



*Investing in Multimodal Solutions*

# PUBLIC INFORMATION MEETINGS

***Tuesday, June 16, 2015***

**7:00 – 9:00 p.m.  
Presentation at 7:30 p.m.**

**Mary Ellen Henderson Middle School  
7130 Leesburg Pike  
Falls Church, VA 22043**

***Wednesday, June 17, 2015***

**6:30 - 8:30 p.m.  
Presentation at 7:00 p.m.**

**Arlington Central Library  
1015 N. Quincy St.  
Arlington, VA 22201**

# I-66 Multimodal Improvements Current Conditions

## I-66 Issues :

- Eastbound & Westbound roadway congestion
- Congestion at interchanges
- Bus service impacted by roadway congestion
- Challenges to intermodal transfers
- Crowded conditions on Metrorail's Orange Line
- W&OD and Custis Trail bottlenecks
- Limitations / gaps in Bike and Pedestrian accessibility and connectivity



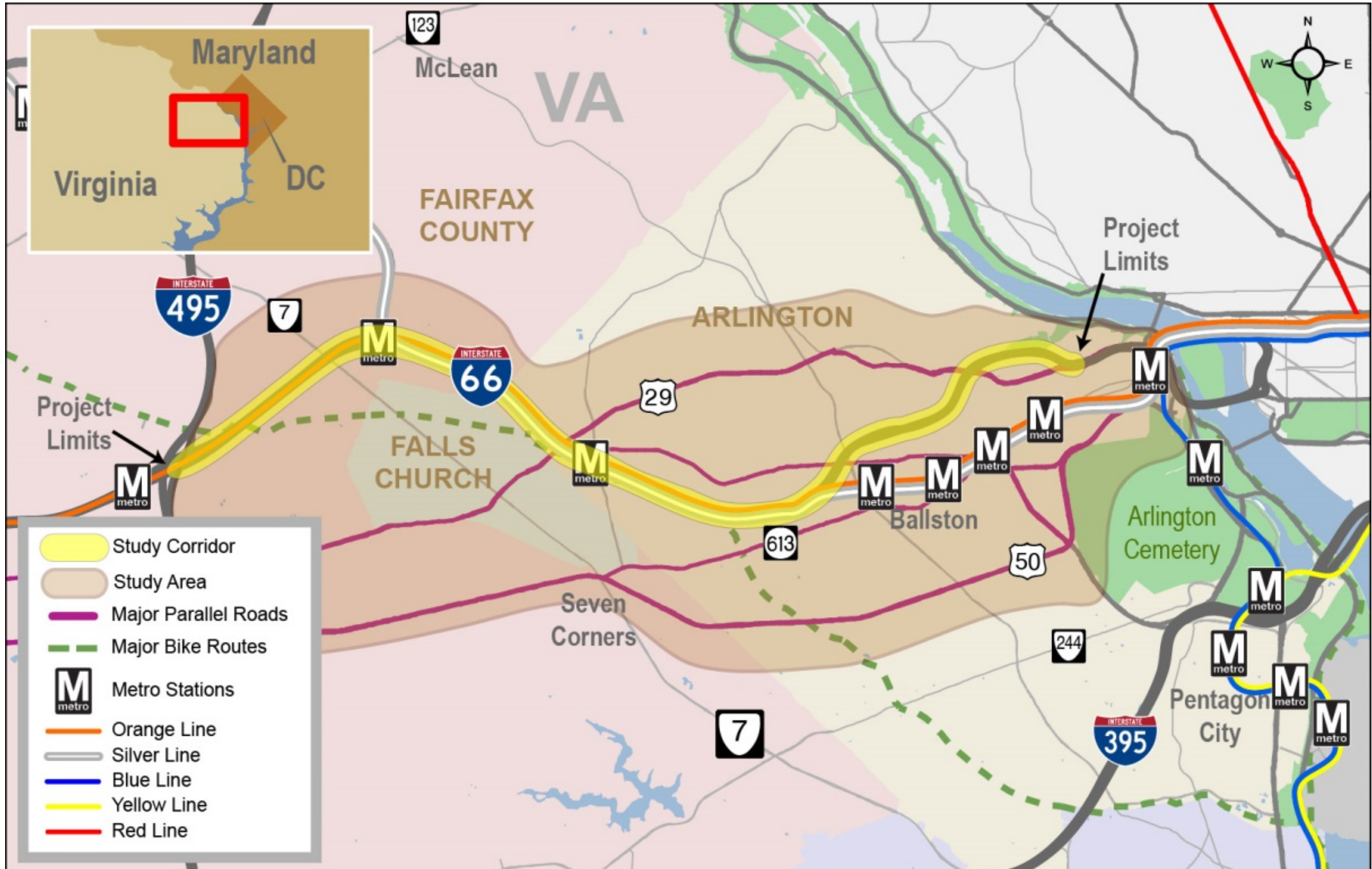


TRANSFORM 66  
**INSIDE** the Beltway

VDOT | DRPT

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# I-66 Multimodal Project Area



# Multimodal Aspects Potential Project Components

- Previous Studies
  - I-66 Inside the Beltway Multimodal Study (2012-2013)
  - I-66 Transit/TDM Study (2009)
- Multimodal Elements (2012 Study)
  - Transit
  - Bicycle & Pedestrian
  - Transportation Demand Management (TDM)
  - Corridor-wide Technology Enhancements
  - Tolling
  - Highway Improvements

## Transit

- Review and validate transit recommendations from:
  - DRPT I-66 Transit / TDM Study, 2009
- Evaluate proposed enhanced bus service throughout the corridor:
  - Local, commuter, and regional bus (PRTC, etc.)
  - Review 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 such as 8-car trains that would address capacity concerns in the I-66 corridor

## Bicycle and Pedestrian Facilities

- Review recommendations from Multimodal Study; approximately 60 bicycle and pedestrian improvements
- Sample Projects identified in Region's Constrained Long Range Plan (CLRP) include:
  - Custis trail/W&OD trail improvements
  - Fairfax Drive connector
  - Arlington Blvd trail – Glebe Rd. to City of Fairfax
