

Existing Multimodal Choices

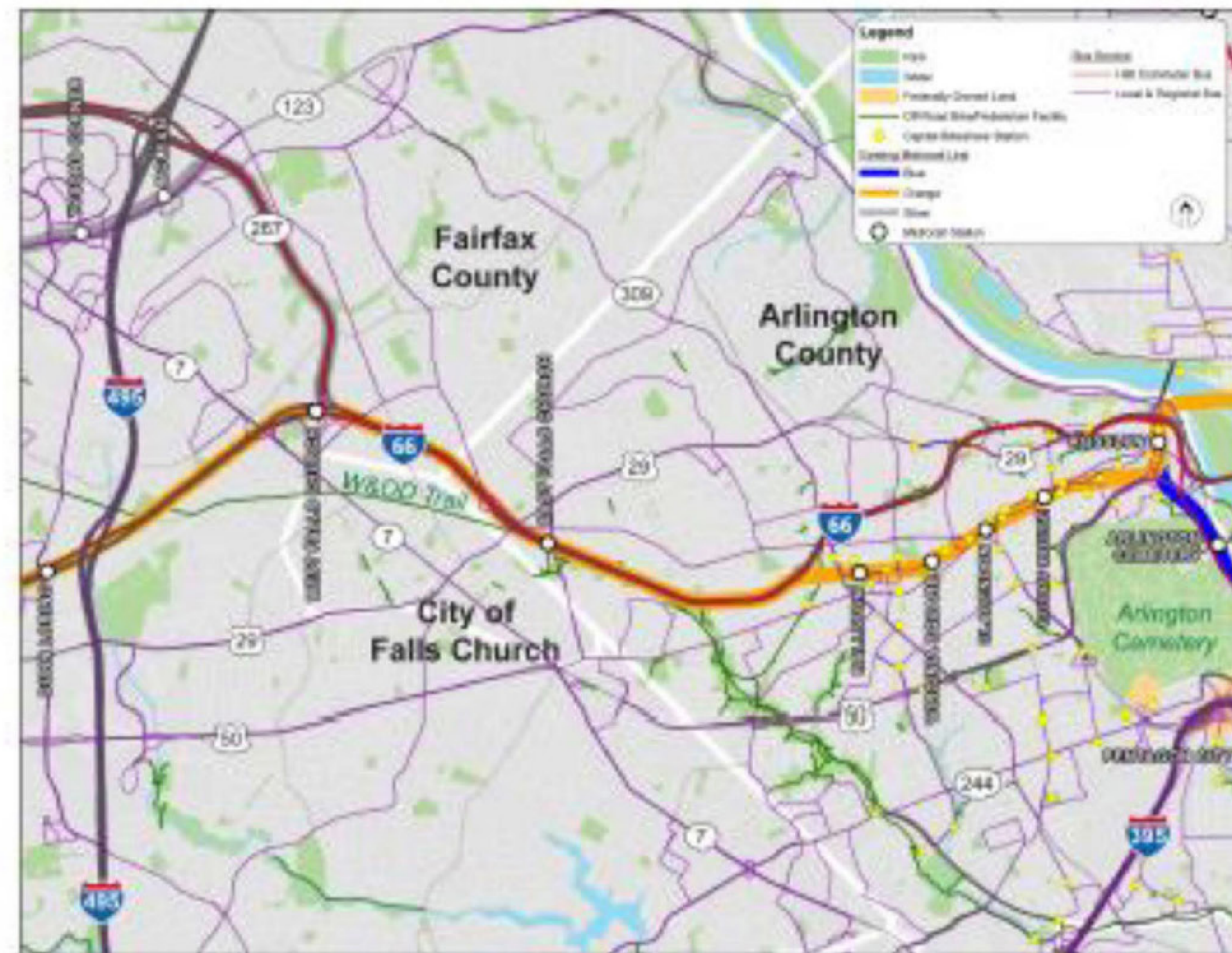
Public bus service providers:



Transportation Demand Management (TDM) Organizations:



Multimodal choices in the I-66 corridor:



