



TRANSFORM 66  
*INSIDE the Beltway*

VDOT

•DRPT•

*Investing in Multimodal Solutions*



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# Transforming the I-66 Corridor

## TRANSFORM 66

### Outside the Beltway

MULTIMODAL SOLUTIONS - 495 to HAYMARKET

### Inside the Beltway

INVESTING IN MULTIMODAL SOLUTIONS



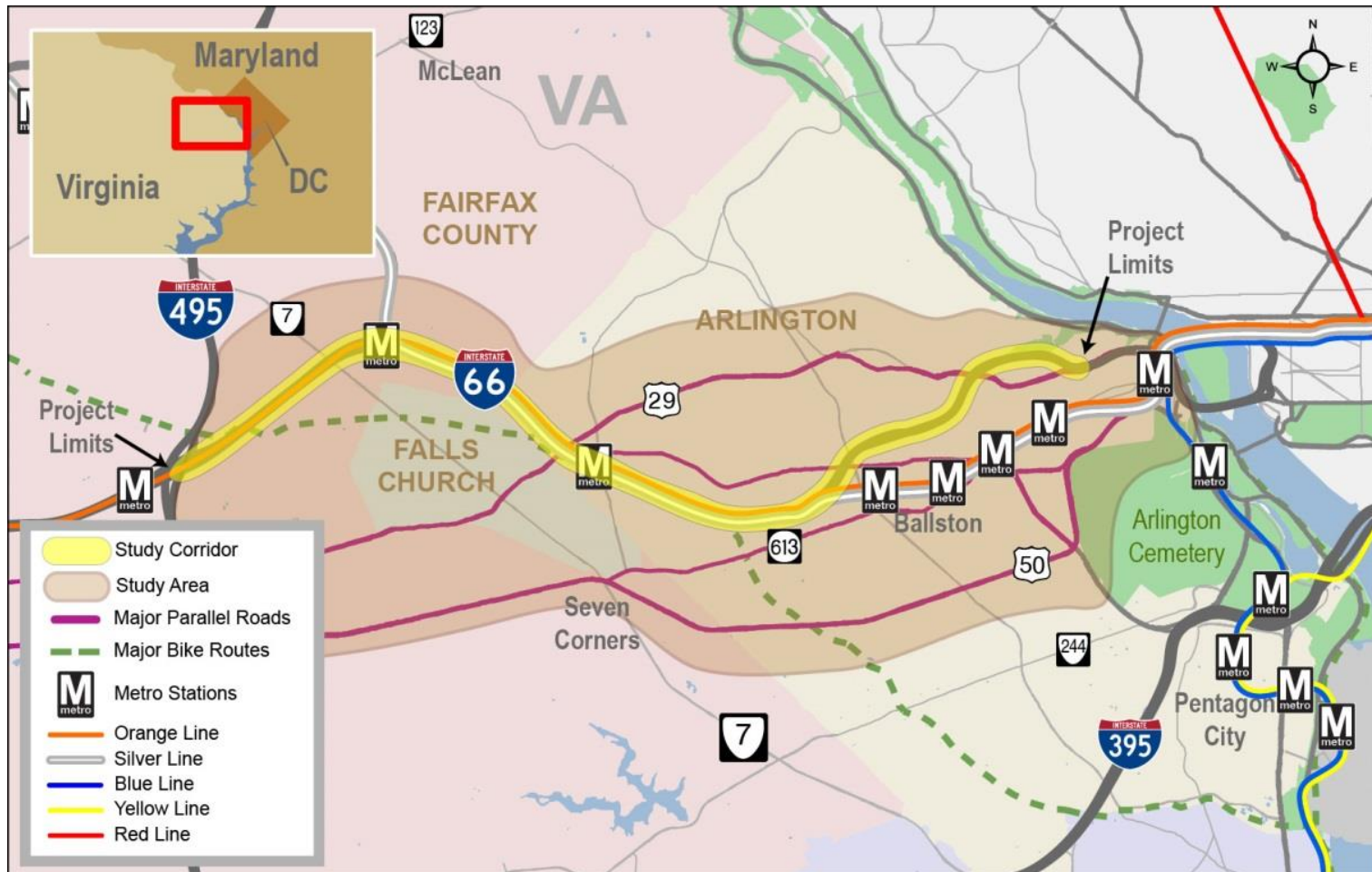


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# I-66 Inside the Beltway Project Area



