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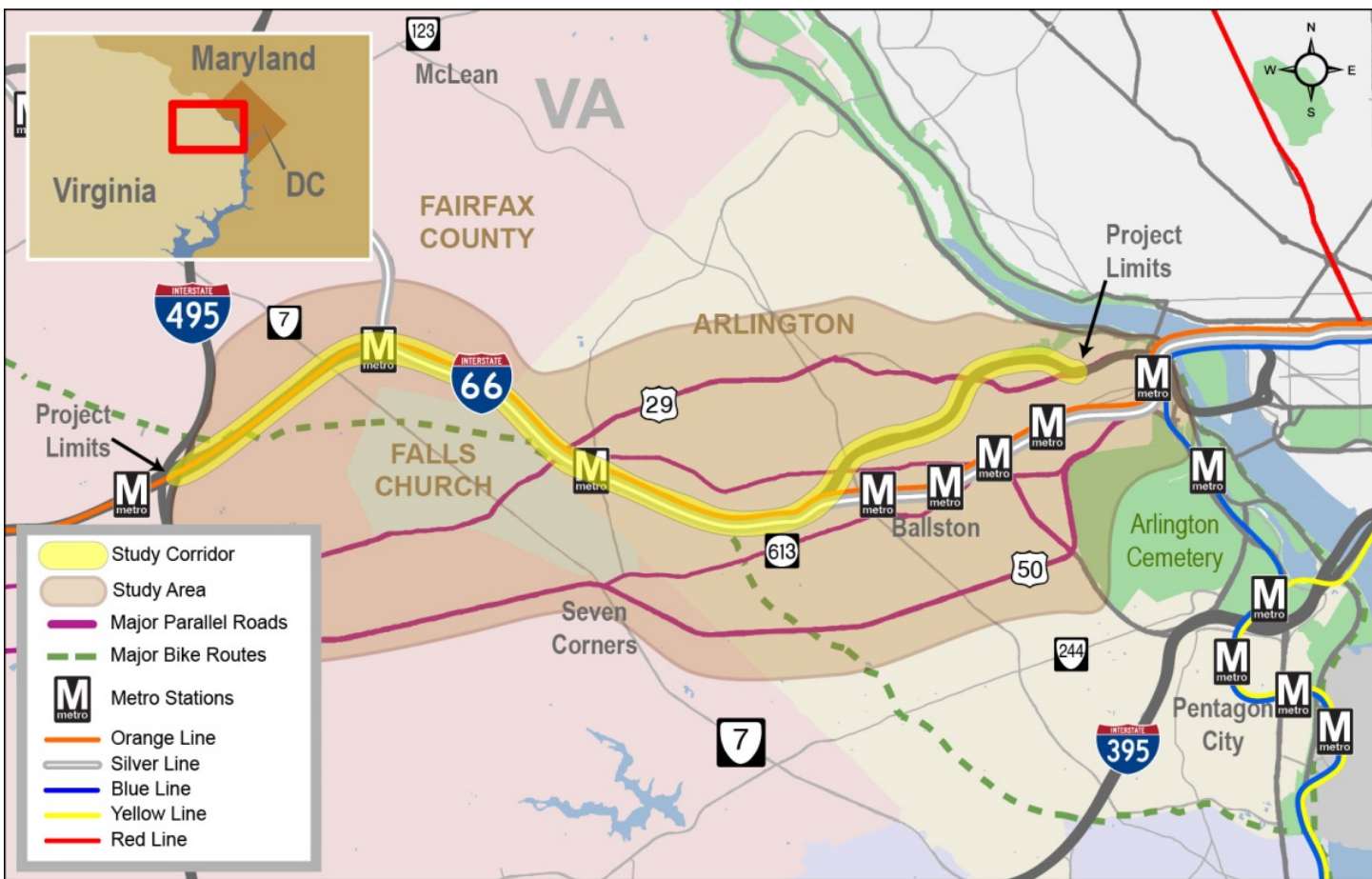
**McLean Citizens Association  
Transportation Committee  
Project Briefing**

**November 10, 2015**



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## Project Map





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- **Only Interstate in the Country limited to HOV only traffic during rush hours**
- **Stoplight at the end of I-66 eastbound in the District**
- **Deck over I-66 in Rosslyn and retaining walls constrain ability to widen I-66**
- **Metrorail Orange Line trains are overcrowded**

## Project Context





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## Changes to I-66 Independent of this Project

- **The Transportation Planning Board adopted a plan to modify HOV rules on all regional interstates including I-66 both inside and outside the Beltway**
  - *Increase occupancy requirements from 2 to 3 by 2020*
- **Federal rules require 'limiting or discontinuing' use of HOV lanes by hybrids when lanes are degraded (<45mph)**
  - *I-66 is currently degraded and has been for a number of years*