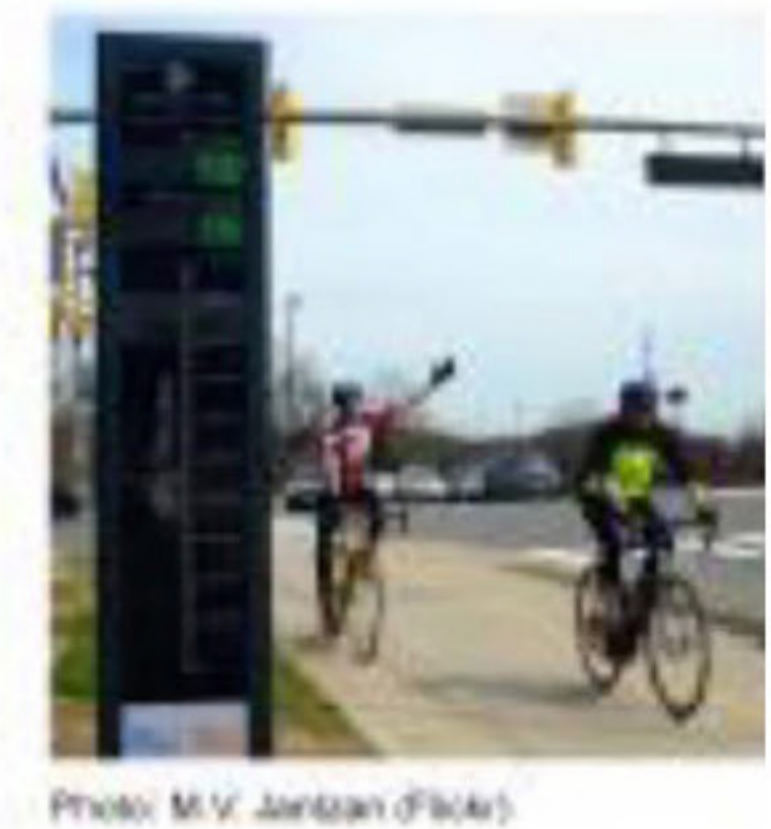
Rail service:

- Metrorail Orange and Silver Lines



Bicycle and pedestrian:

- Major facilities (I-66 corridor)
 - Washington & Old Dominion (W&OD) Trail
 - Custis Trail
- Service and amenities
 - Capital Bikeshare
 - Bike parking and/or storage at Metrorail stations
 - Bike accommodation on transit vehicles



TDM Services:

SERVICE	DESCRIPTION
Commuter Incentives	Financial or other incentives for non-single occupant travel
Commuter Information	Commuter Stores, as well as printed and electronic information on transit schedules and available programs
Employer Outreach	Employer-specific transportation options
Guaranteed Ride Home	Paid ride home in unexpected situations
Marketing and Promotion	Increased awareness of transportation choices
Residential Support	Travel information at residences
Ride-matching	Managed database of rideshare requests and matching assistance
Vanpool Services	Incentives to begin/maintain vanpools
Teleworking Promotion	Encourages businesses to expand teleworking

I-66 Outside the Beltway: Proposed Multimodal Improvements

VDOT Logo

TRANSIT SERVICE AND PARK-AND-RIDE FACILITIES



BICYCLE AND PEDESTRIAN IMPROVEMENTS

- Improvements to I-66 crossings
- Parallel facility under evaluation in compliance with Fairfax County and Prince William County comprehensive plans
- Potential connections to W&OD Trail





















PROJECT TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Designed to directly promote the use of existing and proposed transit services and park-and-ride facilities
 - Marketing of new transit services and park-and-ride facilities
 - Branding of transit service
 - Increasing awareness of new transportation options
 - Limited-time fare discounts for new transit users
- Financial incentives and assistance for carpools and vanpools
- Support bicycle and pedestrian access within the corridor
- Support casual carpooling (slugging, similar to I-95)
- Existing TDM strategies in the region will continue



