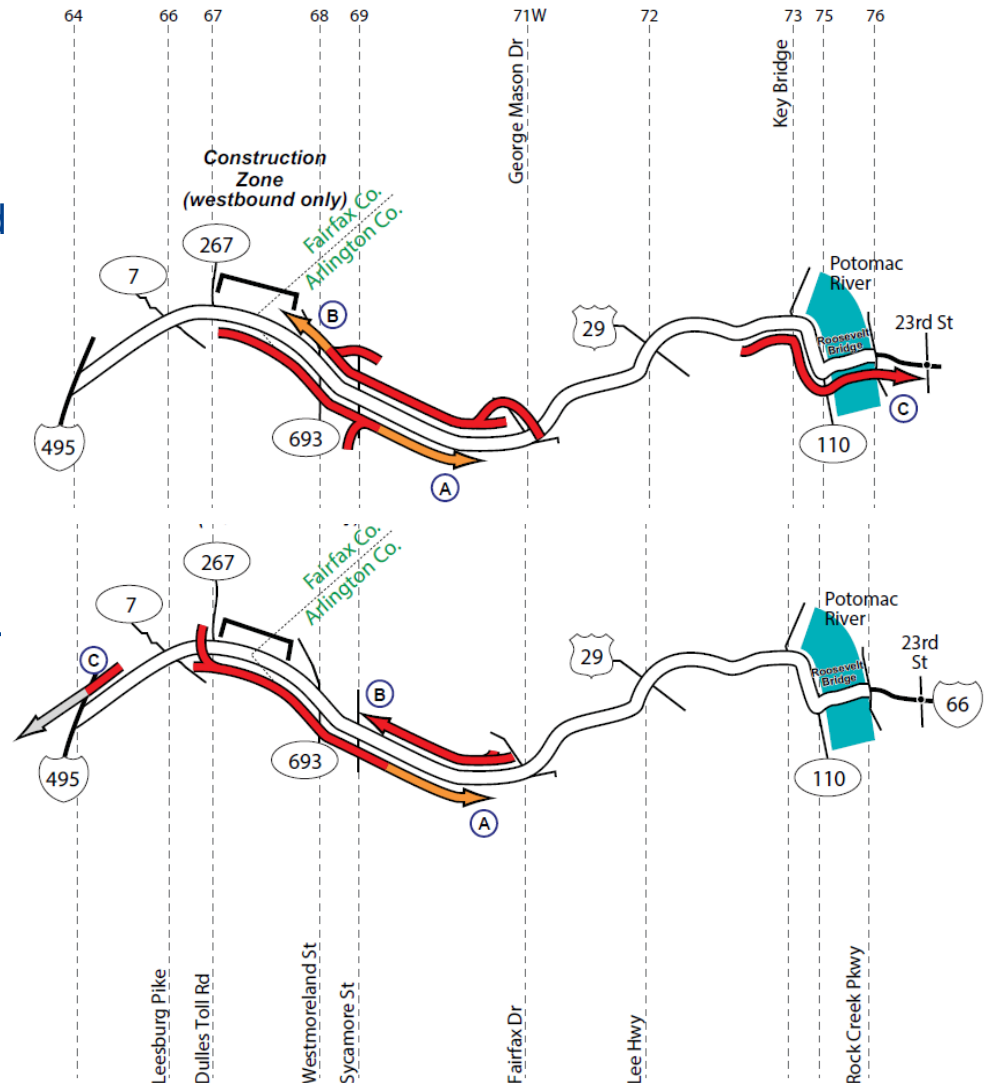
### I-66 AM Period (6:30 AM to 9:00 AM)

- 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 MWCOG'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



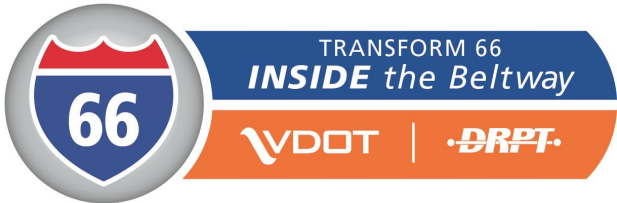
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# Purpose and Need



*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