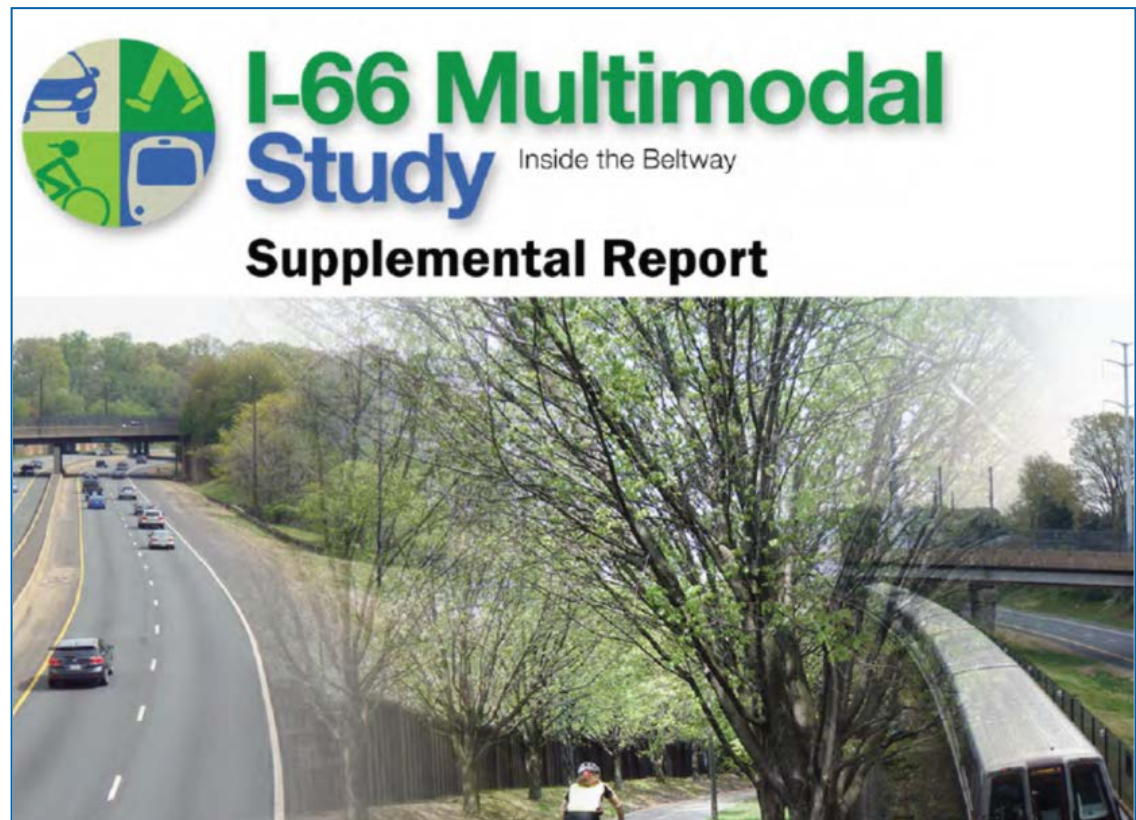




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## Project History

- Proposed project follows a multi-year study undertaken in 2011 and completed in 2013





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## What are the Current Operational Issues on I-66?

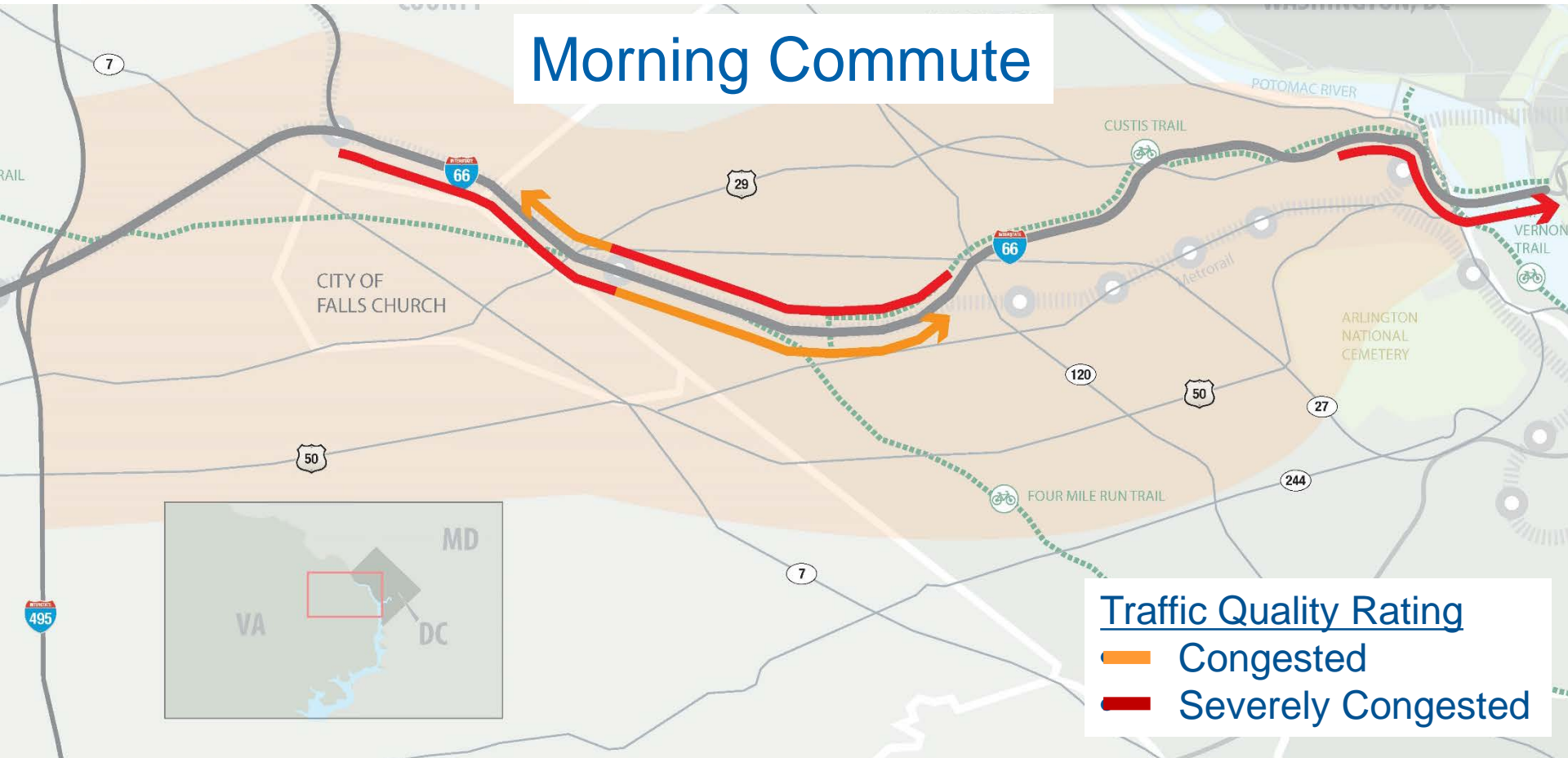
- **Heavy traffic volume – over 140,000 vehicles per day (total both directions)**
- **Significant multi-hour queues**
  - Bottlenecks created by limited thru lanes, lane drops and major merge areas
- **Heavy volumes entering and exiting I-66 at the Route 267 interchange affect traffic in both directions for extended periods**
- **In the peak direction, vehicles leaving the corridor on both ends are impacted by downstream congestion**
  - Westbound PM congestion approaching I-495 impacted by I-66 congestion outside the beltway
  - Eastbound AM congestion approaching the Potomac River impacted by congestion associated with Roosevelt Bridge



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# What are the Current Operational Issues on I-66?

