

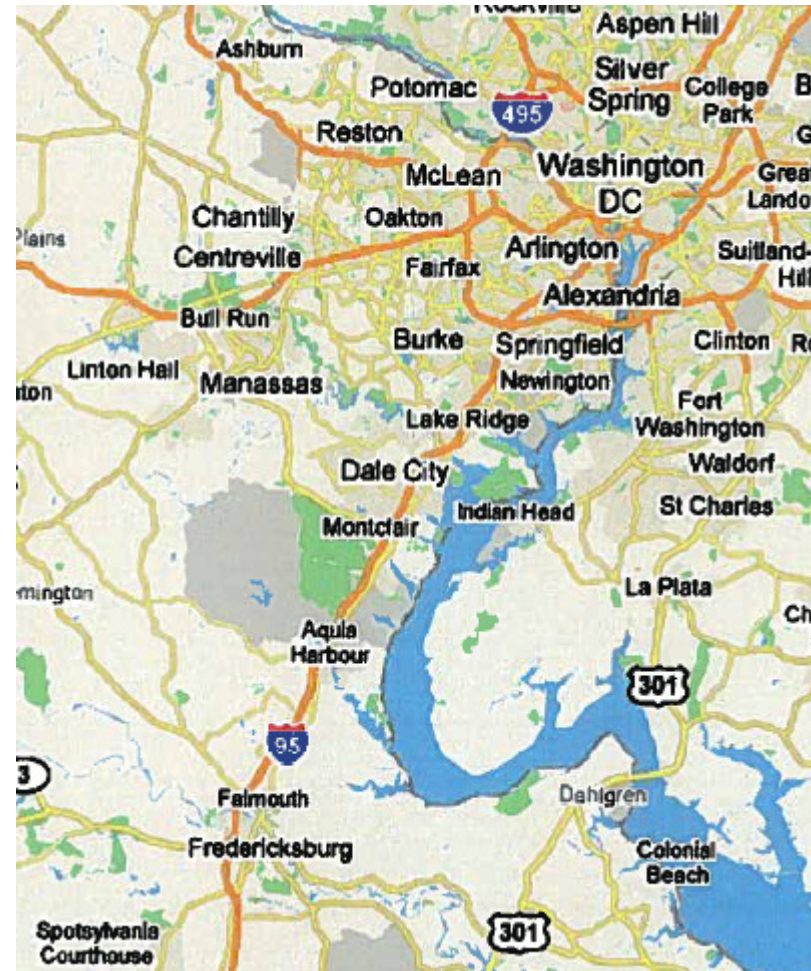


Integrating Multimodal Options for Long-Distance Commutes in the I-95 Corridor

**Presented by
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Existing Corridor

- ▶ Major commuter artery to Washington DC
- ▶ Major interstate traffic artery
- ▶ 100 mile radius commuter shed, with continued outward migration
- ▶ 2 – 3 general purpose lanes in each direction, supplemented by reversible HOV-3+ lanes in



Existing Commuting Options



► Extensive bus and rail services – the closer to DC, the “denser” the services

- Multiple public and private bus operators
- Metrorail in northernmost part of corridor
- Virginia Railway Express

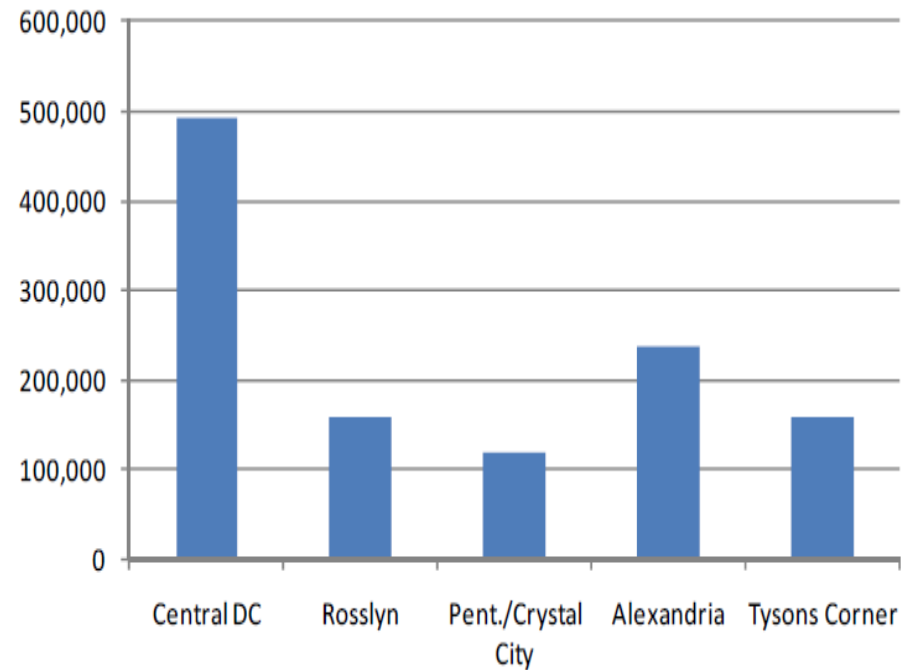
► Vanpools and organized carpools

► Spontaneous carpools AKA “slugging”

