



Investing in Multimodal Solutions

Existing Multimodal Choices

Public bus service providers:



Transportation Demand Management (TDM)

Organizations:



Multimodal choices in the I-66 corridor:



Rail service:

- Metrorail Orange and Silver Lines



Photo: Axel Draxler/Flickr

Bicycle and pedestrian:

- Major facilities (I-66 corridor)
 - Washington & Old Dominion (W&OD) Trail
 - Custis Trail
- Service and amenities
 - Capital Bikeshare
 - Bike parking and/or storage at Metrorail stations
 - Bike accommodation on transit vehicles



Photo: M.V. Jordan/Flickr

TDM Services:

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



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I-66 Outside The Beltway: Proposed Multimodal Improvements

TRANSIT SERVICE AND PARK-AND-RIDE FACILITIES



BICYCLE AND PEDESTRIAN IMPROVEMENTS

- Improvements to I-66 crossings
- Parallel facility under evaluation in compliance with Fairfax County and Prince William County comprehensive plans
- Potential connections to W&OD Trail



PROJECT TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Designed to directly promote the use of existing and proposed transit services and park-and-ride facilities
 - 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
- Existing TDM strategies in the region will continue
 - Financial incentives and assistance for carpools and vanpools
 - Support bicycle and pedestrian access within the corridor
 - Support casual carpooling (slugging, similar to I-95)





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Multimodal Project Components

COMPONENT

Peak Period Tolling

Examples:



Overhead tolling gantry



Electronic tolling on I-495 Express Lanes, prior to opening

Transportation Demand Management (TDM)

Examples:



Vanpool
Photo: Fairfax County



Capital Bikeshare kiosk and bikes



Arlington County Mobile Commuter Store
Photo: Arlington County

Transit

Examples:



WMATA regional bus services



PRTC OmniRide



Metrorail station



Local Fairfax Connector bus service
Photo: Fairfax County

Corridor-wide Technology Enhancements

Examples:



Active traffic management (ATM) concept



Real-time transit information

Bicycle and Pedestrian

Examples:



Pedestrian access to Metrorail station



Bicycle storage at Metrorail station



Arlington Transit (ART) bus with bike rack



W&OD Trail in corridor

Roadway Improvements

Examples:



US 29 in Arlington



US 50



I-66 Bus-On-Shoulder Pilot Program



Specific multimodal improvements will be prioritized from a list of more than 170 projects identified through previous planning efforts, primarily the I-66 Inside the Beltway Multimodal Study (2012/2013) and the I-66 Transit/TDM Study (2009). More info on this study and project recommendations can be found at www.transform66.org.