# Project Benefits

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



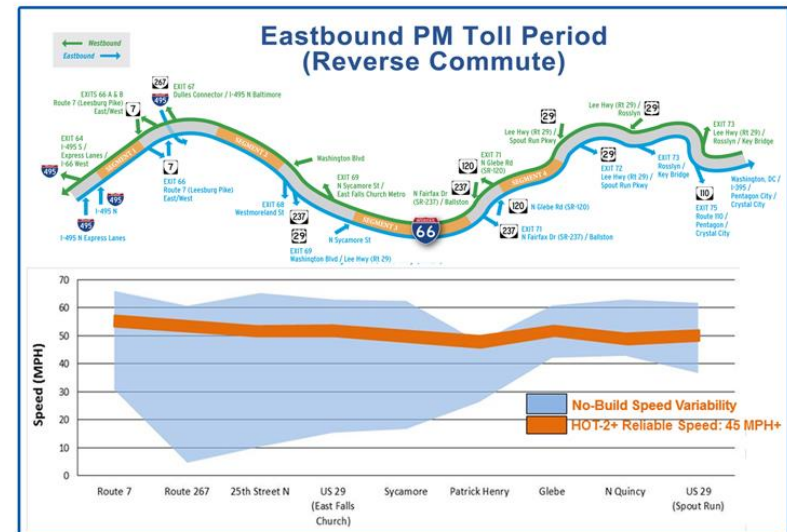
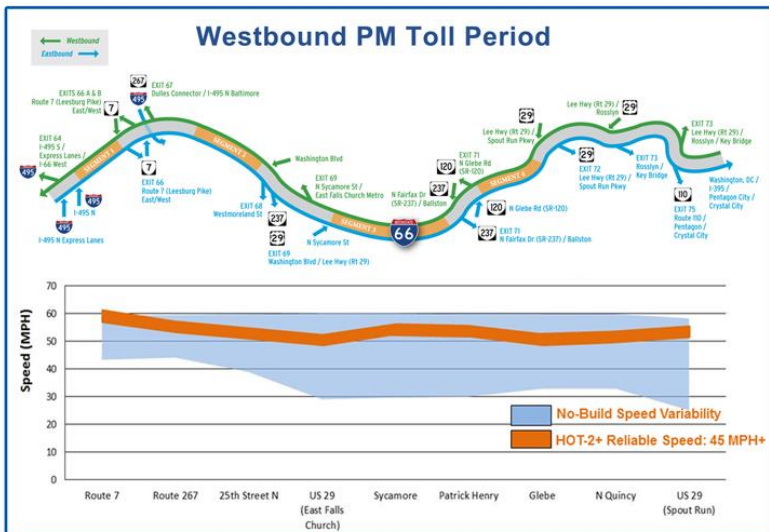
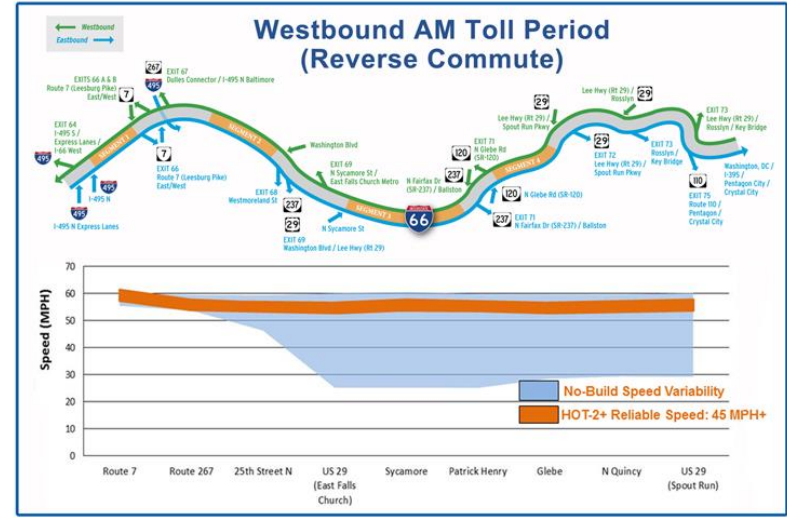
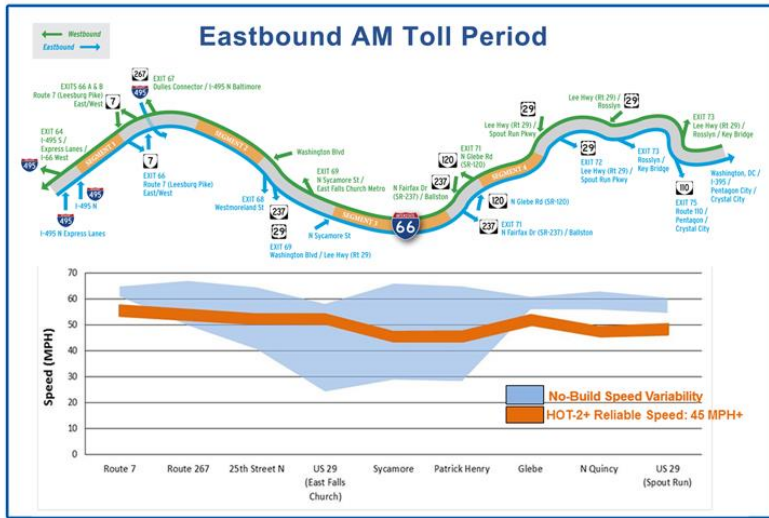
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# I-66 Inside Speed Reliability

