I-66 Inside the Beltway Feasibility Study
Feasibility Study

• I-66 westbound from Rosslyn Tunnel to Dulles Airport Access Highway
Feasibility Study

- I-66 westbound from Rosslyn Tunnel to Dulles Airport Access Highway
- Congressional and State concerns over effects of growing congestion
- Increase viability as an evacuation route from Washington DC
- Utilize a “context sensitive solution” approach
Context Sensitive Solution

• Ensures a collaborative, interdisciplinary approach
• Involves all stakeholders
• Allows understanding and appreciation of community values
• Strives to incorporate and address values in the evolution of project
## IDEA-66 STUDY
### CONCEPT DEVELOPMENT PROCESS

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<thead>
<tr>
<th>Phase I: Plan Development and Data Gathering</th>
<th>Phase II: Concept Development</th>
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<tbody>
<tr>
<td><strong>Data Collection</strong></td>
<td>Collect Available Data and Review Existing Studies</td>
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<td><strong>Concept Analysis</strong></td>
<td>Develop Initial Concepts and Evaluation Criteria</td>
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<td><strong>Community Outreach</strong></td>
<td>Develop Community Outreach Plan</td>
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<td><strong>Decision Points</strong></td>
<td><strong>Approve Initial Matrix and Community Outreach Plan</strong></td>
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<tr>
<th>Schedule</th>
<th>JUN</th>
<th>JUL</th>
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<th>SEP</th>
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Study Update

• Public Outreach Activities
• Data Collection
• Evaluation Criteria
• Concepts
• Next Steps
Key Elements

• Early interaction with Key Stakeholders

• Assist in formulating the Problem Statement

• Developing Design Concepts

• Identifying Evaluation Criteria
Public Outreach

- 18 Interviews with Community Leaders
- 11 Community Dialogues
- 2 Public Workshops
- 1 Open House
• What is causing the problem on I-66 westbound?
  - Nearly 500 suggestions for the Problem Statement.

• What concepts do you think would address the problem?
  - More than 200 suggested solutions.

• What criteria should be used to evaluate the concepts?
  - More than 230 different criteria!
Additional Community Involvement

- Web Site – www.IDEA66.com
- Toll Free INFO Line
- Question of the Week
- Various Comment Forms
- 42,000 Newsletters
- Newspaper Advertisements
- Telephone Survey
• Solutions did not differ significantly for those living inside or outside the Beltway.

• Stakeholders believe I-66 is becoming more congested.

• 47% of commuters rated bus / rail transit as their first choice to reduce congestion.

• 52% suggested road widening as a solution.

• 57% say doing nothing is the least popular solution.
• Data Collection
• Evaluation Criteria
• Concepts
Data Collection Activities

- Existing GIS Data from Localities
- MWCOG Aerial Analyses (Skycomp) of Congestion
- Trip Information from Telephone Survey
- Digital License Plate Analysis
- Tube Counts / ATMS / Loop Detectors
- Transit Profiles
- Relevant Transit Studies
- Travel Time Logs (All Modes)
Evaluation Criteria

• Measures of the Problem
• Measures of the Solution
• Measures of Environmental Impact
• Measures of Effectiveness

[Diagram showing evaluation criteria with measures for NO-BUILD, TRANSIT, HOV, HOT, and WIDENING across different criteria: Problem, Solution, Effectiveness, Environmental Impact]
Modeling Efforts

- Coordination with MWCOG
  - Model 2.1d with Round 6.4 Land Use
- Reviewing Networks and Model Inputs
- Defining Model Outputs for Concept Evaluations
- Coding Networks
- Multimodal Model Runs and Data Analysis
• No Build
• TSM/TDM
• Transit
• HOV
• HOT
• Roadway Widening / Spot Improvements
• Emergency Evacuation Considerations
Transit Concepts

- **Bus Transit**
  - Expanding Express Bus
  - Orange Line Reliever

- **Bus Rapid Transit**

- **Metro Rail**
  - Expand Orange Line Capacity
  - Expand VRE Frequency
  - Additional Track On Existing Alignment
  - New Potomac River Tunnel
  - New Line from Dulles Corridor to Georgetown
HOV Concepts

• **Current Configuration**
  - HOV-2 All Day
  - HOV-3 AM and PM Peaks
  - Remove HOV Restrictions West of Sycamore Street (Exit 69)

• **Additional Lane**
  - All of the Above
HOT Concepts

- Current Configuration
  - All Lanes HOT
  - Variable Pricing

- Additional Lane
  - Dedicated HOT Lane
  - All Lanes HOT, No Dedicated Lane
  - Variable Pricing
Roadway Widening Concepts

• **Spot Improvements**
  - Widen Sycamore Street ramp and add acceleration lane
  - Additional Acceleration Lane from Fairfax Drive on-ramp

• **Additional Lane**
  - from Scott Street to Sycamore Street (Exit 69)
  - from Scott Street to DAAH
  - from Lee Highway (Route 29 @ Spout Run) to DAAH
  - from Fairfax Drive (@ Ballston) to DAAH
Next Steps

- Refine Problem Statement  Jan. 2005
- Refine Concepts  Jan. 2005
- Evaluate Concepts  Jan. 2005
- Complete Feasibility Study  Feb. 2005
- Presentation to CTB  Feb. 2005
• The purpose of this study is to gather data and evaluate concepts that decision makers can consider in deciding whether to pursue the implementation of any improvements. No action or construction is being proposed by this study.
Commonwealth Transportation Board could:

- Approve the technical and public involvement sufficiency of the study
- Request further details on one or more concepts
- Decide to pursue one or more options
- Begin NEPA process
  - Detailed environmental analysis
  - Further public involvement
Send your comments to:

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