  - VA 7 – Tysons to Falls Church
- Coordinate with local jurisdictions to group bicycle and pedestrian improvements



# 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
- Vanpool and carpool programs
- Corridor specific marketing and outreach programs
- Financial incentive programs

# 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



## Future Widening of I-66

- Additional eastbound lane between I-495 and Fairfax Drive near Ballston
- Additional westbound lane between Sycamore Street and Washington Boulevard
- Additional westbound lane from the Dulles Connector to I-495

# I-66 Multimodal Improvements Purpose of the Project



*The purpose of the I-66 Inside Multimodal Project is to reduce roadway congestion in the corridor, improve travel times for transit & HOV vehicles, provide additional travel options for users, and enable the implementation of multimodal improvements in and around the I-66 corridor from the Beltway to Route 29 in Rosslyn.*



# Proposed Multimodal Project

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## ➤ HOV Policy

- HOV-2 to HOV-3 conversion
- Consistent with current policy, heavy trucks are prohibited
- Clean fuel vehicles no longer exempt from HOV restrictions
- Law Enforcement no longer exempt from HOV restrictions unless performing official duties
- Traffic traveling to and from Dulles International Airport will be subject to the HOV restrictions

## ➤ Tolling

- Tolling in both directions during AM and PM peak periods only, including Airport traffic
- Lanes remain free to all traffic during off-peak periods
- HOV-3+ vehicles ride free; restricted hours to be determined
- Congestion-based toll prices to manage demand for the lanes and to provide improved travel time reliability
- VDOT operates and maintains facility
- Toll revenues used to offset design, construction, operation and maintenance costs as well as funding source for multimodal improvements that benefit the users of I-66 inside the Beltway

