



*Multimodal Solutions - 495 to Haymarket*

# **Commuter Connections Subcommittee Meeting**

May 19, 2015



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## Agenda

- **Project Overview & Status**
- **Public Outreach**
- **Transit/TDM Components**
- **TMP**

## I-66 Corridor Conditions

- Steady population growth
- Employment growth in activity centers
- Congestion and mobility demands
- 8-10 hours of congestion in 2040
- Safety concerns
- Lack of coordinated transit service and modal choices



## Purpose and Need

- 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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# I-66 Outside the Beltway Improvement Area





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## Project Scope Elements

- Two Express Lanes (convert existing HOV lane & add one lane)
  - HOV-3 and buses travel free
  - Non-HOV tolled
  - Congestion-based tolls (similar to other Express Lanes in region)
  - Converting HOV-2 to HOV-3 by 2020, consistent with the region's 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



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# Public Outreach & Agency Coordination

- More than 96 outreach meetings to date
- Public notification and briefings prior to NEPA Public Hearings with:
  - Northern Va. Congressional Delegation
  - General Assembly members
  - Local officials
  - Transportation groups
  - Direct-impact homeowner associations
  - Key stakeholder groups
- Proactive media engagement
- **Transform66.org** and interactive community discussion board
- **Transform66@VDOT.Virginia.gov** – More than 1,000 emails received
- Email updates
- Responding to public inquiries





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# Public Outreach

## Key Community Concerns

- Right of Way Impacts
  - Roadway elements
  - Stormwater Management Ponds
- Noise Impacts
- Pedestrian and Bicycle Facilities
  - Crossing roadways
  - Along I-66





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# Public Outreach

## Public Hearings

Meetings at 5:30-9:00 p.m.; Presentation at 7 p.m.

- **Wednesday, May 27, 2015**
  - VDOT Northern Virginia District, Fairfax, VA
- **Thursday, May 28, 2015**
  - Oakton High School, Vienna, VA
- **Tuesday, June 2, 2015**
  - Battlefield High School, Haymarket, VA
- **Wednesday, June 3, 2015**
  - Bull Run Elementary School, Centreville, VA



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# Key Milestones

Key Milestones	Dates
Public Outreach	Ongoing
Environmental Public Hearing	May and June 2015
Final Environmental Document	End of 2015
Design Public Hearing	TBD
Final contract and funding	December 2016
Construction Start	2017
Open to traffic	2021



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# I-66 Corridor Existing Transit Services

- **Bus Service**
  - PRTC Bus Service
  - Fairfax Connector
  - WMATA Metrobus
  - City of Fairfax CUE
  - Shuttles and private operators
- **Rail Service**
  - Metrorail Orange Line
  - VRE Manassas Line
- **Commuter services to Tysons, Arlington and DC**
- **Feeder bus service to Metrorail and VRE Stations**
- **Local and regional bus services**



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# New I-66 Transit Service Features

## New I-66 Rapid Bus Service (RBS):

- Frequent all-day, bi-directional service with weekend service
- Buses depart every 15-20 minutes during peak periods
- Service originates at park-and-rides and uses managed lanes
- Service connects multiple park-and-ride facilities in the corridor with the Orange & Silver Metro Lines at East Falls Church