## Morning Commute



Source: National Capital Region Transportation Planning Board's *Traffic Quality on Metropolitan Washington Area Freeway System Spring 2014 Report*

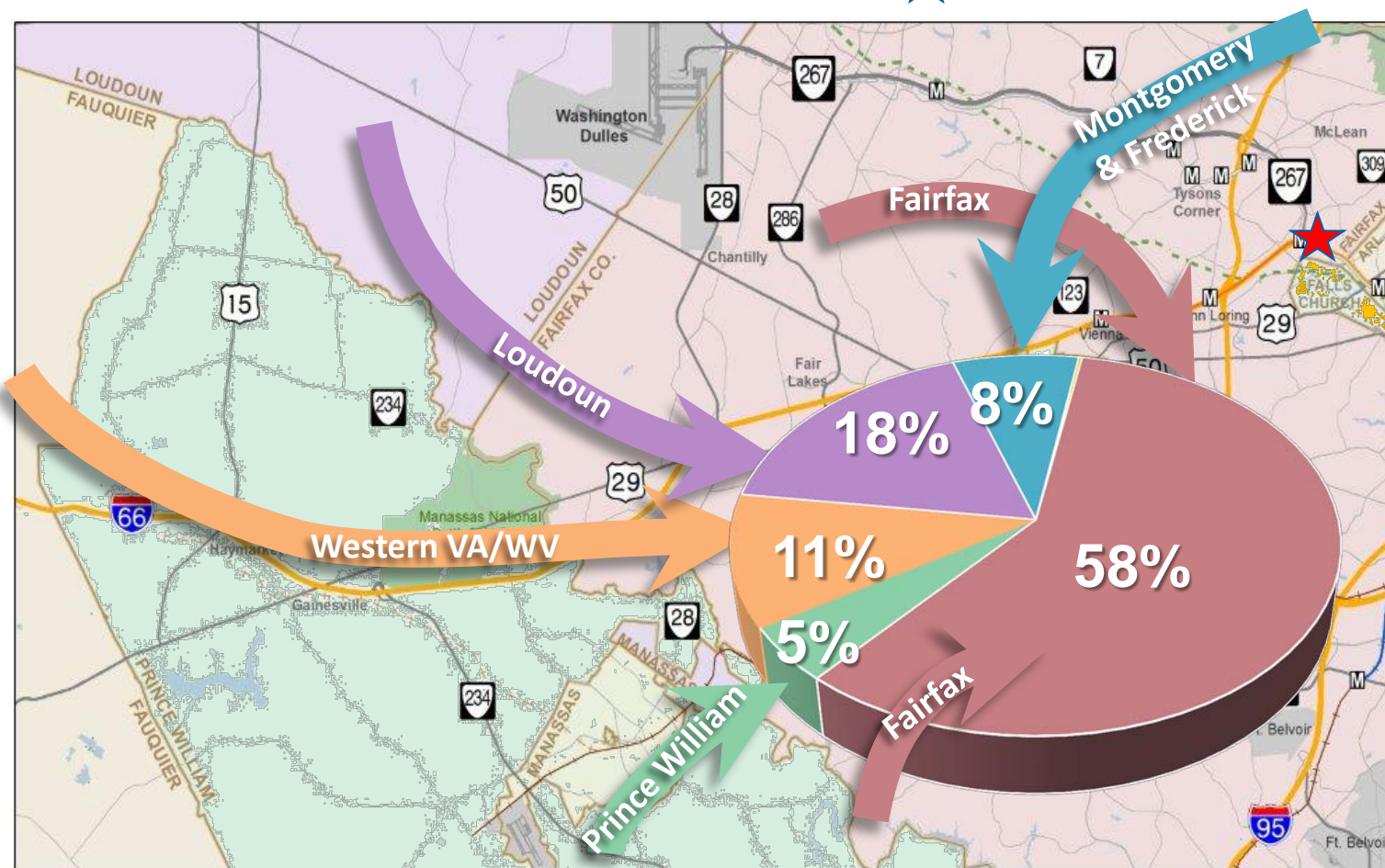




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# Who's using I-66 in the morning heading Eastbound?

Origin— AM Eastbound, East of Route 267  
(Reference Point: ★ )



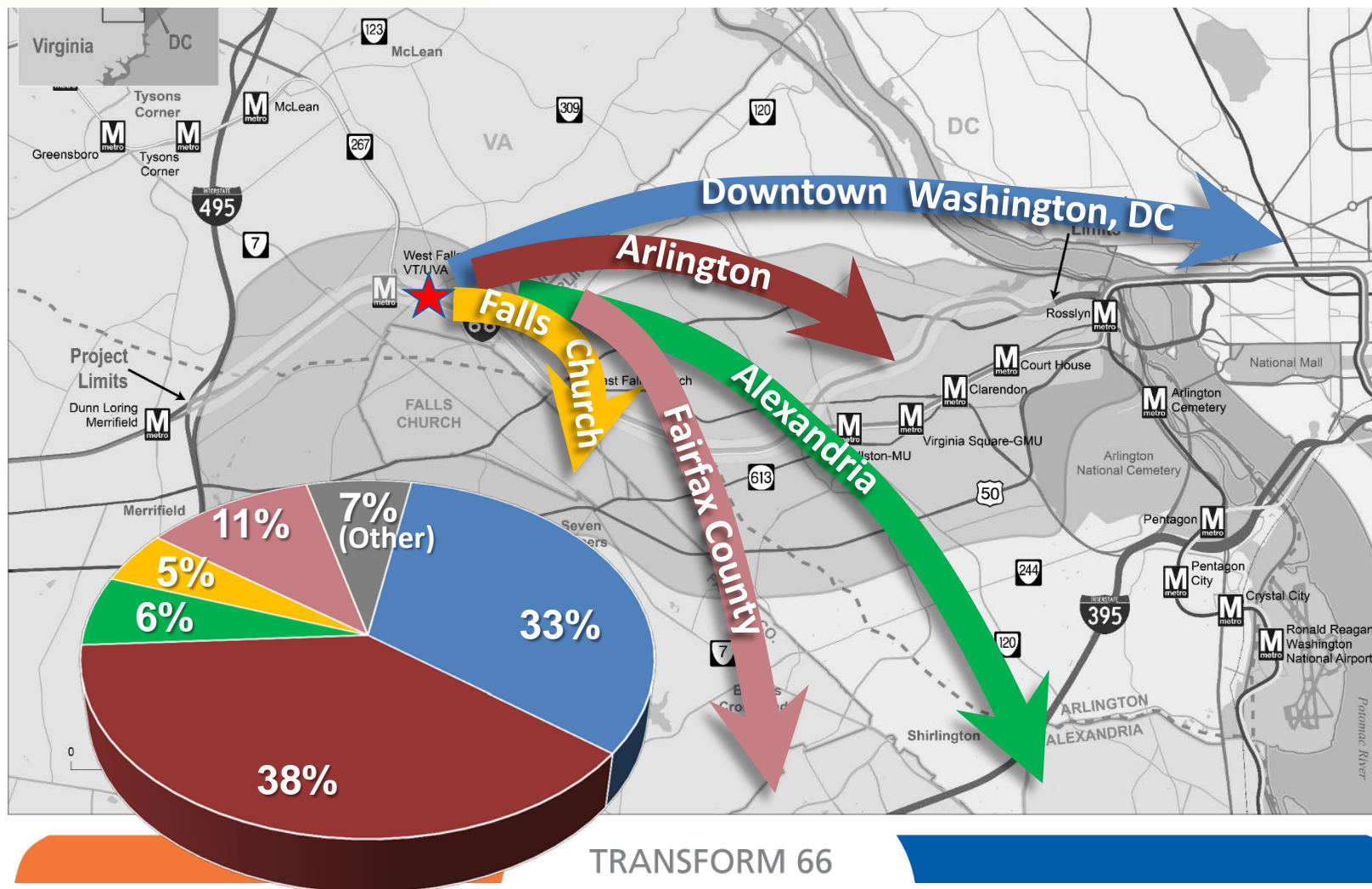




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# Where is Eastbound Morning Traffic Going?