## ➤ Multimodal Improvements



## Multimodal Project Scope

- **Constrained Long Range Plan Key Elements for I-66 Inside:**
  - Implementation of the recommendations from the 2012 / 2013 I-66 Multimodal Study
  - Group multimodal solutions according to proposed schedule:
    - ✓ Group 1 Multimodal Improvements and Tolling: 2017
    - ✓ Group 2 Multimodal Improvements: 2025
    - ✓ Group 3 Multimodal Improvements potential Widening: 2040
  - It is envisioned that VDOT will operate and maintain the facility
  - All toll revenues will be used within the designated corridor to offset design, construction, operation and maintenance costs as well as provide a funding source for multimodal improvements that benefit I-66 users

# Key Responsibilities

## ➤ Responsibilities

- VDOT will –
  - ✓ Manage the design and construction of the tolling infrastructure
  - ✓ Manage the maintenance and operations of the facility; and
  - ✓ Manage the design and construction of any future widening of facility
- Northern VA Transportation Commission (NVTC), in cooperation with VDOT, DRPT and local jurisdictions, will –
  - ✓ Plan and select multimodal improvements, in accordance with applicable laws and terms of agreement;
  - ✓ Coordinate with agencies to ensure efficient delivery of selected projects; and
  - ✓ Report to VDOT on how improvements improve person throughput in the corridor

# Toll & Revenue Study

- Toll and Revenue modeling process is consistent with model performed for Outside the Beltway improvements
- Modeling 2.5-hour and 4-hour restricted (HOT) period for HOV-3+
- Toll rates dynamically set to ensure free-flow traffic on I-66 during HOT period
- Final Deliverable will be a Level 2 Toll & Revenue Study (T&R)
  - Preliminary 'sketch' T&R results available at end of Summer 2015

# Traffic Analysis

## ➤ Traffic Forecast and Traffic Operations Analysis

- Analysis performed for 2017/2040 No-Build & 2017/2040 Build condition
- Traffic counts being conducted at 36 identified intersections
- Conceptual mitigation developed for identified intersection impacts

## ➤ Traffic Diversion

- Table of Traffic Forecasts will be prepared to compare no-build & build volumes along I-66 and Arterial Roadways within study area
  - ✓ Additional operations analysis at locations showing significant increases
  - ✓ Qualitative discussion of potential mitigation
- Consideration of changes in travel modes (HOV-2 to HOV-3, auto to transit, etc.)

## ➤ Final Deliverable - Traffic Technical Report, Fall of 2015

## Future Widening

- Widening of I-66 between I-495 and Fairfax Drive near Ballston
  - Will be studied after evaluating the multimodal improvements
    - Transit
    - Bicycle & Pedestrian
    - Transportation Demand Management (TDM)
    - Corridor-wide Technology Enhancements
    - Tolling
    - Highway Improvements
  - Environmental Documentation will be prepared as part of the widening



## 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 – and 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



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# Upcoming Project Milestones

Key Milestones	Begin Dates / Duration
Public Outreach	Ongoing
Public Information Meetings	<b>June 16</b> – Mary Ellen Henderson M.S, 7pm-9pm <b>June 17</b> – Arlington Central Library, 6:30pm-8:30pm
Working Group / Technical Stakeholder Advisory Group	Ongoing
Traffic and Revenue Study	Spring 2015 / 6 months
Group multimodal solutions according to implementation schedule	Spring 2015 / 9 months
Framework Agreement	Fall 2015 / 4 months
Tolling Design-Build Procurement	Fall 2015 / 6 months
Tolling Construction	2016
Group 1 multimodal solutions and tolling implementation	2017



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*STAY IN TOUCH:*

[www.Transform66.org](http://www.Transform66.org)

*Questions / Comments*

THANKS!

I-66 Multimodal Improvements Project