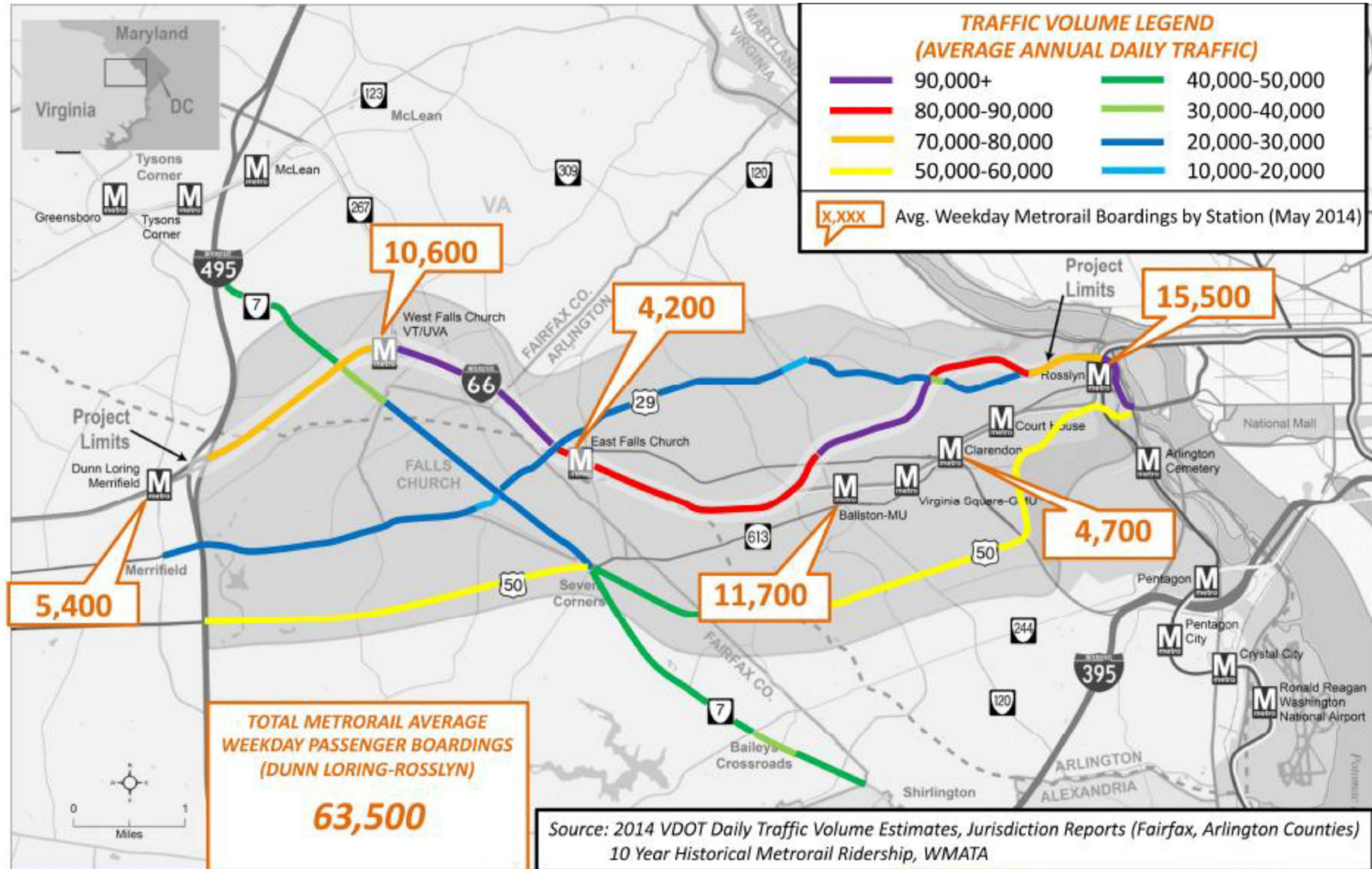
Multimodal Project Components

COMPONENT	
<p>Peak Period Tolling</p> <p><i>Examples:</i></p>  <p>Overhead tolling gantry</p>  <p>Electronic tolling on I-495 Express Lanes, prior to opening</p>	<p>Transportation Demand Management (TDM)</p> <p><i>Examples:</i></p>  <p>Vanpool Photo: Fairfax County</p>  <p>Capital Bikeshare kiosk and bikes</p>  <p>Arlington County Mobile Commuter Store Photo: Arlington County</p>
<p>Transit</p> <p><i>Examples:</i></p>  <p>WMATA regional bus services</p>  <p>PRTC OmniRide</p>  <p>MetroRail station</p>  <p>Local Fairfax Connector bus service Photo: Fairfax County</p>	<p>Corridor-wide Technology Enhancements</p> <p><i>Examples:</i></p>  <p>Active traffic management (ATM) concept</p>  <p>Real-time transit information</p>
<p>Bicycle and Pedestrian</p> <p><i>Examples:</i></p>  <p>Pedestrian access to MetroRail station</p>  <p>Bicycle storage at MetroRail station</p>  <p>Arlington Transit (ART) bus with bike rack</p>  <p>W&OD Trail in corridor</p>	<p>Roadway Improvements</p> <p><i>Examples:</i></p>  <p>US 29 in Arlington</p>  <p>US 50</p>  <p>I-66 Bus-On-Shoulder Pilot Program</p>