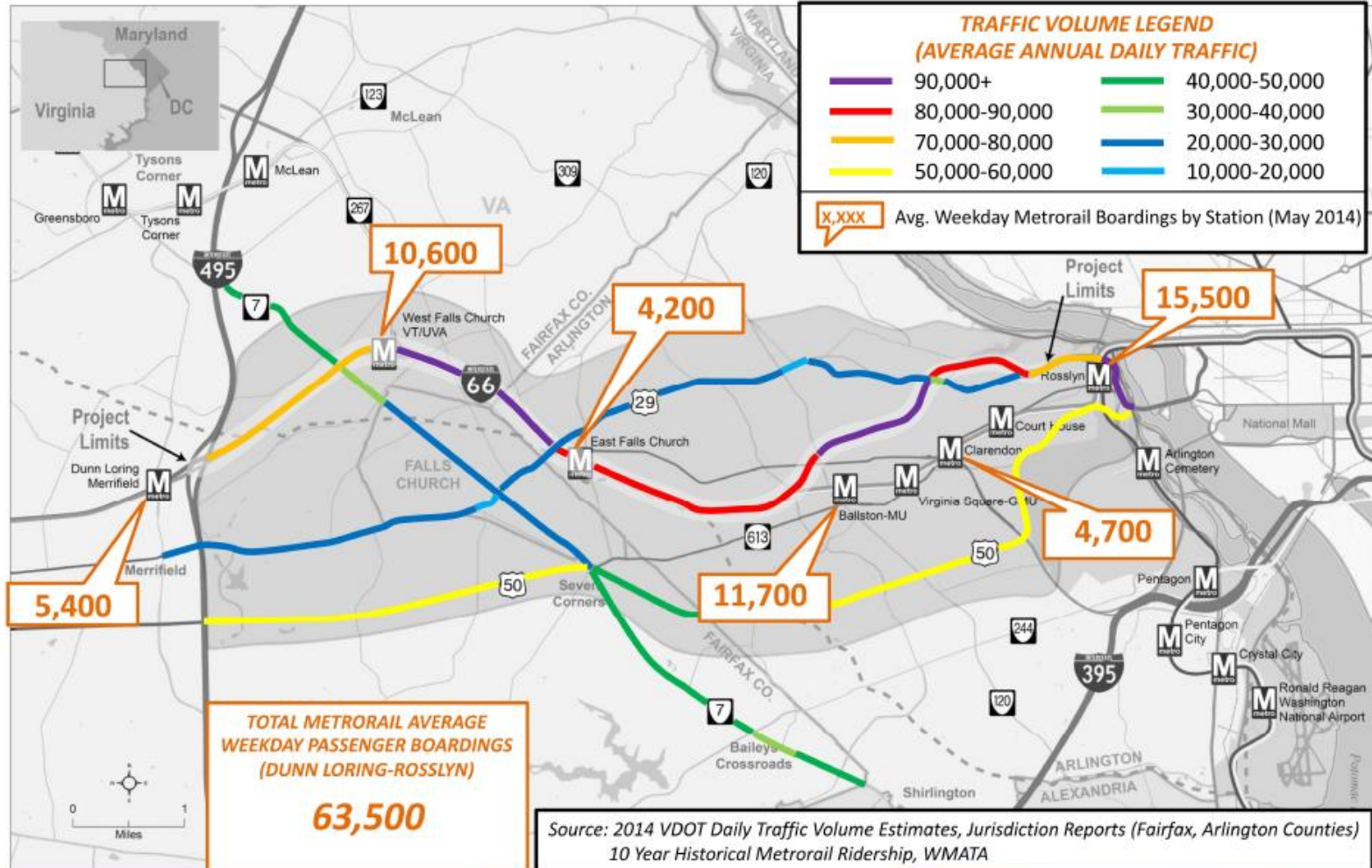


TRANSFORM 66
INSIDE the Beltway

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Existing Corridor Travel Demand (Roadway/Metrorail)





TRANSFORM 66
INSIDE the Beltway

VDOT | DRPT

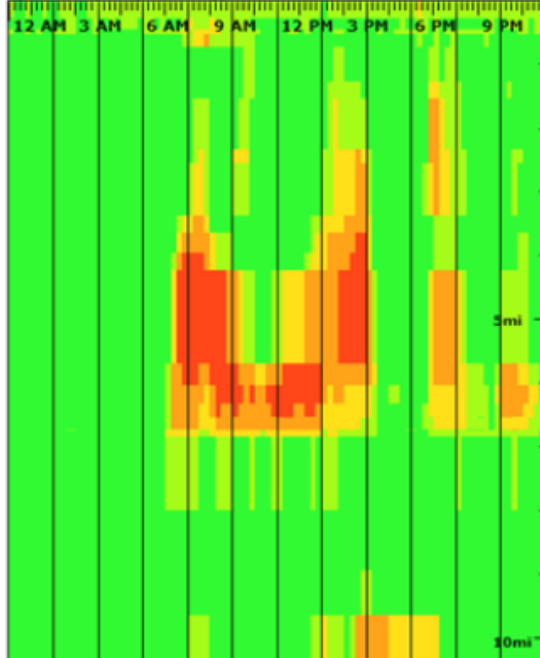
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I-66 Mainline Congestion