Existing Commuting Patterns

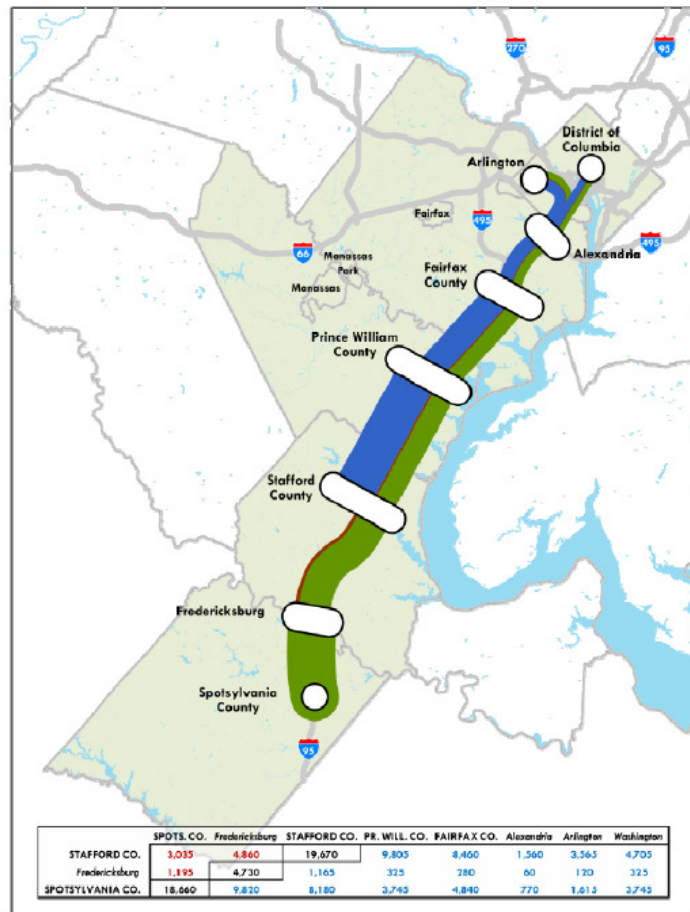
Major Destinations

- ▶ Multiple downtown DC employment sites
- ▶ Pentagon
- ▶ Crystal City
- ▶ Tysons Corner
- ▶ Merrifield
- ▶ Alexandria

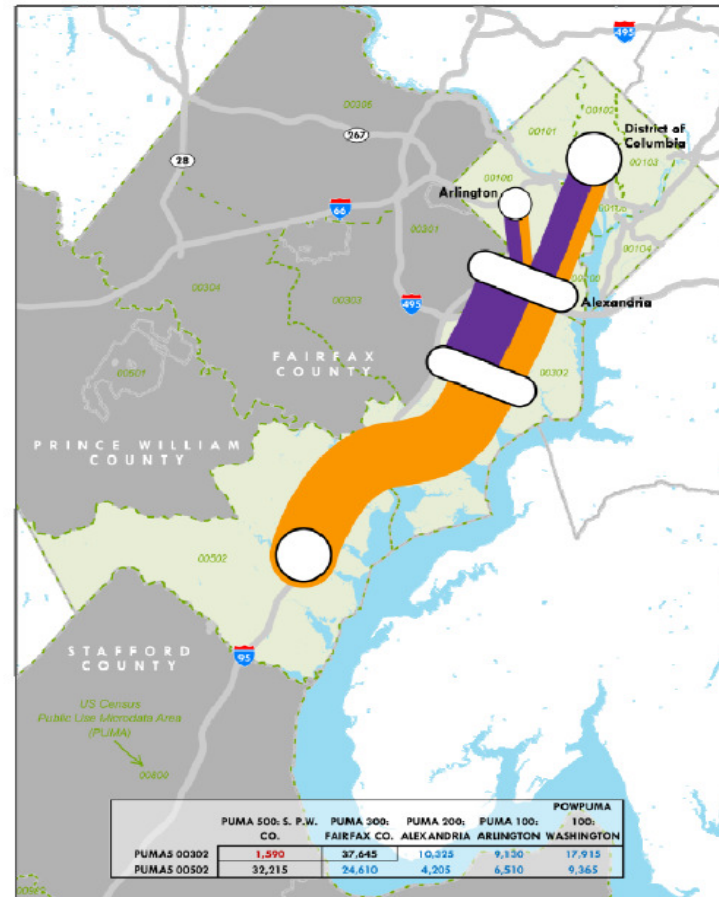


Existing Commuting Patterns

Spotsylvania/Stafford Originating Trips



Prince William/Fairfax Originating Trips



Looming Changes – HOT Lanes

I-495 (Beltway) HOT Lane Project



▶ Under construction – scheduled for completion in 2012

▶ From Springfield interchange to Tysons Corner

▶ Dynamic tolling

▶ No tolls for HOV-3+ or transit

▶ Companion transit / TDM improvements in development

▶ Enhanced traffic management plans

Looming Changes – HOT Lanes

- ▶ HOT lanes proposed between Exit 2 (Edsall Rd) and Exit 126 (Massaponax) in two phases
 - Northern phase as far south as Exit 143 (Garrisonville Rd)
 - Southern phase by 2018
- ▶ Dynamic tolling
- ▶ No tolls for HOV-3+ or transit
- ▶ Companion transit / TDM improvements in development
- ▶ Enhanced traffic management plans

