



*Multimodal Solutions - 495 to Haymarket*



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## **Metropolitan Washington Council of Governments Transportation Planning Board**

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Virginia Department of Transportation



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## I-66 Corridor Conditions

- Employment growth in activity centers
- Roadway congestion
- Safety and operational concerns
- Metrorail Congestion
- Bus service impacted by peak hour congestion
- Limitations / gaps in bike and pedestrian accessibility and connectivity





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## Two Projects with Multimodal Solutions

### Implementing earlier studies to improve the I-66 Corridor

- I-66 Transit/TDM Study Final Report, Virginia Department of Rail and Public Transportation, 2009
- **Outside the Beltway – I-495 to Haymarket**
  - Tier 1 Final Environmental Impact Statement, November 2013
- **Inside the Beltway – I-495 to Route 29 in Rosslyn**
  - I-66 Multimodal Study Final Report, June 2012
  - I-66 Multimodal Study Supplemental Report, August 2013



TRANSFORM 66



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# I-66 OUTSIDE THE BELTWAY

## U.S. 15/HAYMARKET TO I-495



TRANSFORM 66  
**OUTSIDE** the Beltway

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## Purpose and Need

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- Improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner
- Enhance transportation safety and travel reliability







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## Project Scope

- Two Express Lanes (convert existing HOV lane & add one lane)
  - HOV-3 and buses travel free
  - Non-HOV tolled
  - Congestion-based tolls
  - Converting HOV-2 to HOV-3 by 2020, consistent with the Constrained Long Range Plan
- Three regular lanes
  - Open to all traffic
  - No tolls
  - Ramp-to-ramp connections (auxiliary lanes)
- Rapid bus service and other multimodal improvements
  - High frequency of service beyond peak hours
  - Travel in express lanes for predictable travel times
  - Park-and-Ride lots, Transportation Demand Management

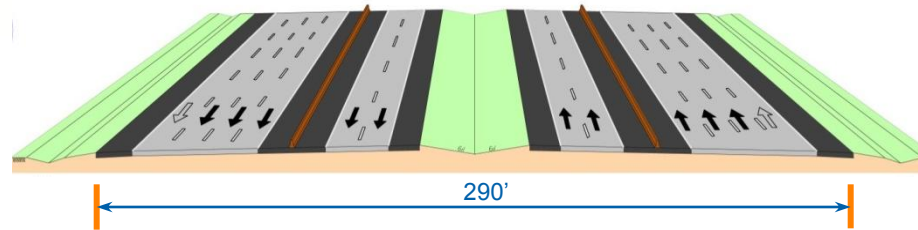


TRANSFORM 66  
**OUTSIDE** the Beltway

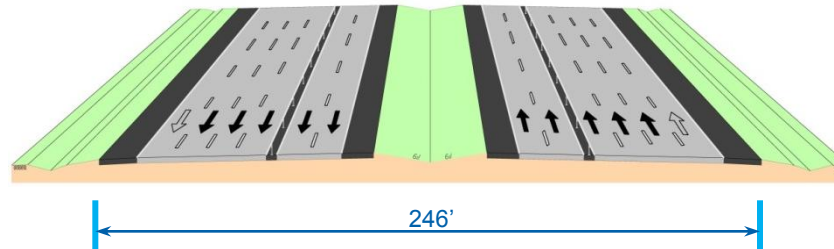
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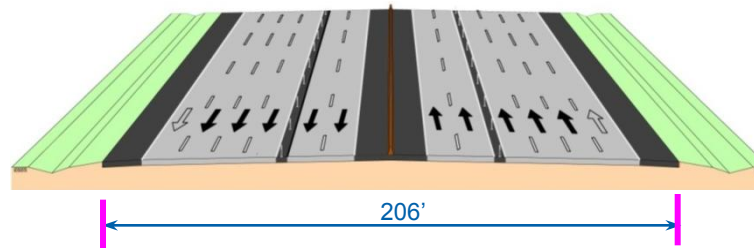
## Typical Sections



Alt. 1 – Concrete Barrier with Full Shoulders and Median for Future Center Transit  
(with auxiliary lanes, if needed)



Alt. 2A – Flexible Barrier with Buffer and Median for Future Center Transit  
(with auxiliary lanes, if needed)



Alt. 2B – Flexible Barrier with Buffer and No Median  
(with auxiliary lanes, if needed)