Average Weekday - April 2015

Westbound

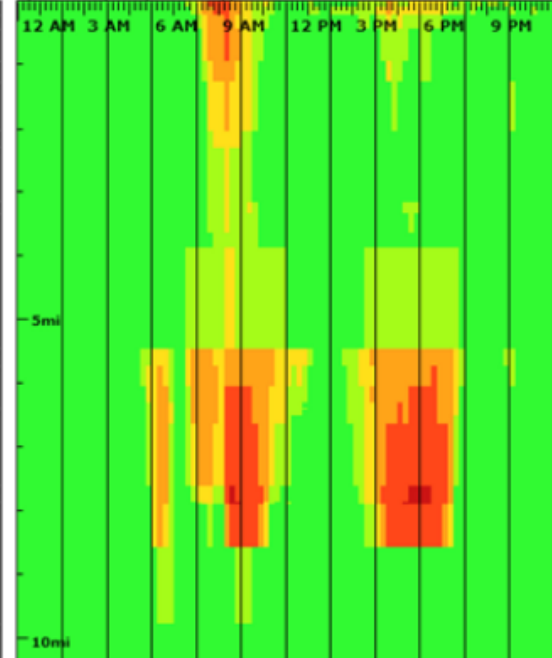
April 2015 (every weekday)



- US-29/LEE HWY/EXIT 73
- SCOTT ST
- US-29/LEE HWY/EXIT 72
- VA-120/GLEBE RD
- SYCAMORE ST/EXIT 69
- 25TH ST
- VA-267/EXIT 67
- I-495/EXIT 64

Eastbound

April 2015 (every weekday)