## New I-66 commuter bus service:

- A.M. peak period eastbound
- P.M. peak period westbound
- Uses managed lanes

## Destinations include:

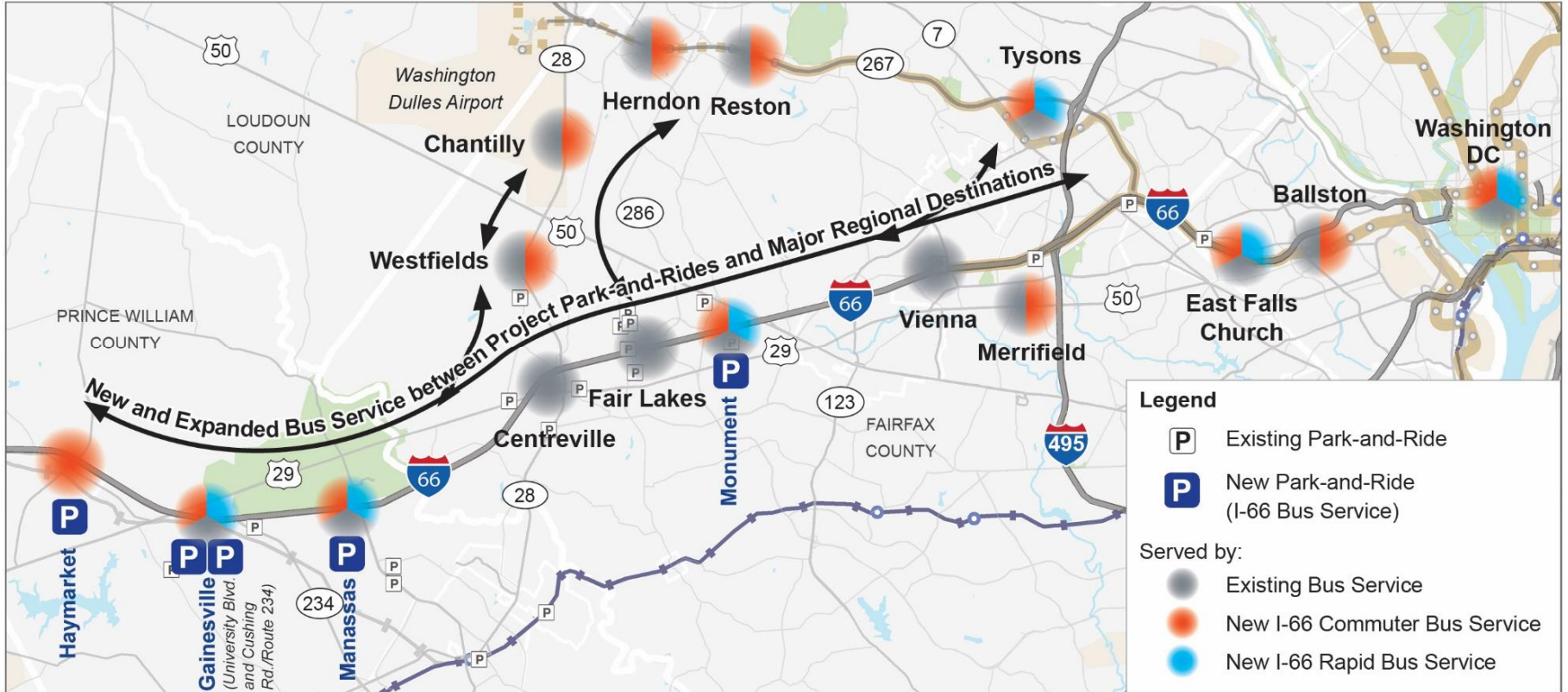
- Route 28 corridor
- Herndon-Reston area
- Tysons Corner
- Merrifield
- East Falls Church
- Arlington
- District of Columbia