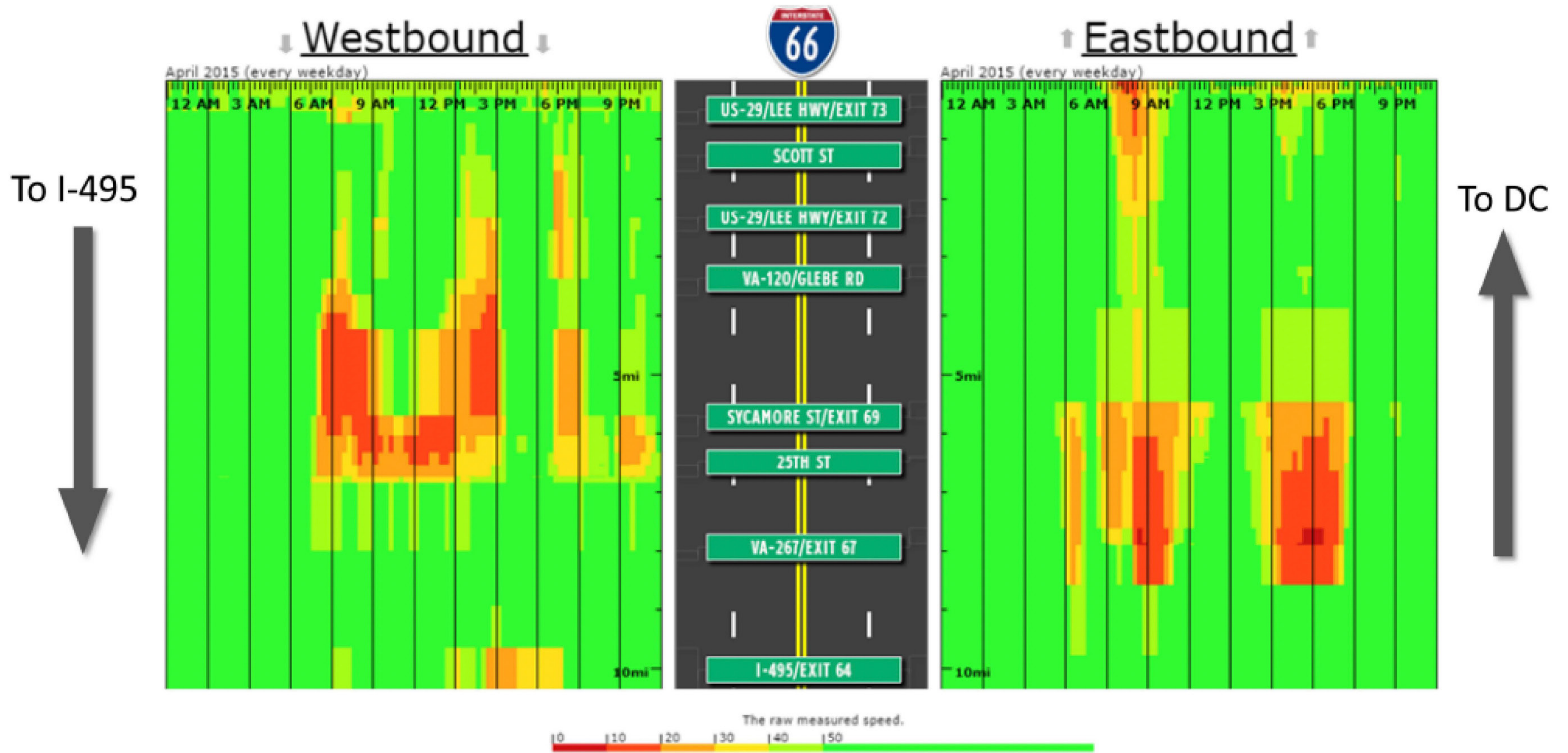
Specific multimodal improvements will be prioritized from a list of more than 170 projects identified through previous planning efforts, primarily the I-66 Inside the Beltway Multimodal Study (2012/2013) and the I-66 Transit/TDM Study (2009). More info on this study and project recommendations can be found at www.transform66.org.