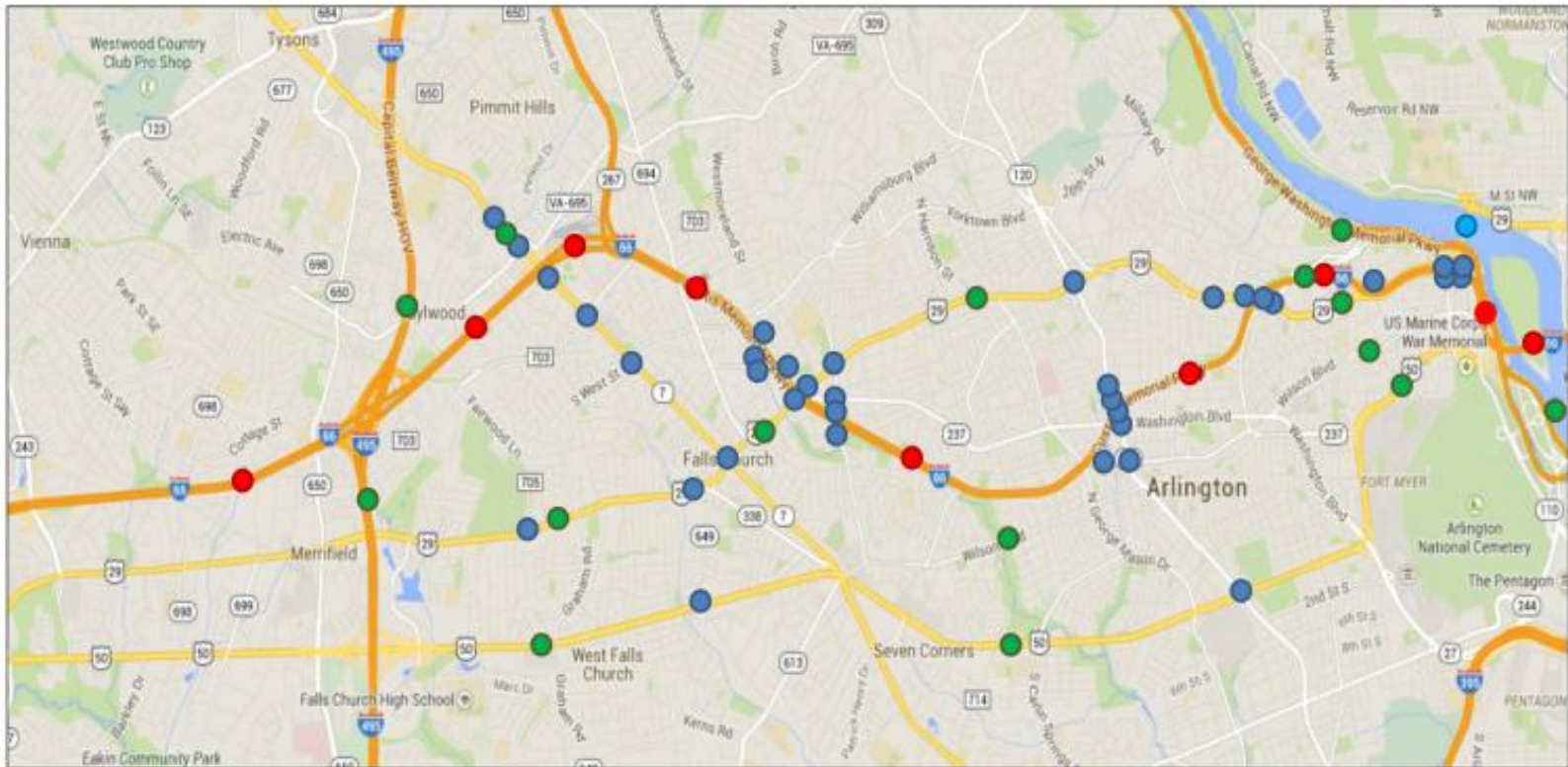


TRANSFORM 66
INSIDE the Beltway

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Project Area Traffic Count Locations



I-66 Mainline Link Count Location



Major Arterial Link Count Location



Intersection Turning Movement Count Location

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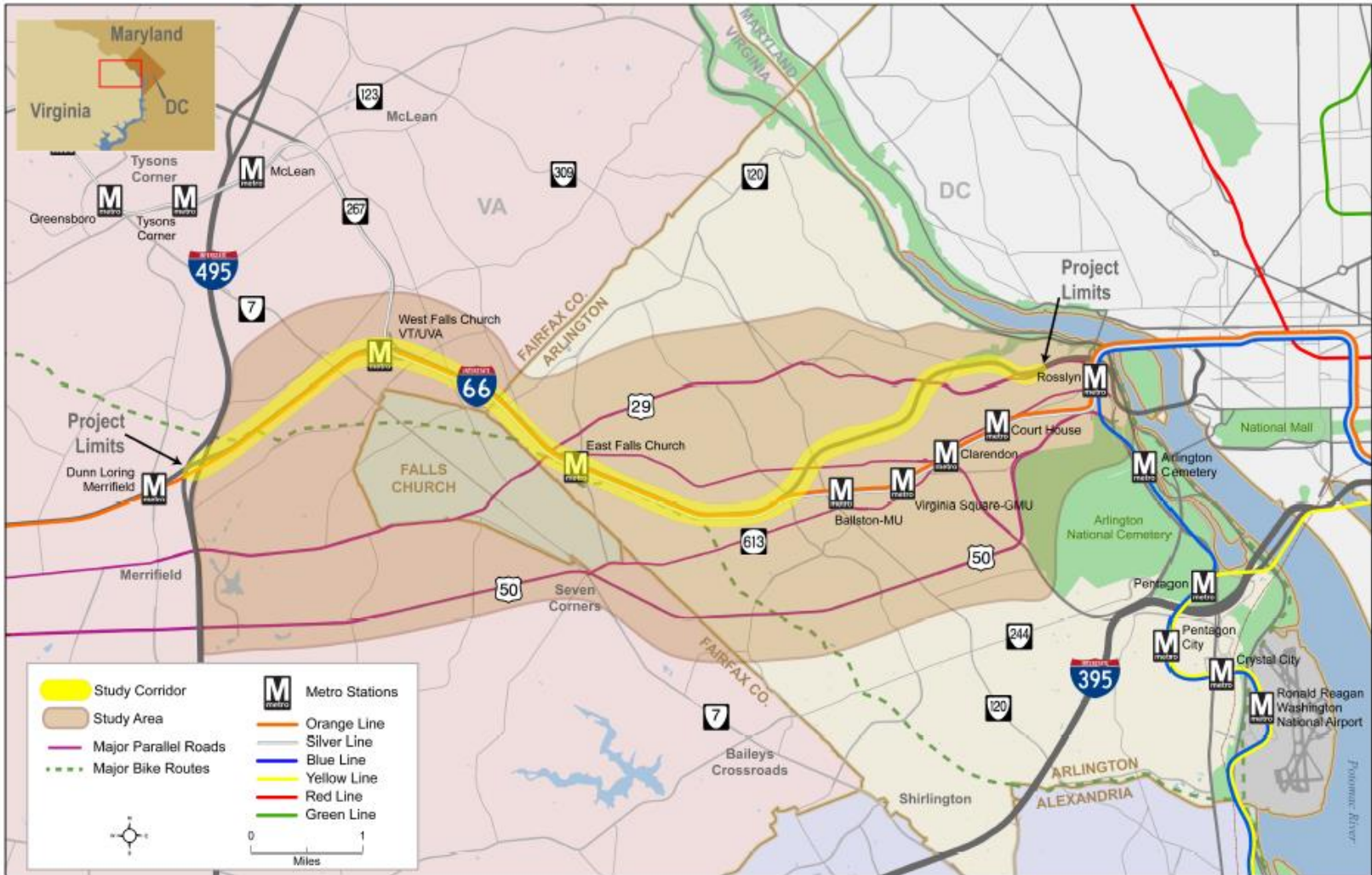