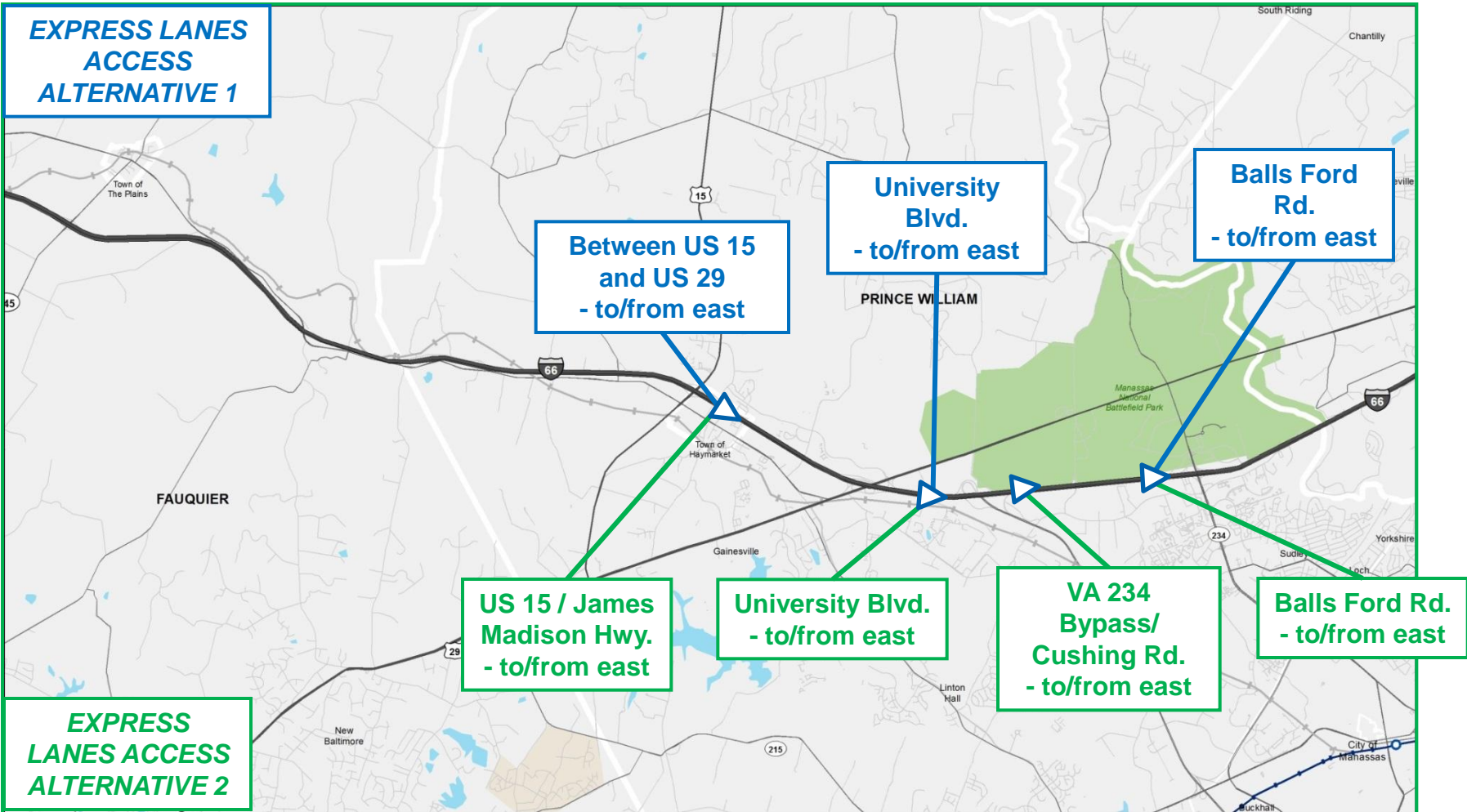


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# Preliminary Access Alternatives (Prince William County)