## No-Build VS Build 2017 HOV-2+ Rides for Free





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# Growth of Regional Express Lanes Network





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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:
  - Lanes will be free for HOV-3+
  - VDOT considering allowing free travel for HOV-2 for first few years
  - Single-occupant drivers will have option to pay a toll and use the lanes during rush-hours
- By 2021:
  - HOV-3+ travel for free
- Hybrids and Dulles Airport travelers are not exempt from paying the toll
- Motorcycles and emergency response vehicles are exempt from paying the toll
- Lanes will remain free to all traffic during off-peak periods during the weekdays and weekends
- Heavy trucks remain prohibited from using I-66
- Toll period will be 4-hours in length during AM and PM commuting periods in both directions

## How Much Will Tolls Be?

- Tolls may be higher or lower, depending on traffic volumes, to manage demand and ensure free-flow travel for High Occupancy Vehicles, transit and Single Occupancy Vehicle users

Toll Scenarios	Traditional Commute		Reverse Commute	
	Eastbound AM	Westbound PM	Westbound AM	Eastbound PM
2017 SOV-Pays the Toll HOV2+ rides for FREE	\$9.00	\$8.00	\$1.00	\$2.00
2017 SOV/HOV2-Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00	\$1.00	\$1.00
2021 SOV/HOV2-Pays the Toll HOV3+ rides for FREE	\$7.00	\$6.00	\$1.00	\$1.00