TRANSFORM 66
INSIDE the Beltway

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I-66 Inside the Beltway Project Area



TRANSFORM 66

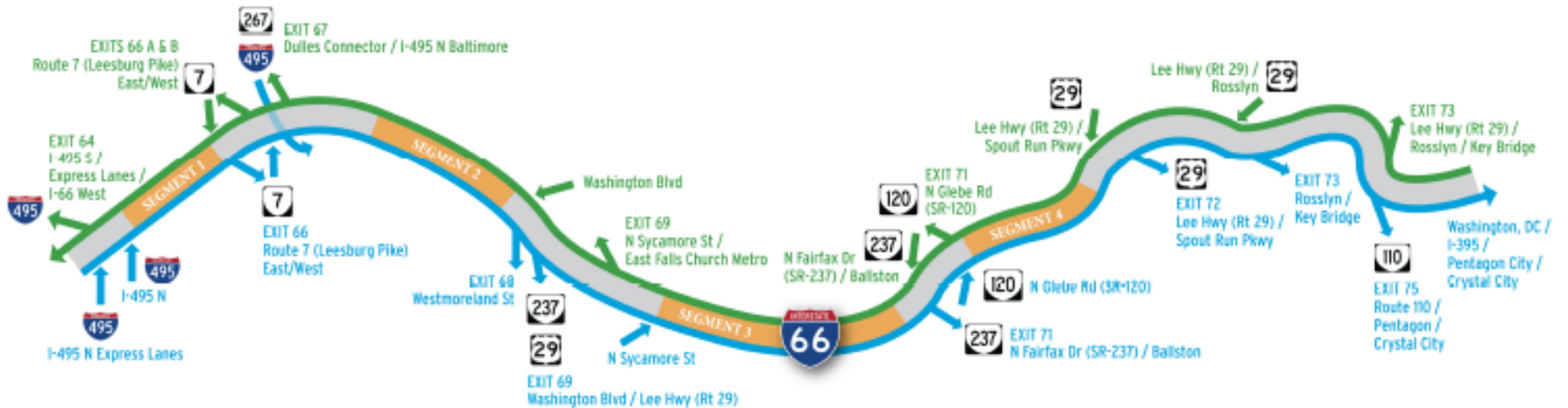


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INSIDE the Beltway

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I-66 Inside the Beltway Express Lanes Concept