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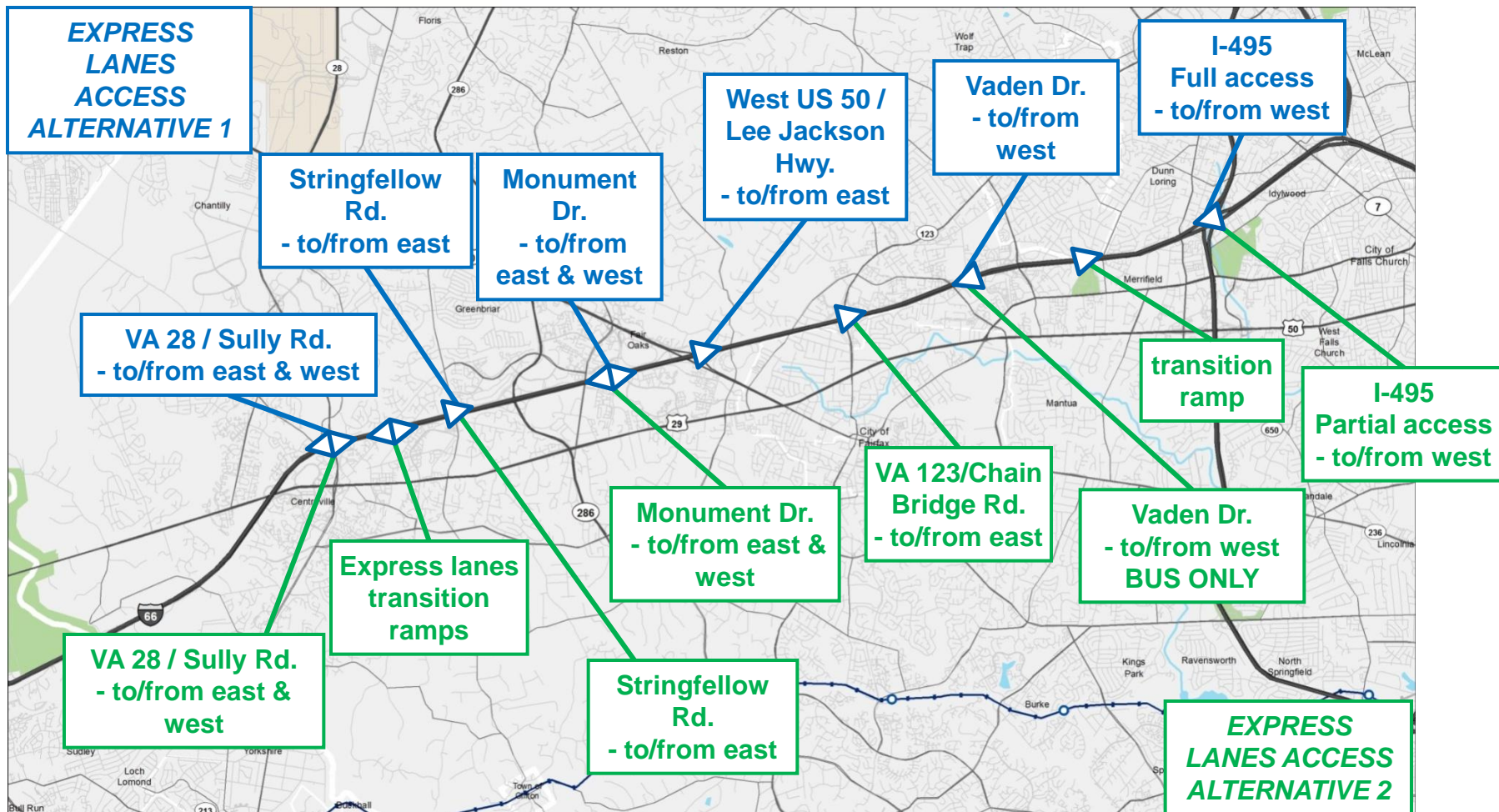


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# Preliminary Access Alternatives (Fairfax County)

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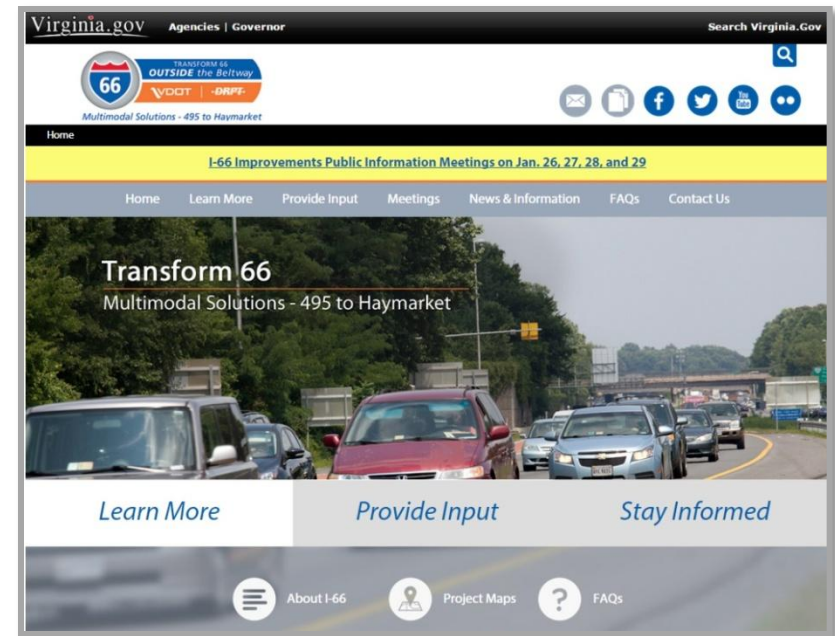