Existing Corridor Travel Demand (Roadway/Metrorail)

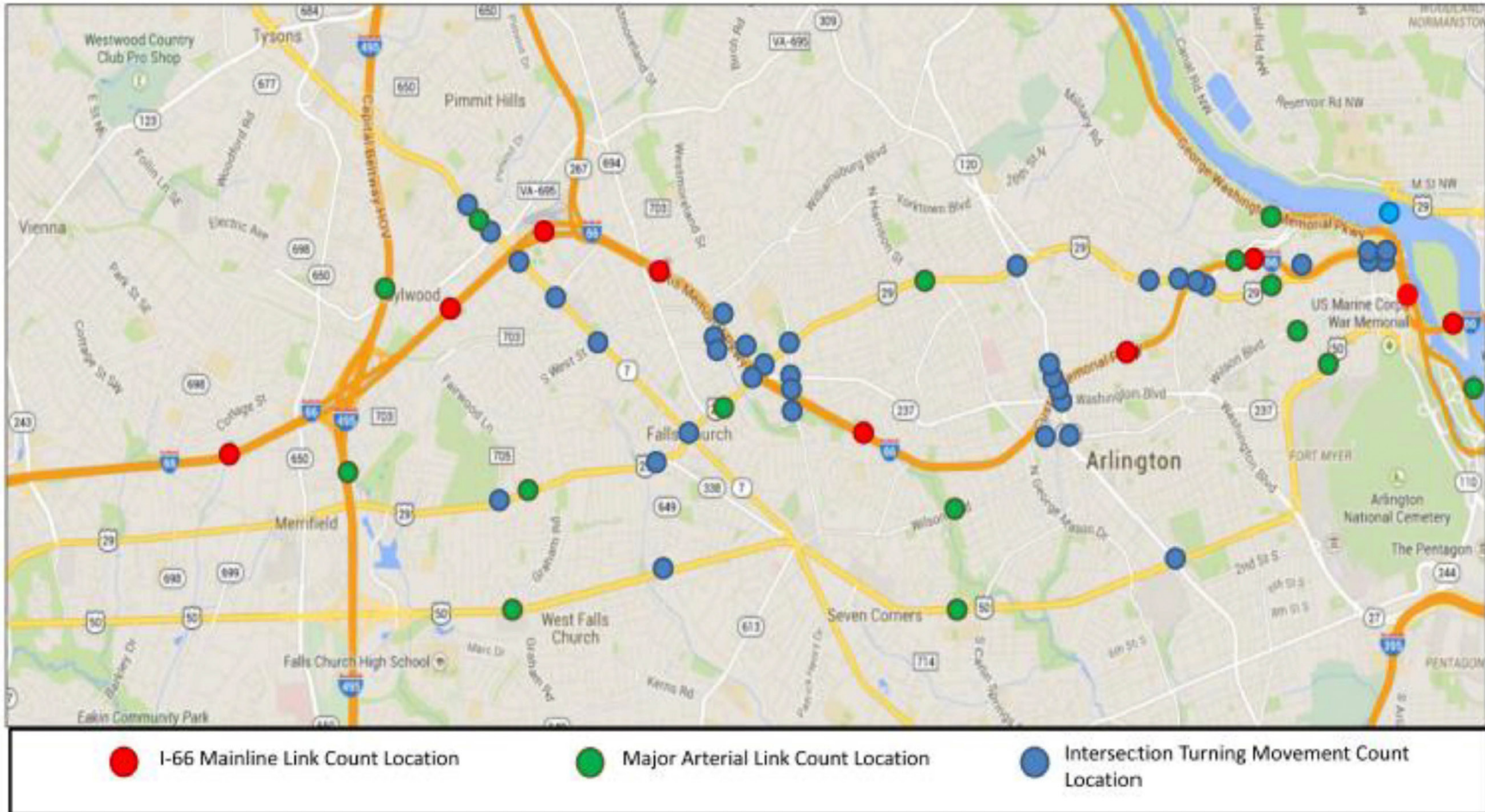


I-66 Mainline Congestion

Average Weekday - April 2015

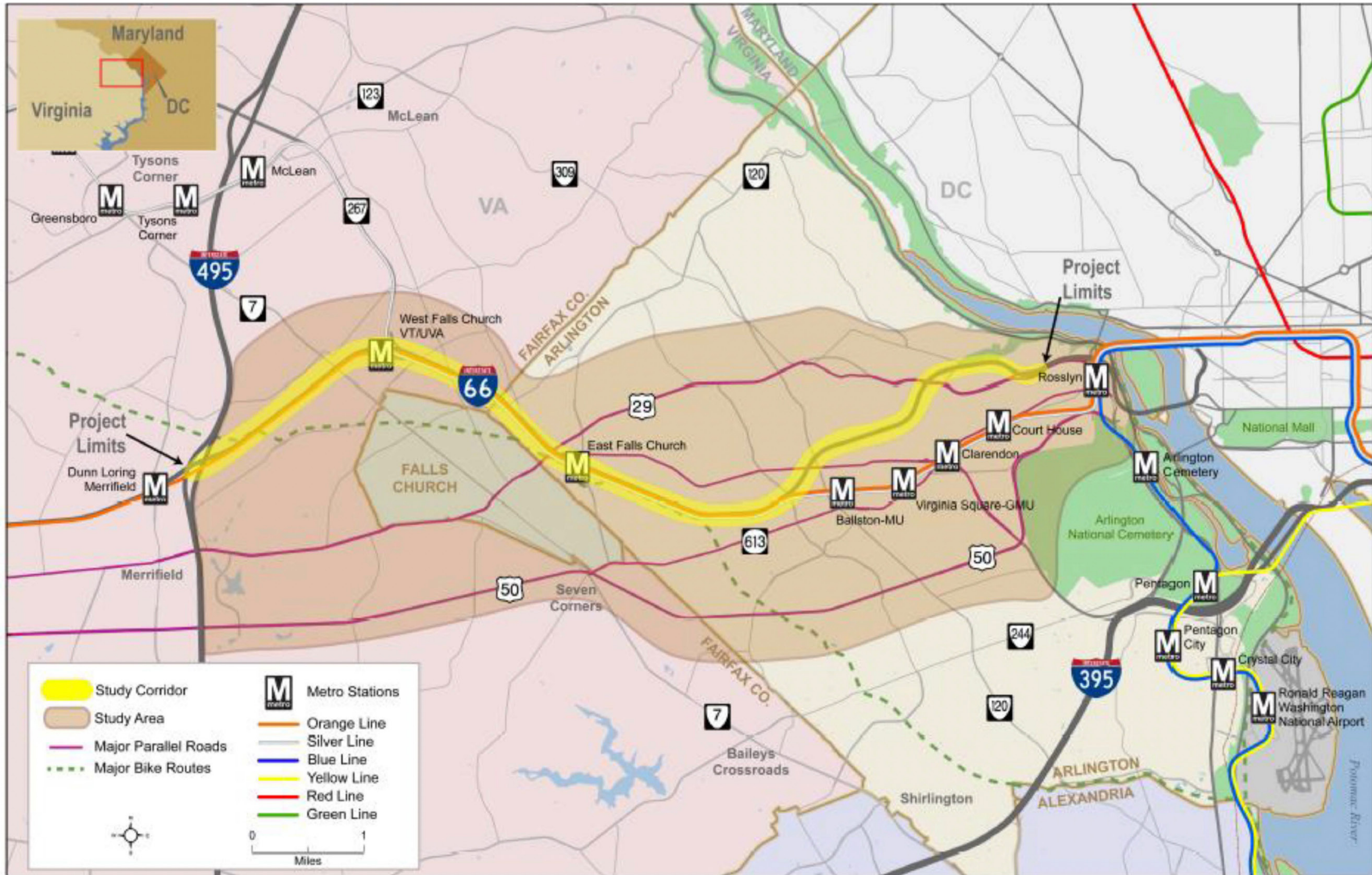


Project Area Traffic Count Locations

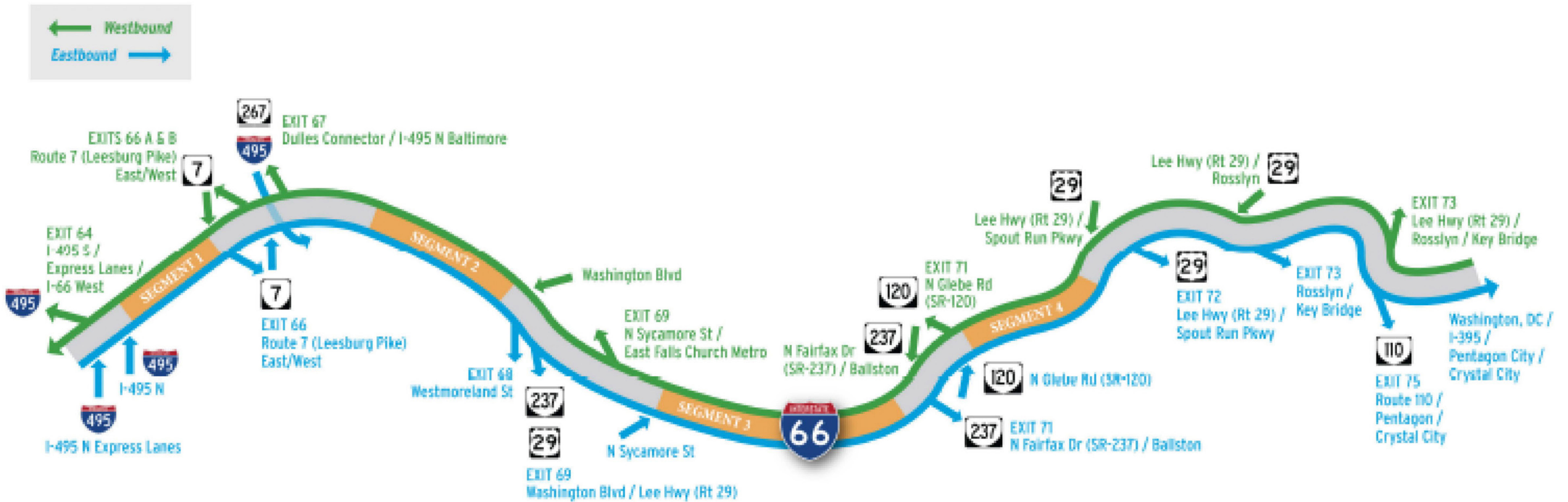


I-66 Inside the Beltway Project Area

Investing in Multimodal Solutions



I-66 Inside the Beltway Express Lanes Concept