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Toll Zone 1



TRANSFORM 66



TRANSFORM 66
INSIDE the Beltway

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Toll Zone 2



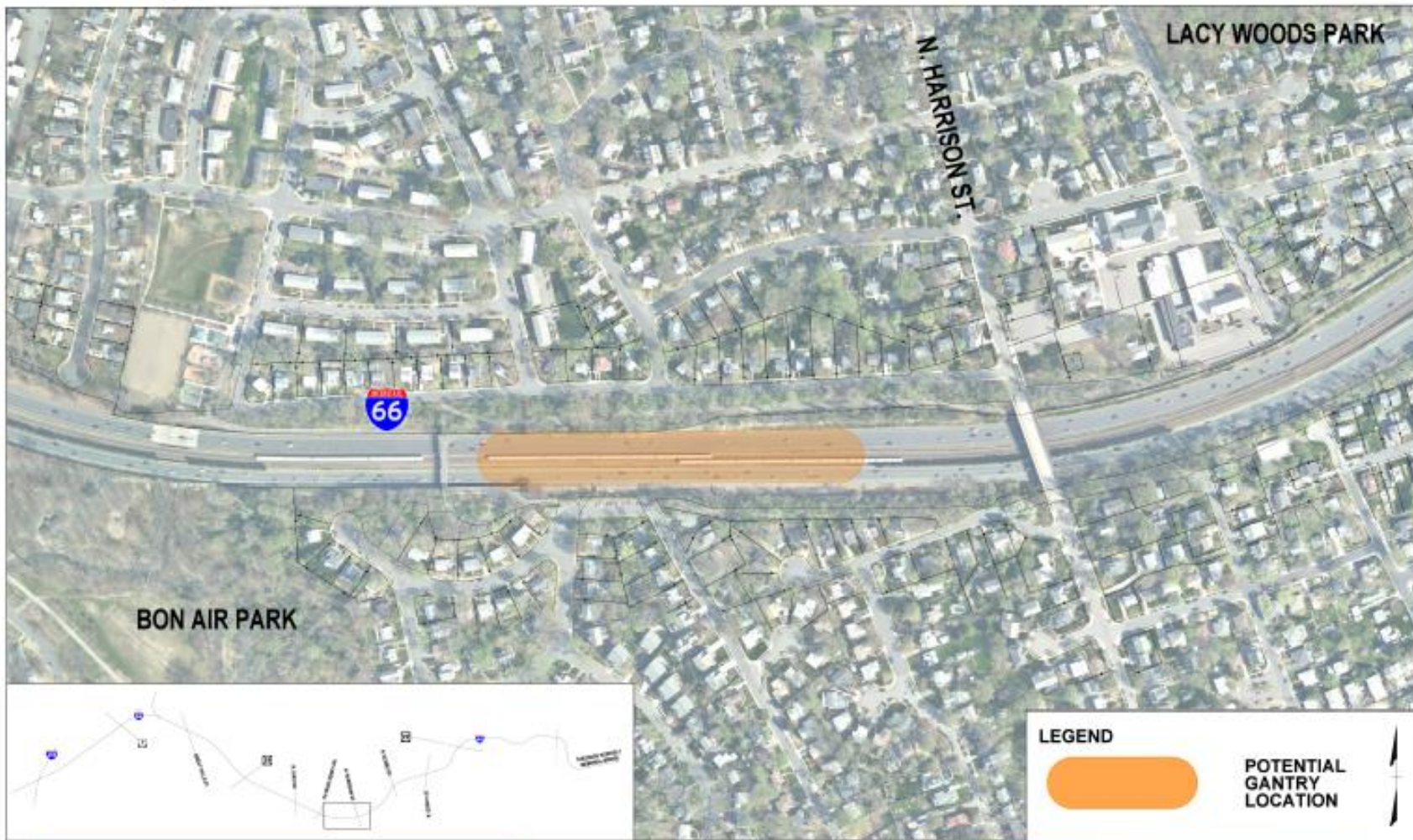


TRANSFORM 66
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Toll Zone 3



TRANSFORM 66



TRANSFORM 66
INSIDE the Beltway

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Toll Zone 4



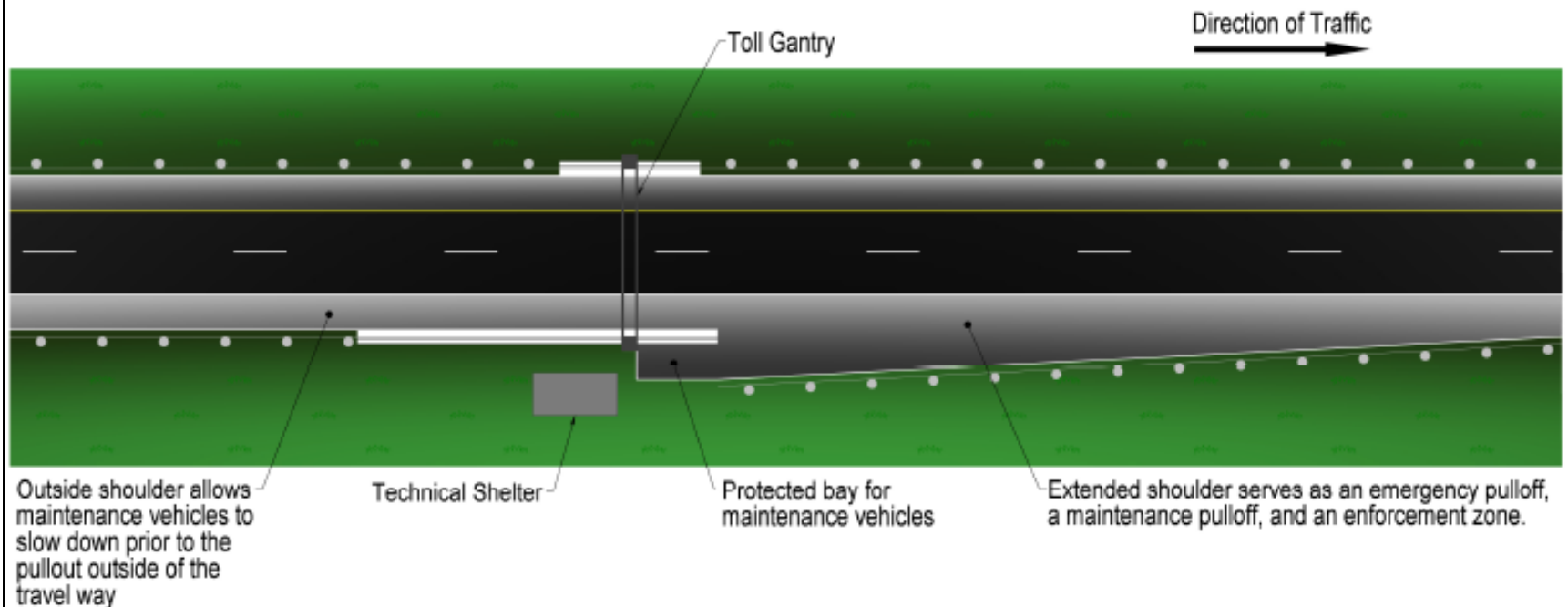


TRANSFORM 66
INSIDE the Beltway

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Typical Toll Layout



TRANSFORM 66



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How The Express Lanes Will Work

- Tolling is proposed in both directions during peak weekday periods only
- Travel will be free for vehicles with three or more HOV-3+ passengers, as well as for buses and motorcycles
- Heavy trucks will be prohibited from the lanes
- Toll prices will change depending on traffic volumes in order to manage demand for the lanes and ensure a faster and more reliable trip
- The lanes will remain free to all traffic during off-peak periods
- All drivers will need an E-ZPass on the express lanes; HOV-3+ drivers will be required to have an E-Zpass Flex in order to travel for free
- Electronic tolling equipment on overhead roadway gantries will charge a driver's E-Zpass account based on trip distance and toll rate at the time of travel
- Drivers will lock in their toll rate when entering the lanes and current prices will be displayed on electronic signs at all entry points



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Project Benefits

- **Move more people and enhance connectivity in the I-66 Corridor**
- **Provide congestion relief and new travel choices**
- **Manage demand and ensure travel-time reliability**
- **Provide a seamless connection to nearly 40 miles of express lanes in region**
- **Create a “carpool culture” on I-66 Corridor by providing 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**