Estimated typical tolls along corridor during peak hours based on forecast model





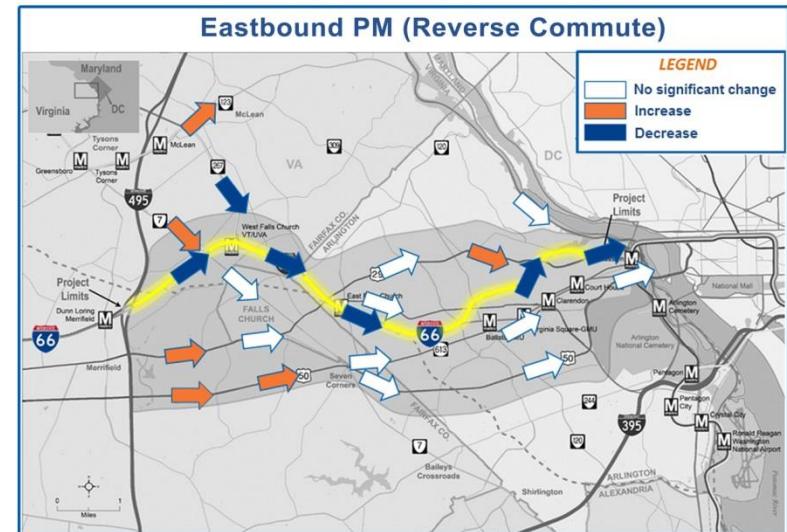
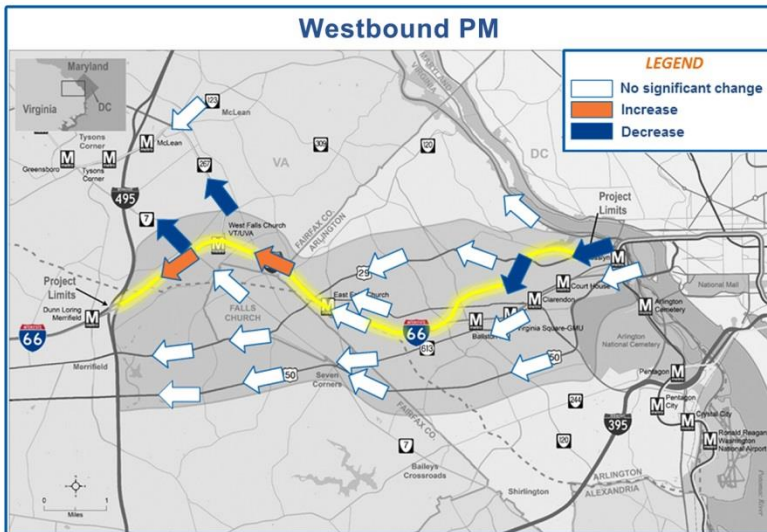
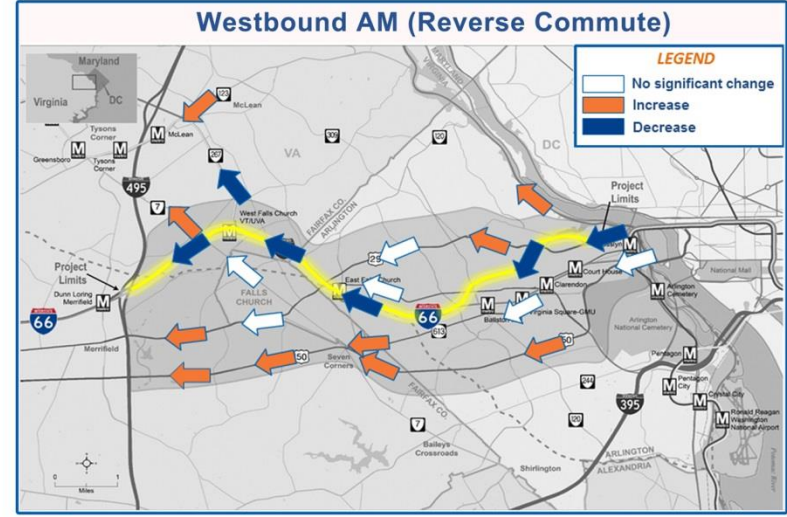
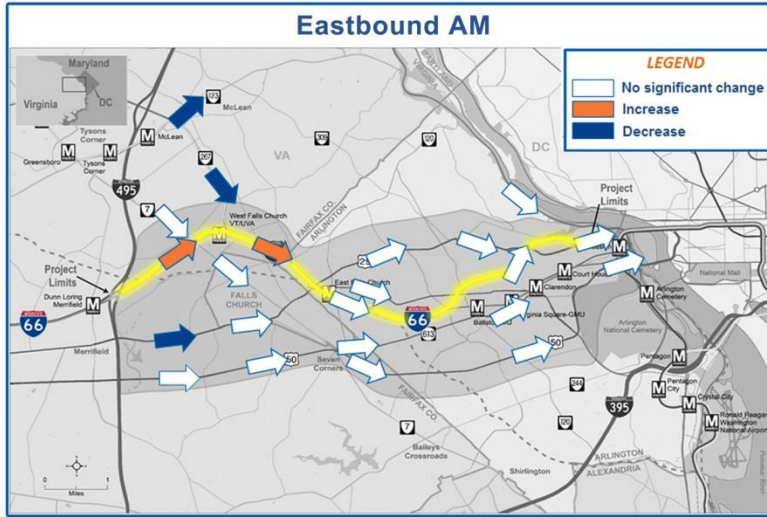
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# Impacts on Parallel Roads

## No-Build VS. Build 2017 HOV-2+ Summary





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## Travel Choices

Travelers in I-66 Corridor  
(During AM/PM Peaks)



*Use Transit (Bus/Rail)*



*Carpool/Vanpool for free*



*Pay Toll*



*Parallel Routes*



*Change time of travel*

# 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 Dreier/Wikimedia Commons

## 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. Jansen/Wikimedia Commons

## Services:

SERVICE	DESCRIPTION
Commuter Incentives	Financial or other incentives for non-single occupant travel
Commuter Information	Commuter Stores, transit information and schedules, and information on ridesharing programs (print- and electronic-formats)
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

## YOU TOLD US...

### HOW MULTIMODAL PROJECTS COULD HELP YOU TRAVEL ALONG I-66



I need to pick up my son at daycare by 6 p.m. sharp after working all day downtown. I'm willing to pay a toll to make sure I can get there on time.