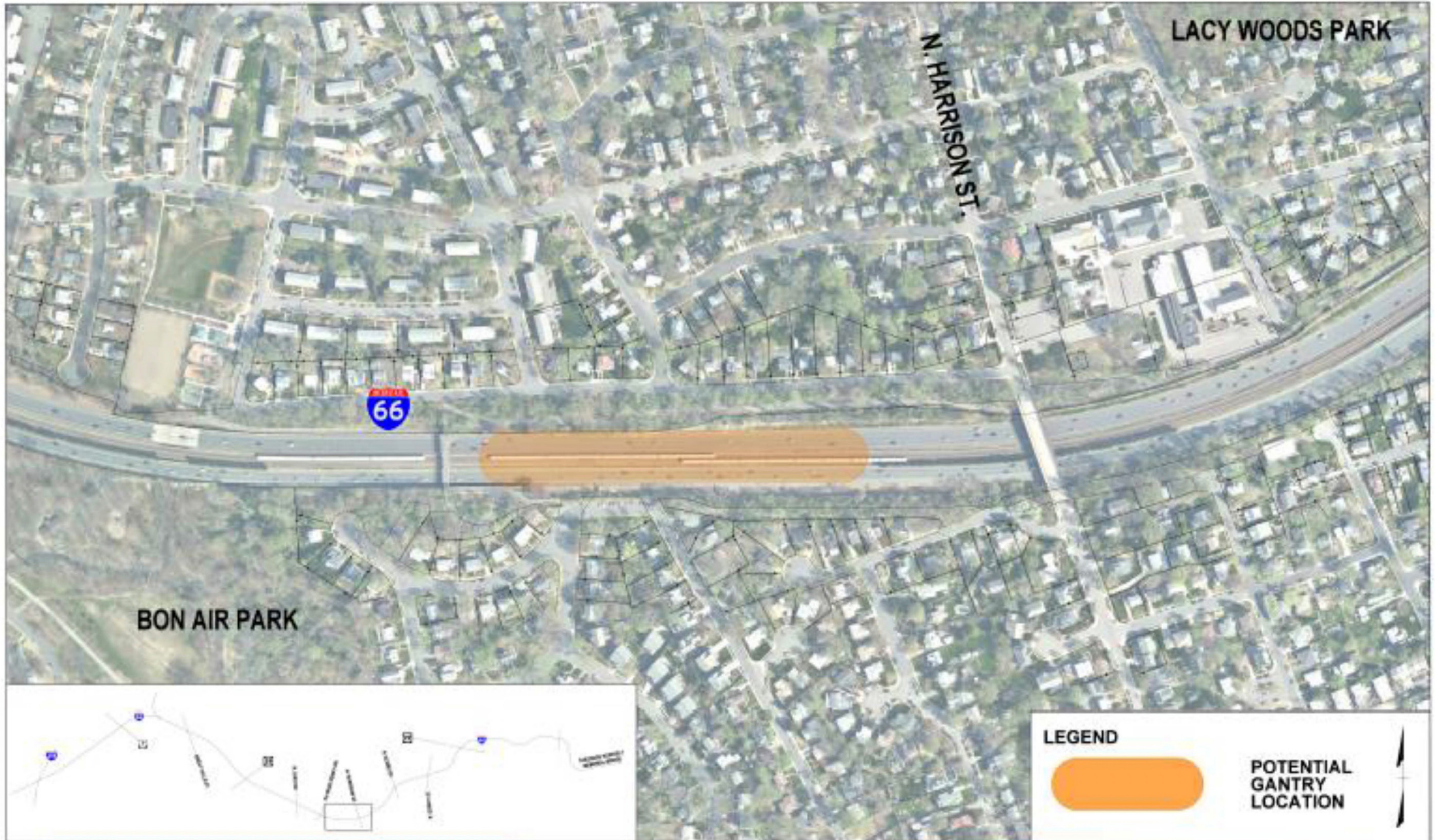
Toll Zone 1



Toll Zone 2



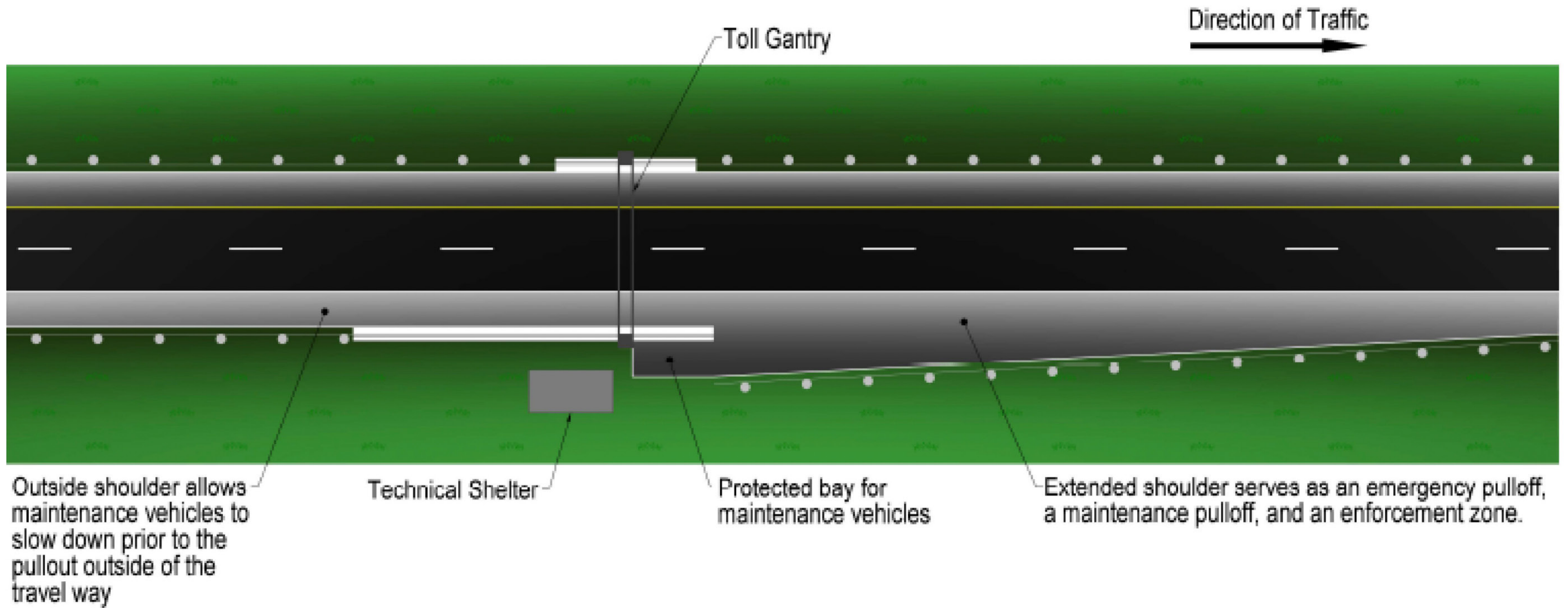
Toll Zone 3



Toll Zone 4



Typical Toll Layout



How the Express Lanes Will Work

- Tolling is proposed in both directions during peak weekday periods only
- Travel will be free for vehicles with three or more HOV-3+ passengers, as well as for buses and motorcycles
- Heavy trucks will be prohibited from the lanes
- Toll prices will change depending on traffic volumes in order to manage demand for the lanes and ensure a faster and more reliable trip
- The lanes will remain free to all traffic during off-peak periods
- All drivers will need an E-ZPass on the express lanes; HOV-3+ drivers will be required to have an E-Zpass Flex in order to travel for free
- Electronic tolling equipment on overhead roadway gantries will charge a driver's E-Zpass account based on trip distance and toll rate at the time of travel
- Drivers will lock in their toll rate when entering the lanes and current prices will be displayed on electronic signs at all entry points

Project Benefits

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