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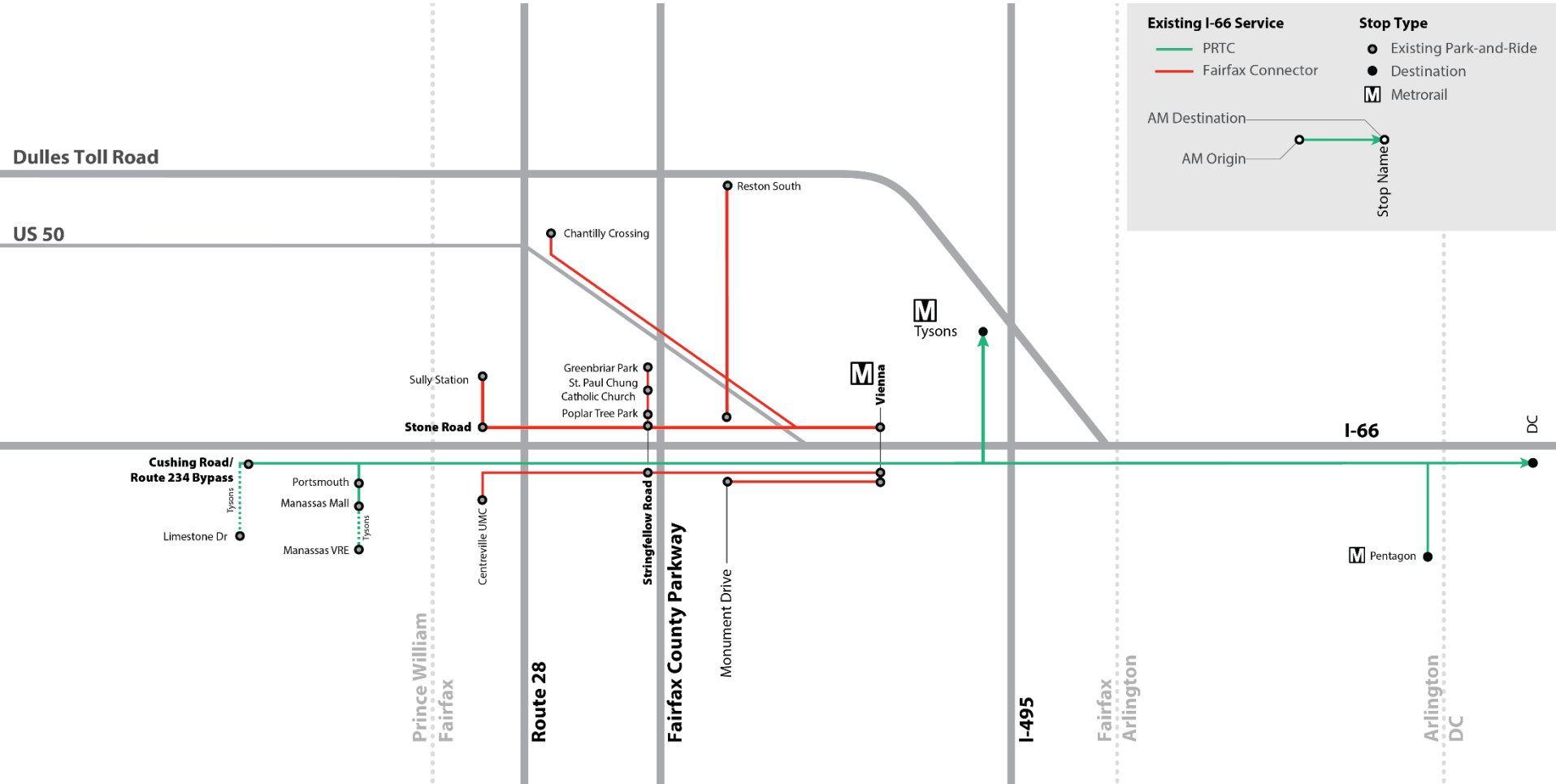
# Existing & New I-66 Bus Service