Right now I can drive to work much faster than the bus. Make it quicker and I'd try riding it.



I live in East Falls Church and use the Curtis Trail to commute as often as I can. Lighting along the trail and clearing ice and snow would help me use it more.



I can't stand getting stopped at one red light after the other. I hope you will make the roads we have work better.



My wife and daughter commute to DC together every day. In the future, they'll need help finding a third person to carpool.



I would like to take the metro, but can't get to the station before parking fills up. More parking or other ways to get there might get me to take the train.



Buses stopping on Route 29 cause traffic. Getting them moving faster would help us all.



More bike connections will help me make short trips in this area - and keep me off I-66.



# TRANSFORM 66 IMPROVES MULTIMODAL TRAVEL BY...

## IMPROVING BUS TRAVEL

TODAY'S I-66 PEAK HOUR TRAFFIC SPEEDS CAN BE AS LOW AS 5 MPH ...



... WITH TRANSFORM 66 SPEEDS WILL BE AN AVERAGE OF 45 OR MORE MPH IN BOTH DIRECTIONS IN PEAK PERIODS

- ▶ **FASTER** travel speeds
- ▶ More **RELIABLE** service
- ▶ **INCREASED** service

## INCREASING THE COST-EFFICIENCY OF RUNNING BUSES



## ENCOURAGING CARPOOL AND VANPOOL



## INVESTING IN IMPROVEMENTS FOR NEARBY STREETS



# MULTIMODAL PROJECT EXAMPLES

## TRANSIT



- Improved Metrorail station access such as improved bus areas and more bike parking
- New bus service
- New or expanded park-and-rides
- Queue jump lanes to improve bus speed on parallel routes
- New transit vehicles



## TRANSPORTATION DEMAND MANAGEMENT



- HOV-3 carpooling such as designating slug waiting areas or real-time carpooling apps
- Employer incentives to increase transit use
- Carshare and bikeshare infrastructure to make mid-day errands



## TECHNOLOGY



- Transit signal priority to improve bus speeds
- Traffic signal coordination to improve traffic flow
- Real-time transit, parking, and travel conditions information



## BIKE AND PEDESTRIAN



- New bike facilities that support short-distance trips away from I-66
- Trail improvements to encourage increased bike commuting