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## Public Outreach & Agency Coordination

- Public Information Meetings
  - January 26, 27, 28, and 29 (6:00-8:30 p.m.)
- Briefings to key stakeholder groups – more than 45 meetings to date
  - No. Va. Congressional delegation, and state and local officials
  - Transportation groups including NVTVA
  - Environmental groups
  - Transit agencies
  - Regular meetings with technical advisory groups
  - HOAs /community groups
- Proactive media outreach and stakeholder communications



**Transform66.org**  
New Project Website



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## Commuter Bus Services – existing services, new routes, and modified existing routes

- One-seat rides
- Enhanced connectivity between new park-and-ride facilities and major regional destinations
- Peak-oriented service

## Rapid Bus Service – new service

- Complements Metrorail
- Frequent and all-day service
- To/from key park-and-ride facilities that have direct access to Express Lanes

## Transit Services



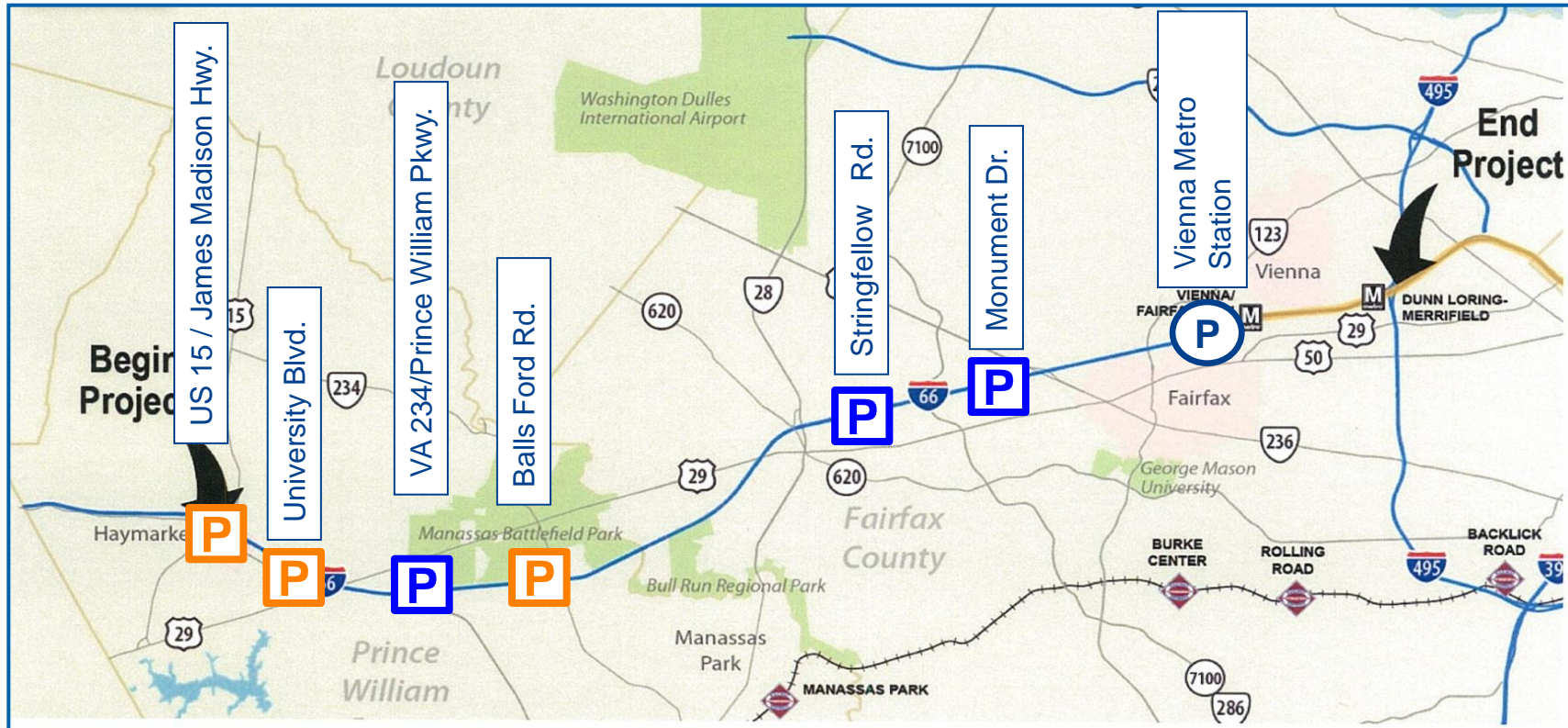


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# Park-and-Ride Facilities

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I-66 Park-and-Ride Focus Locations



New



Existing with planned or proposed expansion



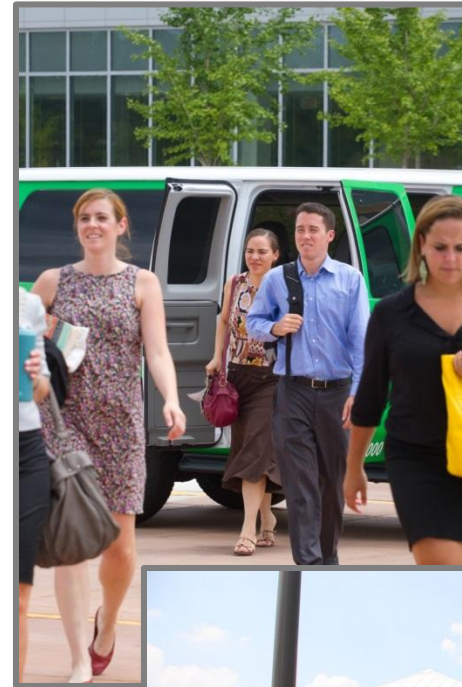
Existing



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- Incentivize carpooling
- Form vanpools
- Provide employer and destination outreach, services, and information
- Provide home-based outreach
- Enhance web-based and mobile applications
- Provide ride-matching services
- Promote bicycling, walking, transit, vanpooling, and carpooling
- Support casual carpooling (slugging – used on I-95)

## Transportation Demand Management (TDM) Strategies





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## Key Milestones

Key Milestones	Dates
Submit project for inclusion in CLRP	December 2014
Public Information Meetings	January 2015
NEPA Public Hearing	May 2015
NEPA / FHWA Decision	End of 2015
Financial Close	December 2016
Construction Start	2017