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# Existing I-66 Bus Service

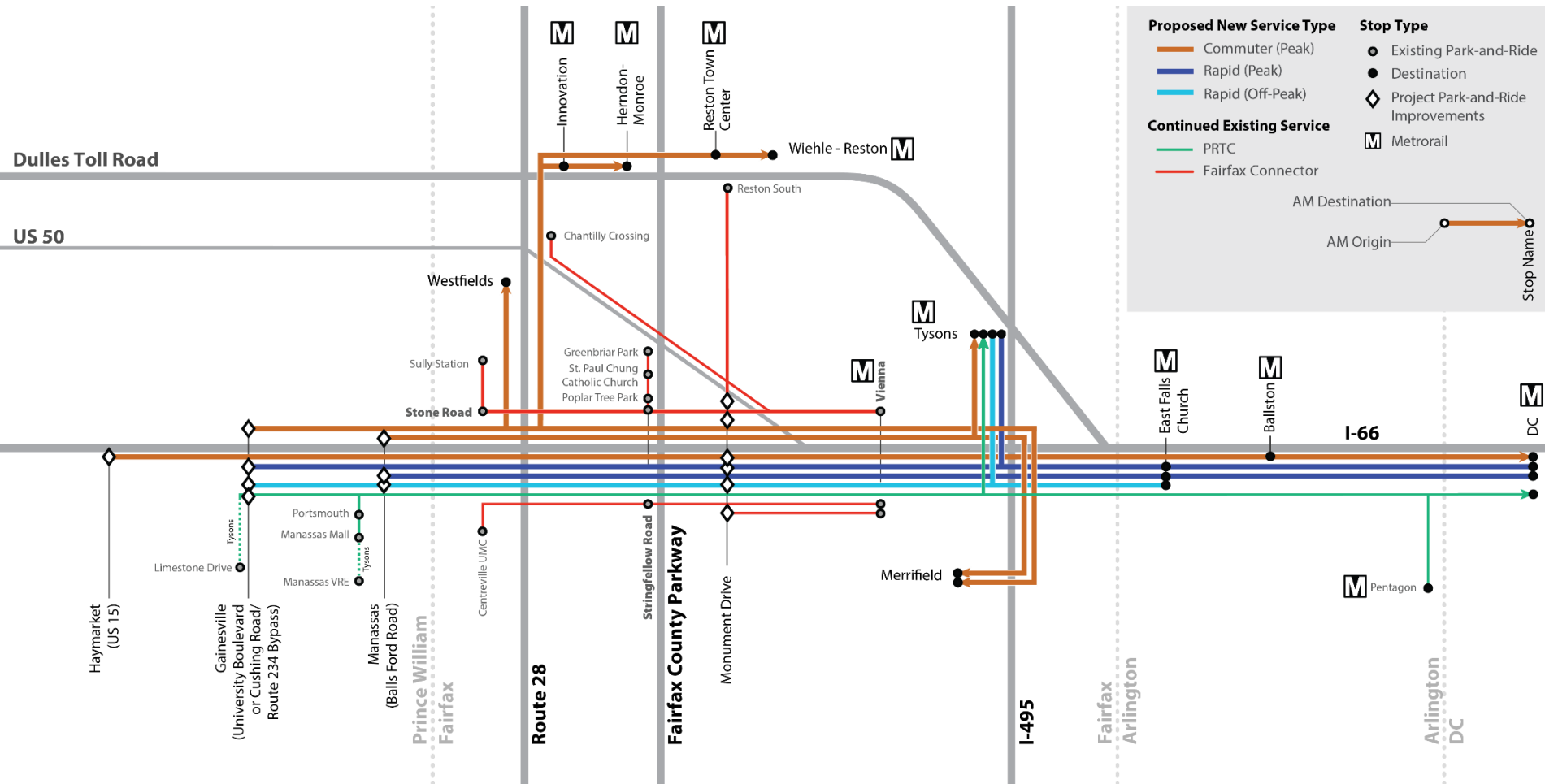


Service represents origin-destination connections available and does not represent individual routes