Destination— AM Eastbound, East of Route 267  
(Reference Point: ★)



TRANSFORM 66



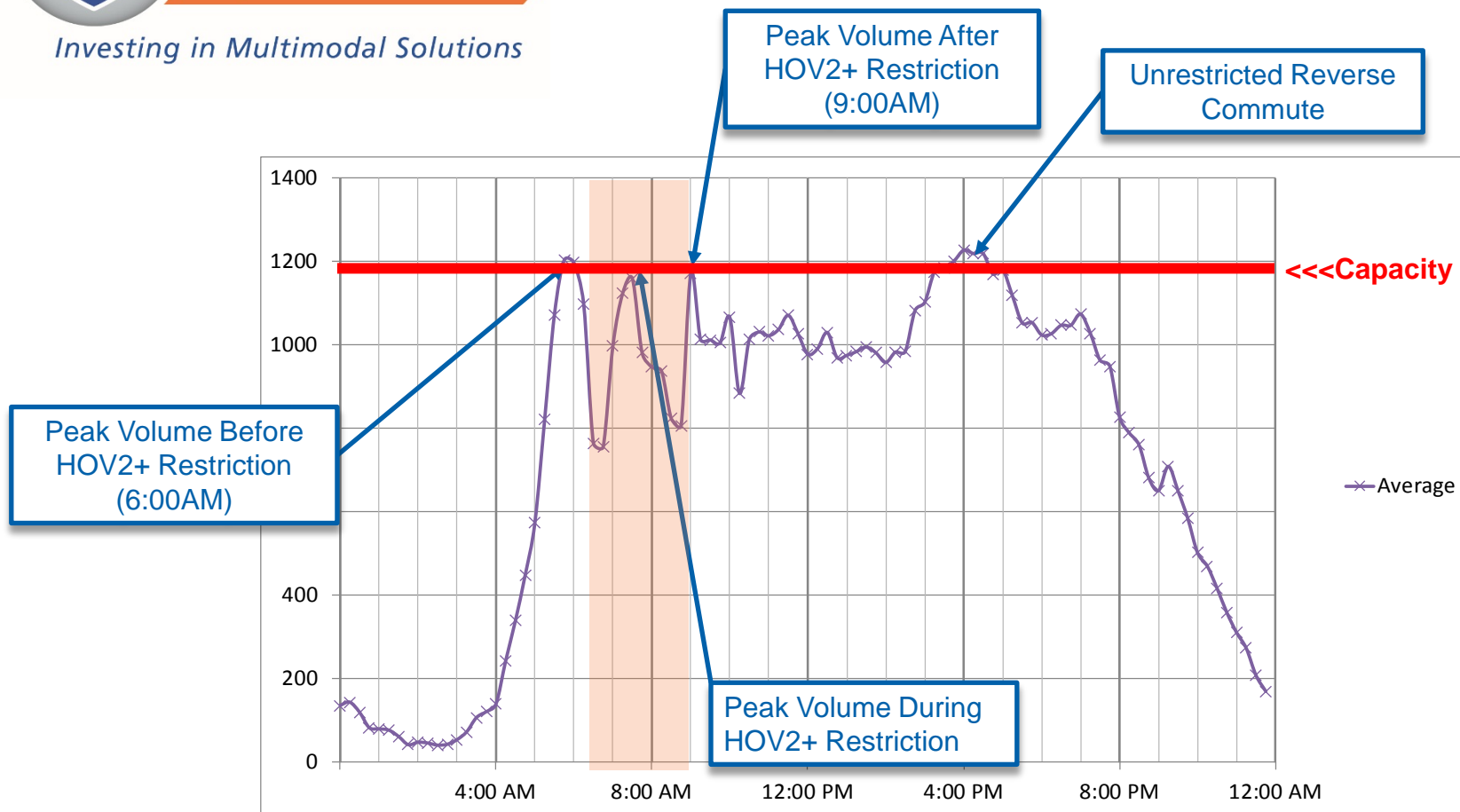
TRANSFORM 66  
**INSIDE** the Beltway

VDOT

DRPT

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## Eastbound Traffic Patterns



