Next Steps

A first step...
- This study is examining short- and medium-term improvements and is the first step toward implementing transit and TDM improvements along the I-66 Corridor.
- Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years.

This study’s results will inform the I-66 Multimodal Studies which are underway...
- Attributes study draft report due spring 2010
- Key issues draft report due spring 2010
- Draft NEPA document(s) due 2011

More information about the I-66 Multimodal Studies can be found at: www.virginiadot.org/projects/studynova-rt66.asp

Study Activities

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Public Participation Opportunities

To learn more about the study or provide feedback, you can sign up to receive updates electronically by sending an e-mail request to drptpr@drpt.virginia.gov or send written comments to drptpr@drpt.virginia.gov or DRPT Public Information Office, 600 E. Main St., Suite 2102, Richmond, VA 23219.

Key Stakeholder Findings

Over 40 stakeholders were interviewed about their preferences for mobility in the I-66 corridor. Key stakeholders included:
- Elected and appointed officials
- Homeowner and civic associations
- Chambers of commerce
- Northern Virginia Realtors Association
- Metro, Potomac and Rappahannock Transportaion Commission (OmniRide), Rideshare

Key findings included:
- Traffic congestion in the I-66 corridor should be addressed as soon as possible
- There is not just one solution to traffic congestion but rather a mix of improvements will be needed
- Recommended improvements include:
  - Improved HOV – hours of use, number of people required, consistency of regional networks, and reverse usage
  - Improved bus service including priority bus options until Metrorail can be expanded
  - Increased capacity at park and ride lots
  - Increased cooperation between agencies
- Bus Rapid Transit (BRT) – Most stakeholders consider that BRT is a low cost alternative to rail, a precursor to rail, and that it makes good sense for this region.
Existing Conditions
I-66 Corridor, Outside Capital Beltway
• 198 buses per day
• Orange Line Metrorail service
• 47% of commuter trips are going to D.C. core on transit

I-66 Corridor, Inside Capital Beltway
• 144 buses per day
• Orange Line Metrorail service
• 75% of commuter trips are going to D.C. core on transit

Forecast Conditions (2030)
Growth in the Corridor
• Approximately 25% more trips originate in the corridor, but travel patterns change with less emphasis on “downtown” commutes
• Despite the gradual shift in commuter patterns, transit mode share in the I-66 corridor remains high
• Commuter market is most effectively served by transit

I-66 Corridor, Outside Capital Beltway
• Orange Line Metrorail service
• 48 to 114 more buses per day
• 50% of commuter trips are going to D.C. core on transit

I-66 Corridor, Inside Capital Beltway
• Orange Line Metrorail service
• 24 to 48 more buses per day
• 78% of commuter trips are going to D.C. core on transit

Preliminary Findings
• Enhancing priority bus infrastructure and services contributes to transportation choices and improved mobility
• D.C., Rosslyn-Ballston, and Tysons Corner are major transit destinations
• Express services are most attractive
  • Operating express bus service to D.C. through the Ballston Station area generates significant ridership
  • Metrobus Express service on U.S. 29 and U.S. 50 offers 35 minutes of travel time savings
• Improved convenience and comfort amenities help attract more riders
• Reliable travel time performance of the HOV lane would enhance the transit ridership potential in the corridor
• Expanding park and ride opportunities is important to growing transit ridership
• Land use will play a critical role in determining the corridor transit usage potential

STATIONS AND PARKING

Study Recommendations: Proposed Infrastructure
All
• Proposed infrastructure does not preclude future rail service
• Proposed station locations will be selected with consideration of potential future rail service (i.e., can serve as future multimodal centers)

2015
• Enhance park and ride facilities, such as expanding existing Stringfellow Road lots and constructing new Cushing Road lot
• Implement recommendations from forthcoming VDOT I-66 HOV Lane Operational Study
• Construct direct access ramps from HOV lane at Vienna Metrorail Station, Stringfellow Road, and Monument Drive
• Dulles Corridor Metrorail opened to Wiehle Avenue

2030
• Further expand existing corridor park-and-ride lots and potentially construct new lots
• Continue constructing direct access ramps from HOV lane at additional locations, including (potentially) Centreville, Bull Run, VA 234, Haymarket
• Dulles Corridor Metrorail opened to Dulles Airport and Loudoun County

Study Recommendations: Proposed Services
Improve convenience of corridor express bus services
• Traveler information system upgrades (e.g., next bus, message notification)
• Customer comfort and productivity amenities (e.g., seating at stations, WiFi service)

Increase levels of bus service
• Higher frequency of service (shorter wait times) on selected routes (OmniRide Linton Hall to D.C., Manassas OmniLink, Manassas Park OmniLink, and WMATA Columbia Pike-Farragut Square Line)
• New express service on U.S. 29 and U.S. 50 (Metrobus Express services)

Serve additional transit destinations
• More service direct to Tysons Corner
• More bus service into D.C.

Enhance transit-supportive transportation demand management (TDM) strategies
• Rideshare programs
• Transit information programs

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