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# 2025 I-66 Bus Service

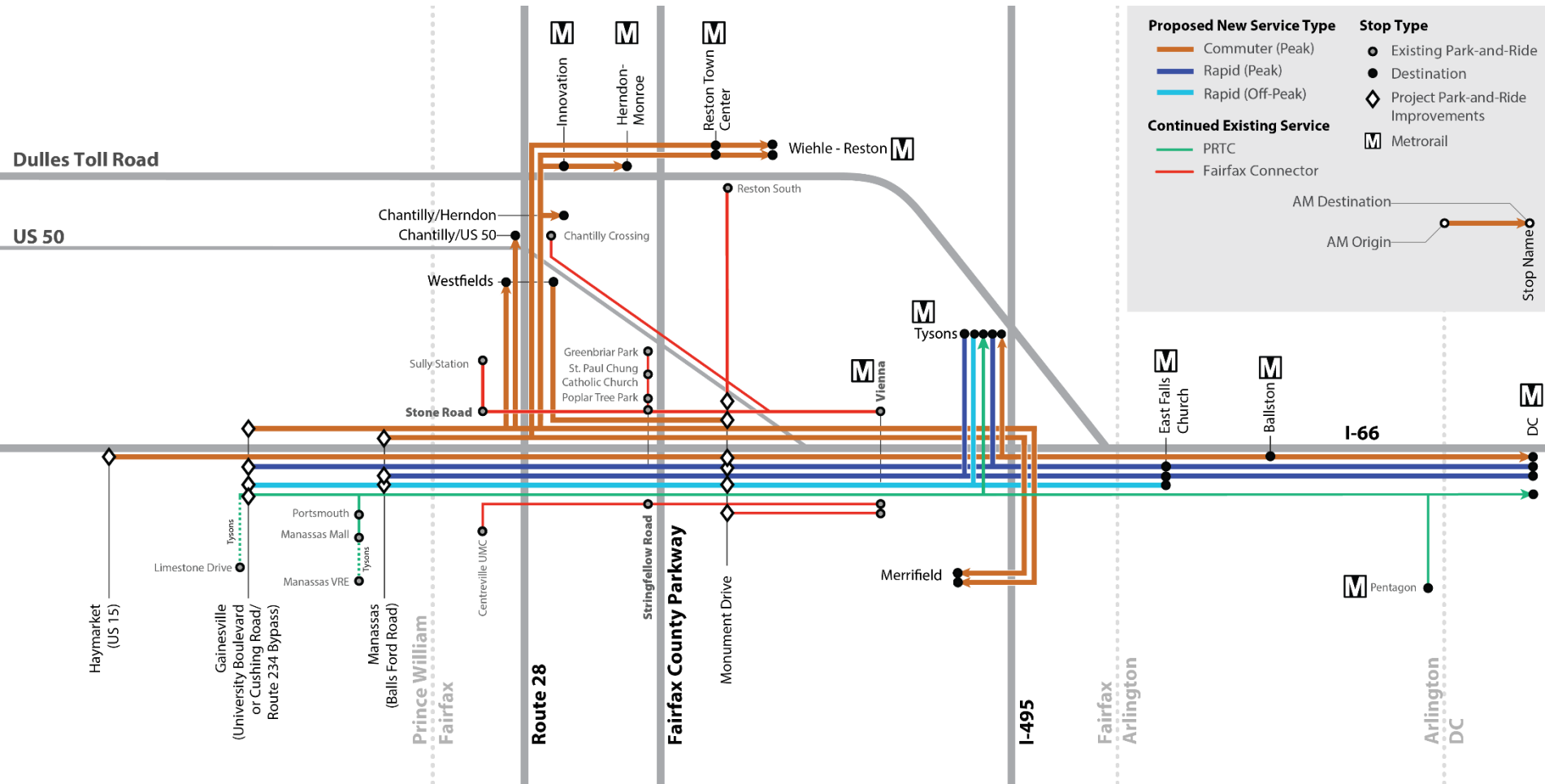


Service represents origin-destination connections available and does not represent individual routes



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# 2040 I-66 Bus Service



Service represents origin-destination connections available and does not represent individual routes

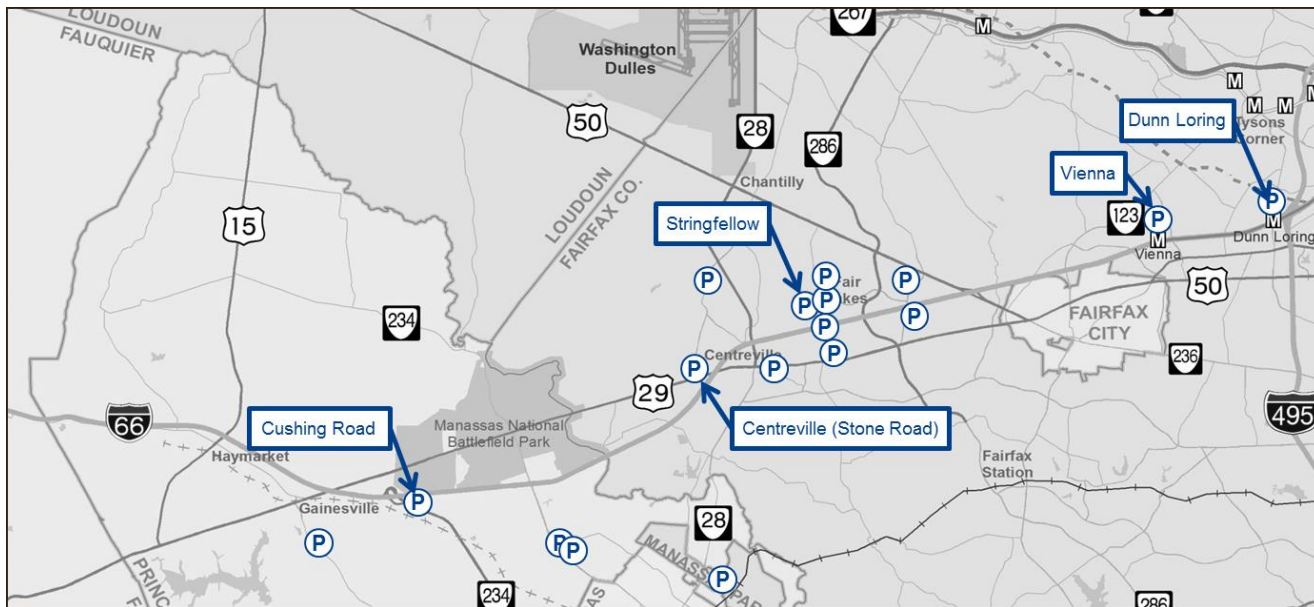




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# I-66 Corridor Existing Park-and-Ride Facilities