**AM/PM HOV Restriction Period**



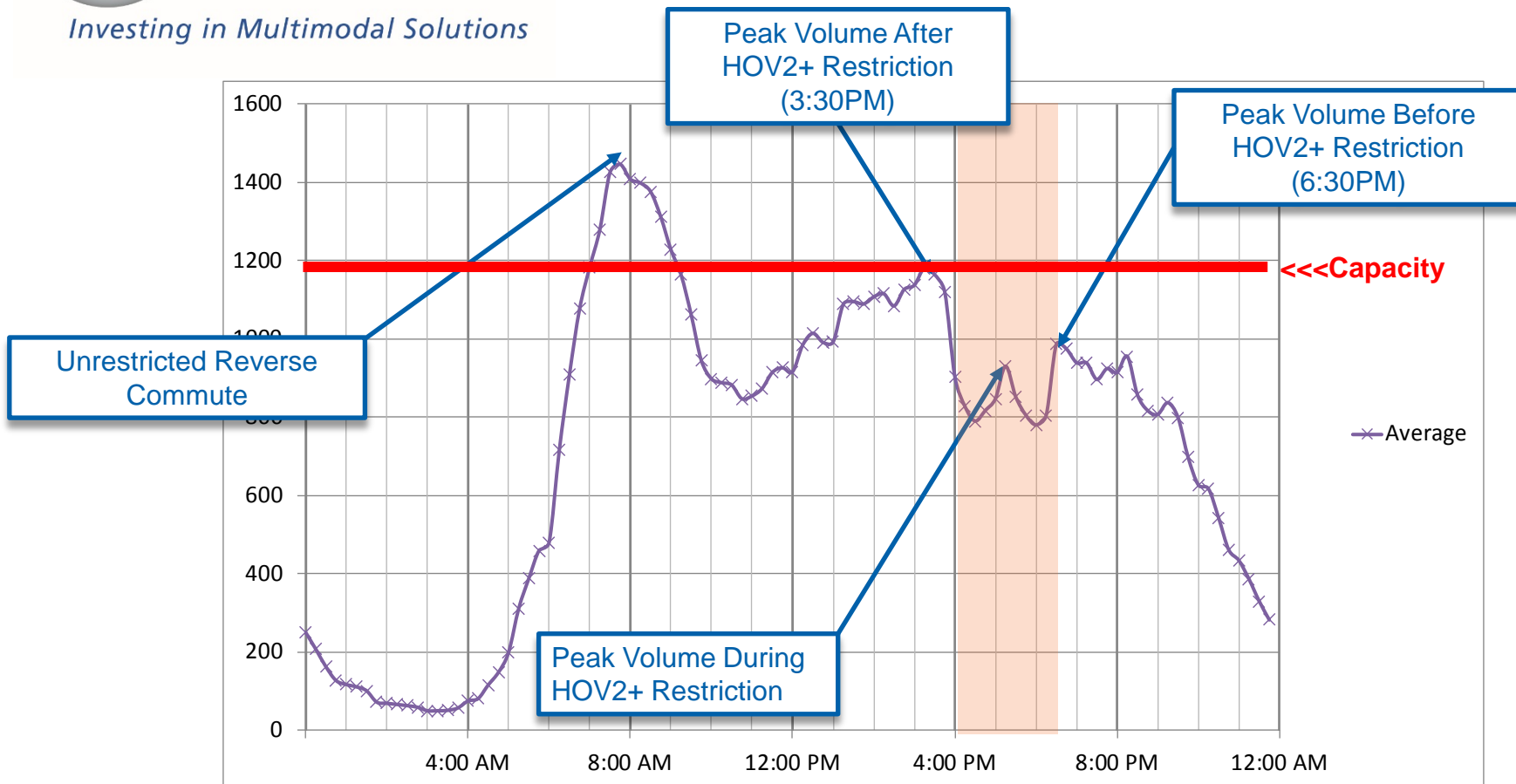
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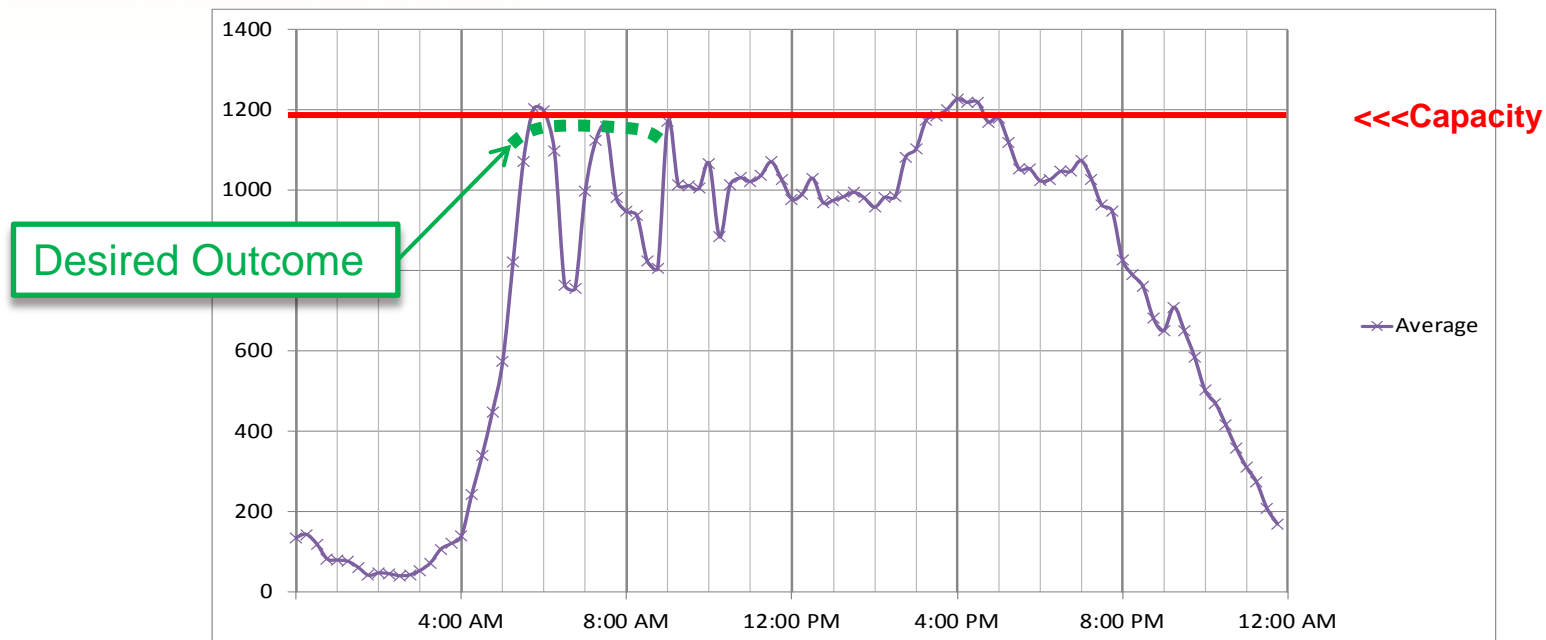
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## Westbound Traffic Patterns



**AM/PM HOV Restriction Period**

## Why extend to 4-hour period?



### Existing Conditions

- Significant demand before and after current HOV restricted period
- Surges in demand overwhelms existing capacity and worsens existing bottlenecks

### Project Benefits

- Project would balance demand across 4-hour period
- Control of demand onto I-66 will lessen impacts of existing bottlenecks





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## What are the Project Features?

### ■ Tolling

- Convert I-66 to dynamically-priced toll lanes in the peak direction during weekday rush hours
- Toll prices will change depending on traffic volumes to manage demand for the lanes and ensure a more reliable trip

### ■ Multimodal

- Enhanced bus service throughout the corridor
- Better access to Metro
- New bicycle and pedestrian access
- Roadway improvements on local roads

### ■ Future widening

- Evaluation of the need for Eastbound widening
  - I-66 East from Dulles Connector Road to Ballston



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## What are the Project Benefits

- **Move more people – up to 40,000 more people per day by 2040 – and enhance connectivity for the I-66 Corridor**
- **Enhance transit service**
- **Provide revenue stream support to multimodal components on I-66 and complementary corridors adjacent to I-66**
- **Provide more travel choices for single-occupancy vehicles**
- **Improve reliability for all travelers**
- **Promote a carpool culture and commitment to multimodalism**
- **Create opportunities for improved level of service on parallel routes**
- **Provide seamless connectivity to the region's 40+ miles of express lanes**



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## How the Tolls Will Work?