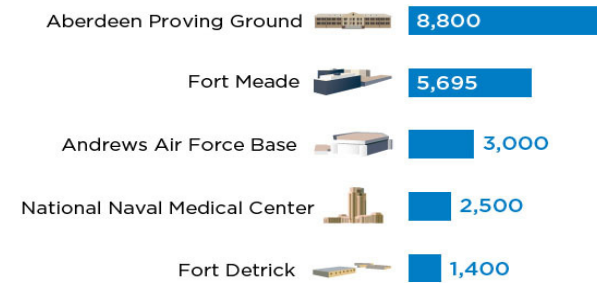
I-95 / I-395 HOT Lane Project



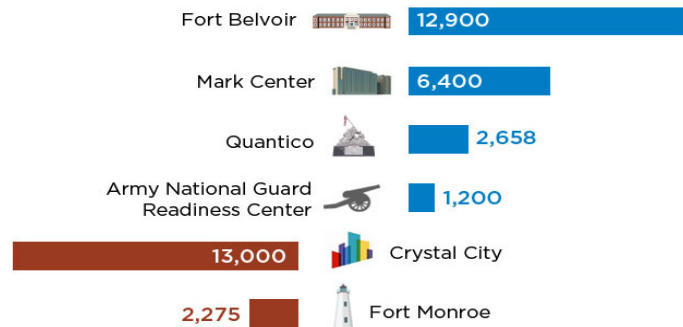
Looming Changes – BRAC Relocations

Military and related civilian personnel relocations begin as soon as September 2011

Maryland



Virginia



Washington, D.C.



+ Jobs Added - Jobs Lost

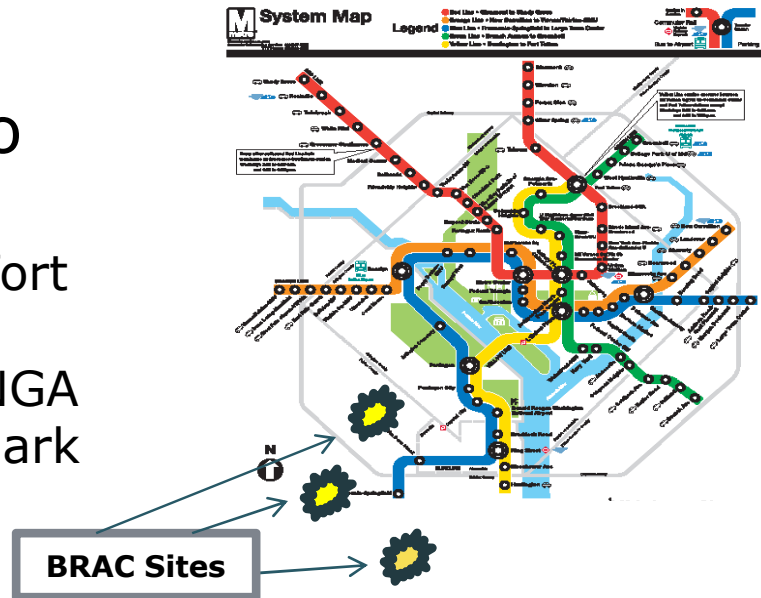
▶ Reducing DOD presence in Crystal City

▶ Increasing DOD presence in Fort Belvoir, other southern Fairfax County locations and the Mark Center in Alexandria and Quantico

Looming Changes – BRAC Relocation

➤ New shuttle services linking existing transit hubs to site(s) poised to grow

- ▶ Franconia-Springfield to Fort Belvoir
- ▶ Franconia-Springfield to NGA
- ▶ Metrorail King Street to Mark Center
- ▶ Pentagon to Mark Center



➤ New HOV-3+ / transit ramps at Mark Center along I-395



The Commuting Experience



- ▶ Comparatively long commutes on a good day
 - DC Metro area is the 2nd or 3rd most congested in the country
- ▶ Most acute for commuters originating from areas south of the existing I-95 HOV lanes
- ▶ Incidents have serious compounding effects and they are not rare

Seeking To Improve The Commuting Experience – Limiting Conditions

- ▶ Widening that requires expanded right-of-way is impractical
- ▶ Higher gas prices have strained the capacity of transit providers
- ▶ Acute shortage of commuter parking
- ▶ Public funding in short supply

What's Next...What Can We Do?

- ▶ Conventional solutions largely off the table, so have to “think outside the box”

- ▶ HOT lanes projects the start of an eventual HOT lanes network



- ▶ Incident management and real-time information growing in importance

- ▶ Improvisational approaches to lessen dependency on public funding becoming more imperative

Questions?