- 20 park-and-ride facilities located between US 15 and I-495 with thousands of spaces
- Served by Metrorail, VRE, bus services, and carpool/vanpools
- Many major facilities nearest to the corridor at or close to capacity

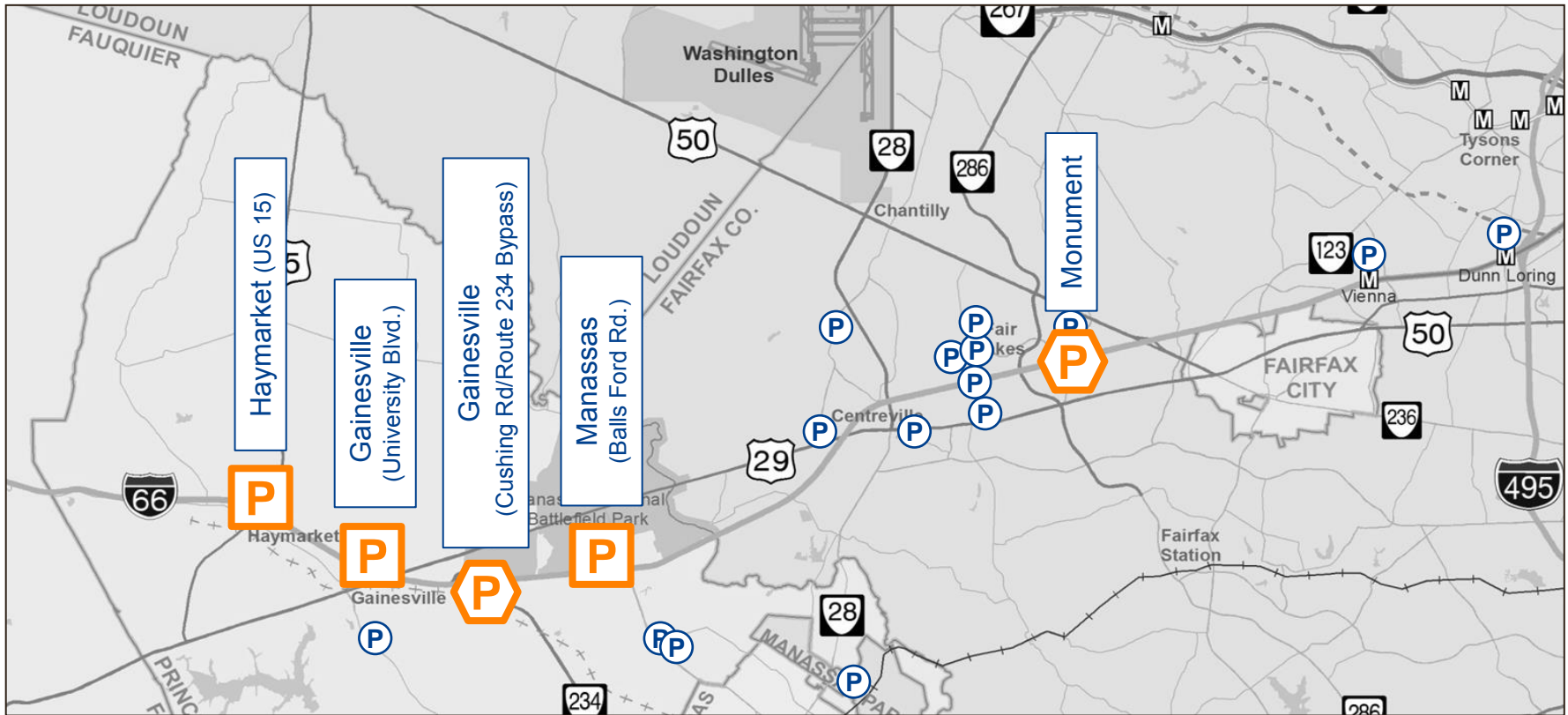


Ⓟ Existing



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# I-66 Park-and-Rides Existing and Project Improvements