- **Toll prices will change depending on traffic volumes to manage the demand for the lanes and ensure a faster and more reliable trip**
- **When toll collection begins in 2017:**
  - **Toll period will be 4-hours in length during AM and PM commuting periods in the peak direction (5:30am-9:30am; 3:00pm-7:00pm)**
  - **High Occupancy Vehicle (HOV)-3+ will be FREE**
    - **VDOT considering allowing HOV-2 ride for FREE for first few years**
  - **Single-occupant vehicle (SOV) drivers will have option to pay a toll and use the lanes during rush-hours**
  - **Lanes will remain FREE to all traffic during off-peak periods**
  - **Hybrids and Dulles Airport travelers not exempt from toll**
  - **Motorcycles and emergency response vehicles exempt from toll**
  - **Heavy trucks prohibited from lanes during rush hours**
- **By 2021:**
  - **HOV-3+ will travel for free as adopted in the Regional Transportation Plan**



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## How Much Will Tolls Be?

Toll Scenarios	Peak Direction Commute	
	Eastbound AM	Westbound PM
2017 SOV – Pays the Toll HOV2+ rides for FREE	\$9.00	\$8.00
2017 SOV/HOV2 – Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00
2021 SOV/HOV2 - Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00

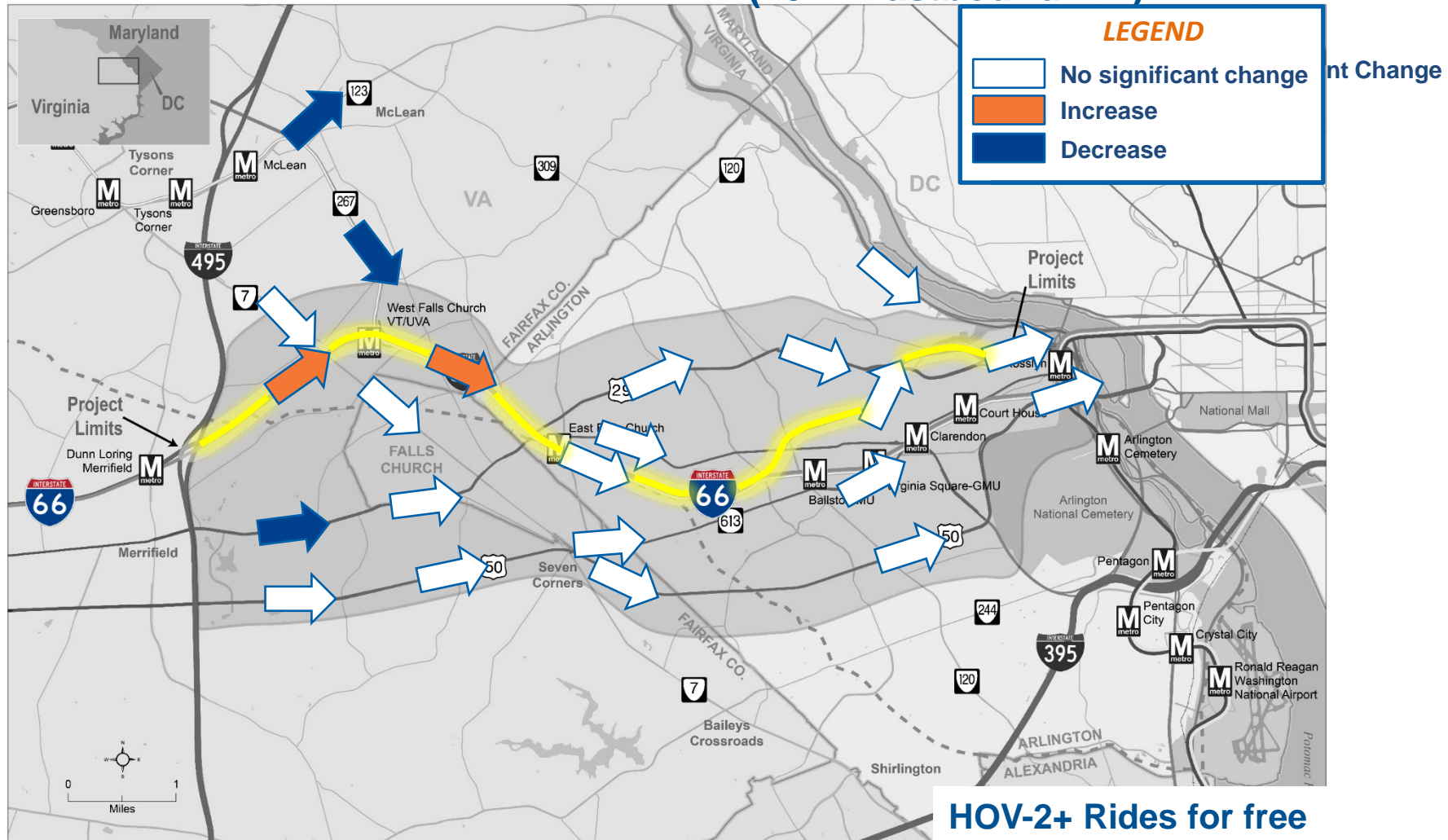
- **Minimum Price at each toll zone is 25 cents**
- **Tolls may be higher or lower, depending on traffic volumes, to manage demand and ensure free-flow travel for users**
- **Pricing reflects estimated tolls for a typical trip taken along corridor during peak hours based on forecast model**