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# **I-66 INSIDE THE BELTWAY**

## **I-495 TO ROUTE 29 IN ROSSLYN**





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## Purpose and Need



The purpose of the I-66 Inside Multimodal Project is to move more people in the I-66 Corridor by improving transit service, reducing roadway congestion and increasing travel options.



# I-66 Inside the Beltway Improvement Area

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## Project Scope

- Operational strategies to maximize the use, operation, and safety of the multimodal network within the corridor
- Enhanced bus service
- Dynamic tolling in both directions during peak periods only
  - HOV-3+ vehicles ride free
  - Facility free to all traffic during off-peak periods
  - Consistent with current policy, heavy trucks are prohibited
- Completion of bicycle and pedestrian network elements
- Addition and enhancement of TDM programs
- Study and implementation of future widening – 2025-2040



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## Key Milestones

Key Milestones	Dates
Submit project for inclusion in CLRP	Jan. 2015
Public Information Meetings	2015
Environmental Document	2015
Public Hearing	Mid 2015
Design-Build Procurement	Late 2015
Construction Start	2016
Toll Day One	2017



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## Public Outreach and Agency Coordination

- Project Working Group (PWG)
- Held meetings with MWAA, FHWA, Arlington County and City of Falls Church
- Upcoming meetings with DDOT and MDOT
- Implementing Stakeholder Technical Advisory Committee (STAG)

Arlington County	City of Falls Church	Fairfax County
City of Fairfax	Town of Vienna	Loudoun County
MDOT / DDOT	DDOT	Prince William County
MWAA	WMATA	NVRPA
NVTA	NVTC	PRTC
FHWA.	FTA	VRE



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## Next Steps

- Refine project scope with Project Working Group
- Develop and implement early stakeholder and public outreach program
- Work with FHWA to determine level of environmental document(s) needed for:
  - Multimodal improvements and tolling element
  - Future widening