Ⓟ Existing

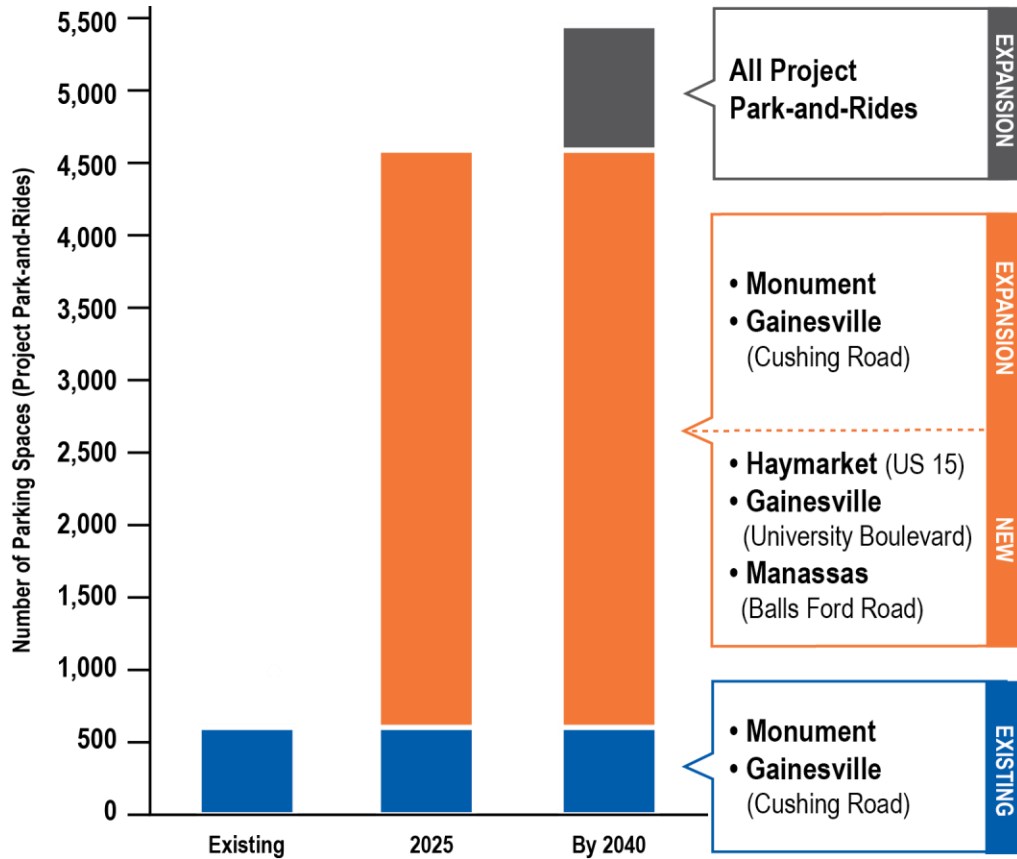
Ⓟ Existing – proposed expansion by project

Ⓟ New



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# I-66 Project Park-and-Ride Parking Spaces & Features



## Features of Park-and-Ride Facilities

- Direct or nearly direct access to/from I-66 managed lanes via new ramps
- Multimodal access from arterial street network
- Parking and transit service information
- Transit services
- Commuter parking
- Carpooling and vanpooling
- Kiss-and-ride
- Bicycle accommodations



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# Existing Transportation Demand Management Strategies

***Transportation Demand Management (TDM)  
supports travelers by increasing transportation choices***

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





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# I-66 Project TDM Strategies

- **Designed to directly promote the use of existing and proposed transit services and park-and-rides**
- **Project TDM:**
  - **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**



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# Transportation Management Plan

- **TMP Goals**

- Maintain mobility during construction;
- Enhance public & worker safety;
- Provide reliable information so travelers can better plan trips throughout construction zone

- **Four broad strategy groups in TMP**

- Traffic Operations and Incident Management;
- Transit and Transportation Demand Management;
- Traffic Analysis & Local Network Operations;
- Communications and Outreach

- **Key Elements**

- Integration of strategies;
- Implemented corridor-wide,
- Supports multiple projects in corridor;
- Operates during construction

- **TMP Development**

- Relies upon input from agency & technical experts to identify project appropriate strategies
- Set target goals and define a budget for the duration of the TMP