# How are parallel roadways impacted by the project?

## Traffic Volume Changes (2017 Eastbound AM)

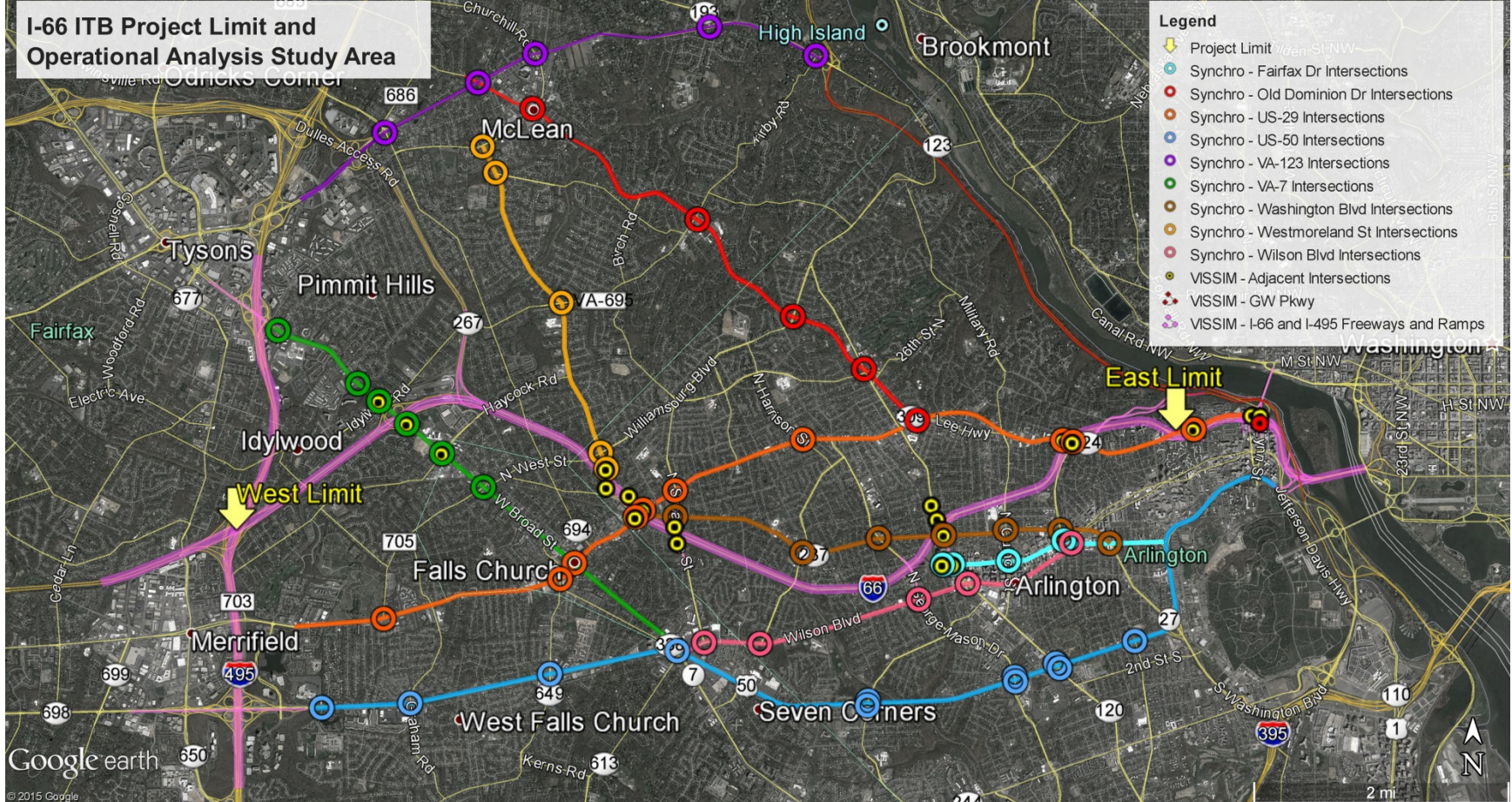






# 55 Intersection that are being evaluated

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## How the Tolls Will Work? Enforcement of Managed Lanes

- All users of the managed lanes will need to use an EZ-Pass or EZ-Pass Flex Transponder
- Users with no transponder will receive a violation notice in the mail from using a picture of the license plate taken from camera installed on gantry
- Gantry equipment with technology will differentiate SOV and HOV transponder setting
- Police will compare information received from system to the number of people in the car and manually enforce
  - This is consistent with the I-95 and I-495 Express Lanes
  - Information from the I-95 and I-495 Express Lanes program indicates that violation rates dropped from 27% to just above 1% once the managed lanes were implemented



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## Project Implementation

- **Agreement for 40 years between Commonwealth of Virginia and NVTC**
- **Implemented jointly by VDOT and NVTC**
- **VDOT will:**
  - **Manage the design, construction, maintenance, operations of I-66 tolls, and potential future widening**
- **Northern Virginia Transportation Commission (NVTC) will:**
  - **Plan and select multimodal improvements, in accordance with applicable laws and terms of agreement;**
  - **Issue grants to and coordinate with agencies to ensure efficient delivery of selected projects; and**
  - **Monitor effectiveness of projects and report to VDOT.**