## ROADWAY



- Intersection turn lanes
- Improved shoulders to better manage incidents

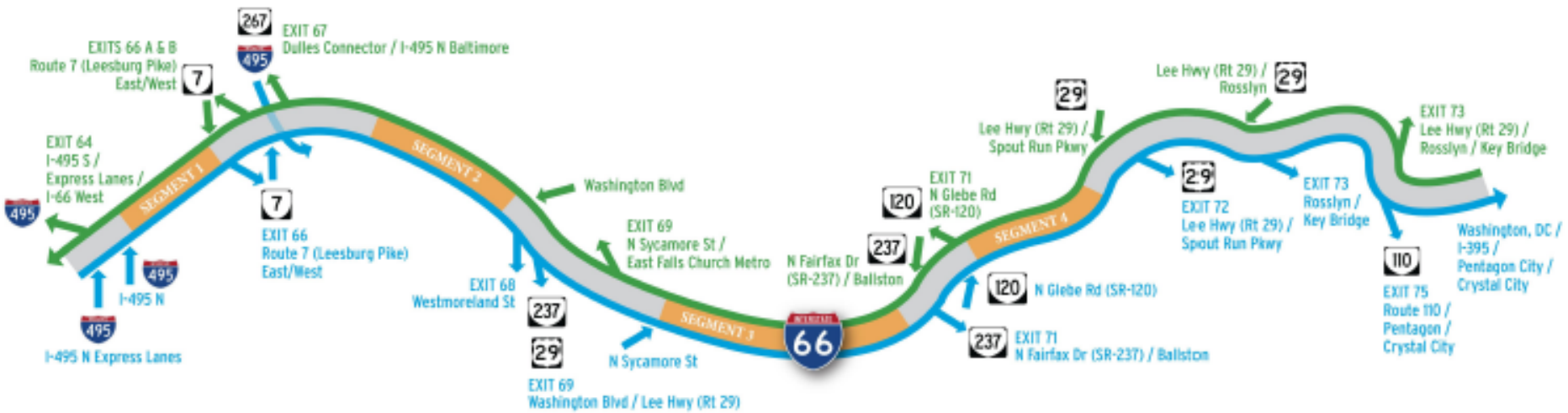




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# I-66 Inside the Beltway

## Dynamically Priced Toll Lane Concept





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# Toll Zone 1





# Toll Zone 2





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# Toll Zone 3

LACY WOODS PARK

N. HARRISON ST.

66

BON AIR PARK

LEGEND

-  POTENTIAL GANTRY LOCATION
-  REFINED LOCATION

W

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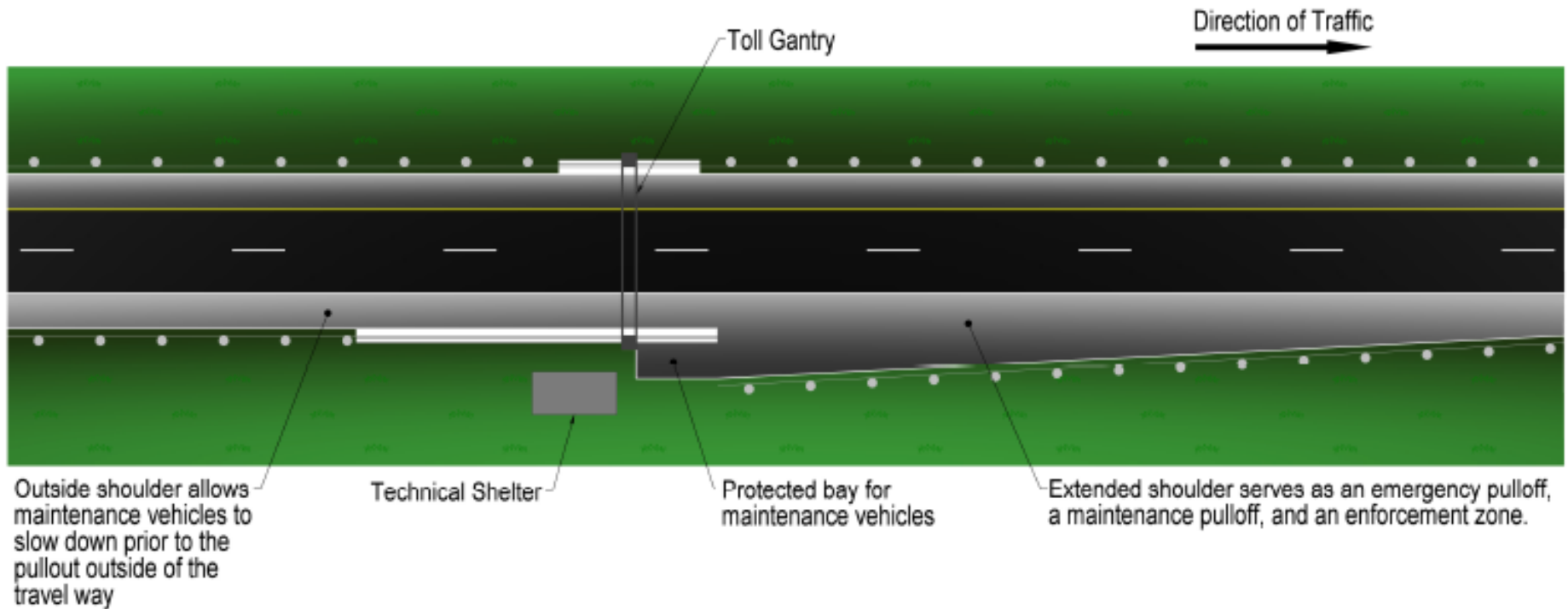
# Toll Zone 4





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# Typical Toll Layout





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# STAY INFORMED

**Visit: [www.Transform66.org](http://www.Transform66.org)**

**Email: [Transform66@VDOT.Virginia.gov](mailto:Transform66@VDOT.Virginia.gov)**