



Investing in Multimodal Solutions

Fairfax Transportation Committee

I-66 Multimodal Improvements Inside the Beltway

January 20,
2015



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

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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





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Corridor activity since 2012:

- **August 2013 Supplemental Report**
 - Refined Package
- **Completed or Active Projects**
 - Active Traffic Management (ATM) underway
 - Spot 1 Widening WB – Completed 2013
 - 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**



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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.



Baseline assumptions for 2040

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- 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





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Project Scope

- **Quickly implementable corridor improvements**
- **Tolling**
- **Transit**
- **Bicycle / Pedestrian**
- **Transportation Demand Management**
- **Integrated Corridor Management**
- **Future Widening**





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Tolling

- **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**
- **Excess revenue directed toward multimodal elements**



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Transit

- **Transit services from DRPT *I-66 Transit / TDM Study, 2009***
 - **Priority bus on I-66 from Haymarket to DC**
 - **Priority bus on Rt 50 from Fair Oaks Mall to DC**
 - **Priority bus on Rt 29 from Fair Oaks Mall to DC**
 - **New station entrances at Ballston and East Falls Church**
- **Enhanced bus service throughout the corridor**
 - **Local, commuter, and regional bus**
- **Metrorail core capacity improvements**



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Bicycle and Pedestrian Facilities

- **60 potential improvements studied in the Final Report**
- **7 regionally significant projects identified in Supplemental Report**
 - **Custis Trail improvements**
 - **Fairfax Drive Connector**
 - **Arlington Boulevard trail – Glebe to Beltway**
 - **Arlington Boulevard trail – at Beltway interchange**
 - **Arlington Boulevard trail – Beltway to City of Fairfax**
 - **West Falls Church connector trail**
 - **VA 7 – Tysons to Falls Church**





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Transportation Demand Management

2013 Supplemental Report recommendations:

➤ High Priority

- Rideshare program operational support, enhanced telework, van priority access, direct transit subsidies, and enhanced employer outreach

➤ Medium Priority

- vanpool driver incentives, I-66 corridor carpool startup incentives, and region-wide financial incentives

➤ Low Priority

- enhanced corridor marketing, enhanced vanpool insurance pool, capital assistance for vanpools, and flexible vanpool network strategies



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Integrated Corridor Management

2013 Supplemental Report recommendations:

- **Elements in the Active Traffic Management project currently underway**
- **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**



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Future Widening Study

- **Included in Recommended Package from I-66 Multimodal Study**
- **Westbound widening**
 - Connects auxiliary lane Spot improvements 2 (under construction) and 3
 - Provides three continuous thru-lanes from Fairfax Dr. to Capital Beltway
- **Eastbound widening**
 - Provides three continuous thru-lanes from Capital Beltway to Fairfax Dr.
- **All widening expected to be accomplished within existing R/W**
- **Implementation year to be determined (2025 or beyond)**



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Environmental Documentation

➤ NEPA documentation to include:

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



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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 / MDOT | Fairfax County | FHWA |
| FTA | Loudoun County | MWAA |
| MWCOG | NVRPA | NVTA |
| NVTC | PRTC | Prince William Co. |
| Town of Vienna | VRE | WMATA |

- **Elected Officials briefings**
- **Public Outreach**
 - **Public Information Meetings, Public Hearing(s), Neighborhood groups**
 - **Website under development**



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Major Project Milestones

| Key Milestones | Dates |
|---|---------------------|
| <i>Submit Multimodal project to CLRP</i> | <i>January 2015</i> |
| <i>Level 2 Traffic & Revenue Study</i> | <i>Mid 2015</i> |
| <i>Prioritization of Multimodal solutions</i> | <i>2015</i> |
| <i>NEPA documentation & hearing</i> | <i>2015</i> |
| <i>Tolling Design-Build procurement</i> | <i>Late 2015</i> |
| <i>Tolling Construction</i> | <i>2016</i> |
| <i>Toll Day One</i> | <i>2017</i> |



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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 available excess toll revenue and corridor needs through 2040**



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Questions / Comments

THANKS!

I-66 Multimodal Improvements Project
January 20, 2015