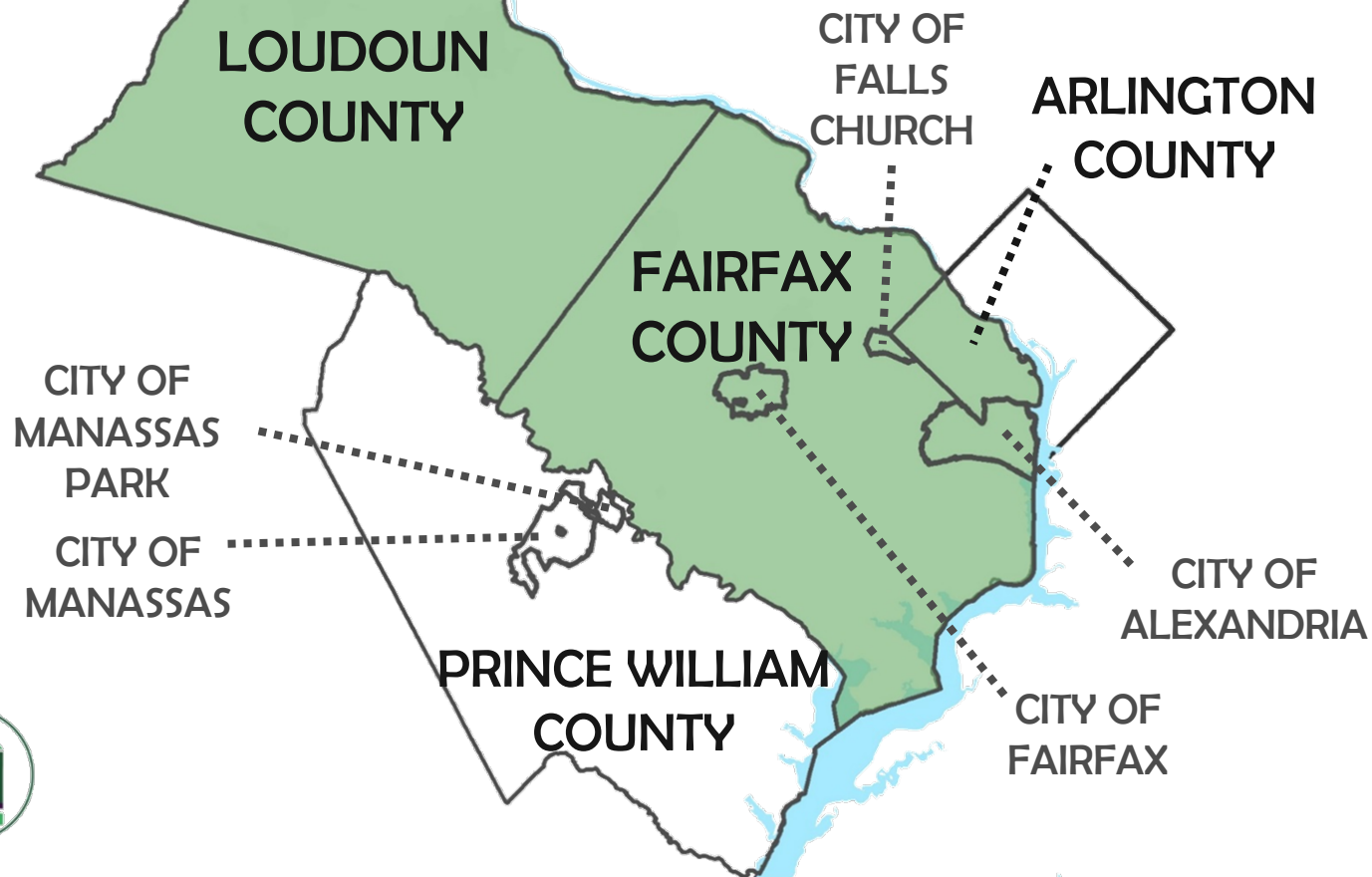


TRANSFORM 66  
**INSIDE** the Beltway

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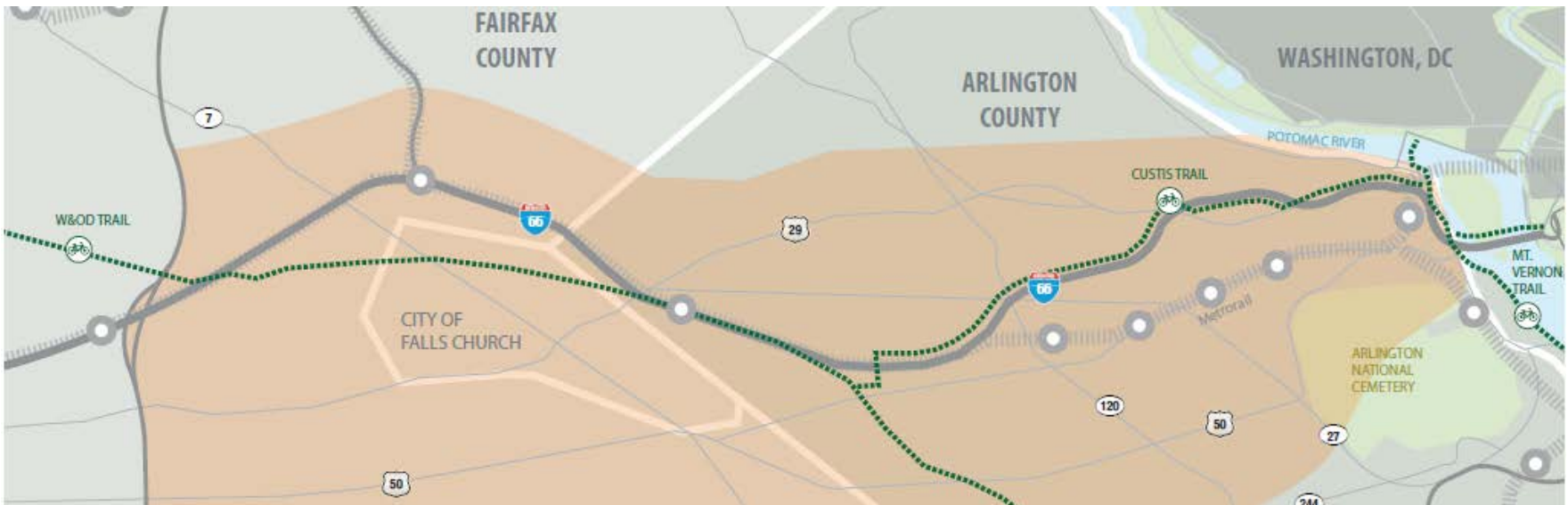




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## Project Selection

- **Project eligibility:**
  - Increase person throughput in the I-66 corridor
  - Provide benefit to toll-payers
  - Ready to implement
- **Eligible project applicants:**
  - All NVTC Members
  - Prince William County, Manassas and Manassas Park
  - Transit agencies operating in the I-66 Corridor





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## NVTC's Steps

Call for  
Projects

Draft Plan  
Public  
Participation

Adopt  
Initial  
Multimodal  
Project  
Plan

Implementation  
and Monitoring



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## How has VDOT responded to public comment received to date?

- **Occupancy Requirements**

- Consideration of HOV 2+ as a project start-up condition in lieu of HOV 3+ as originally proposed

- **Eligible use of toll revenues**

- Exploring alternative project delivery options that will allow toll revenues to be applied toward transit operations and capital instead of just capital

- **More in-depth traffic impact analysis**

- Expanding the level of detail related to the traffic operations along I-66 as well as on parallel roadways
- A detailed traffic simulation model (animation) will be prepared for the length of I-66 inside the Beltway to illustrate the reliable traffic flow in peak times
- The evaluation of impacts to parallel roadways will be greatly expanded to include 55 intersection locations (almost twice the original plan)

- **Omit dynamically priced toll lanes, including occupancy requirements in the reverse commute**



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## Upcoming Project Milestones

Key Milestones	Begin Dates
Public outreach	Ongoing
Working Group/Technical Stakeholder Advisory Group meetings	Ongoing
Toll and revenue study	Spring 2015
Group multimodal solutions according to implementation schedule	Spring 2015
Toll system design	Summer 2015
Framework agreement	Fall 2015
Public Information Meetings	October 2015
Environmental Review	October 2015
Design Public Hearing	January 2016
Group 1 multimodal solutions selection/implementation	Spring 2016
Tolling construction Start	Summer 2016
Begin Tolling	Summer 2017





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**THANK YOU**

**[transform66.org](http://transform66.org)**