# Interstate 66
# Tier 1 Environmental Impact Statement

## Cooperating and Participating Agencies Meeting
## March 19, 2012

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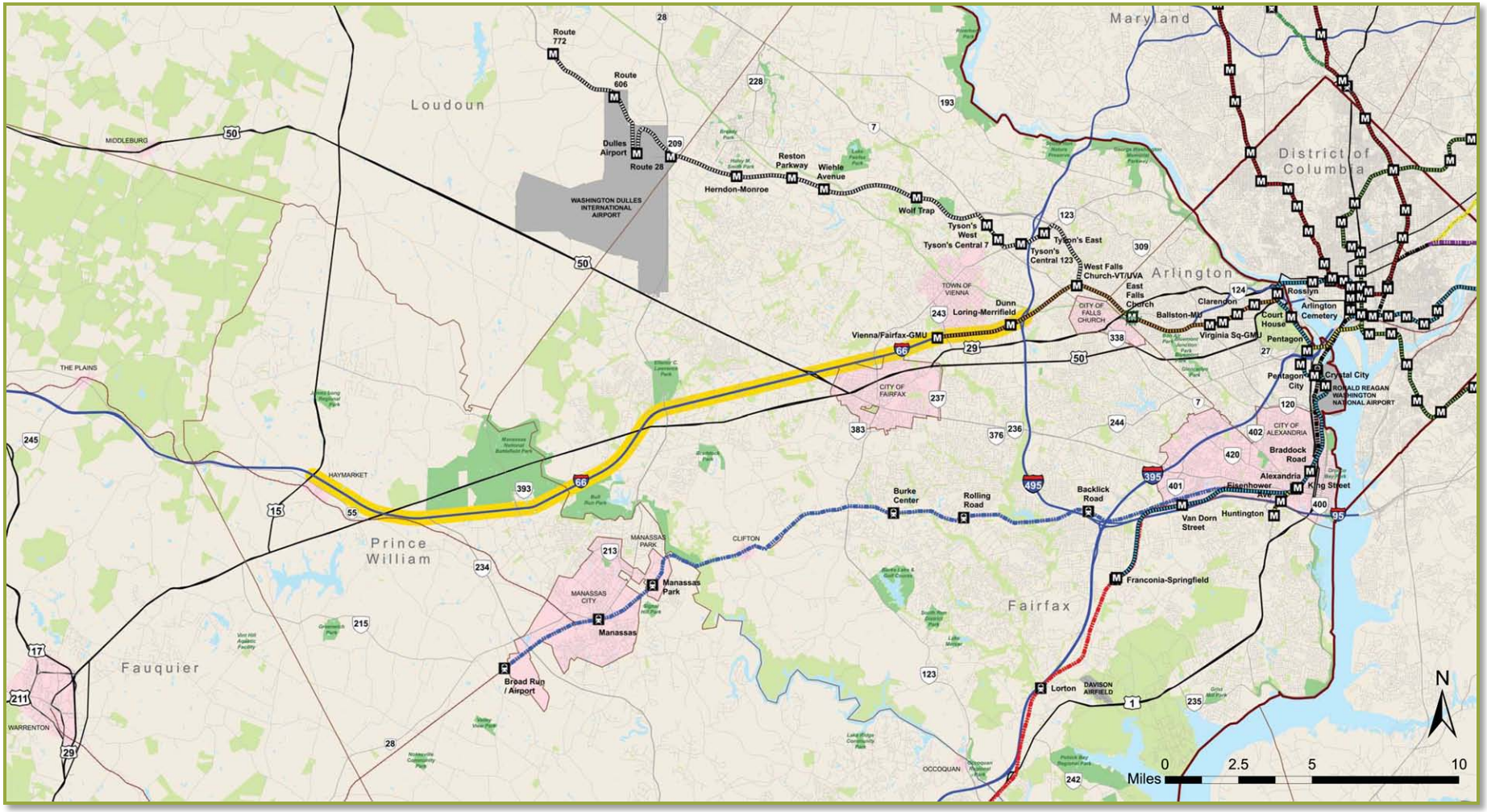
Virginia Department of Transportation, Environmental Division

# Meeting Agenda

- Update of Public Outreach
- Review of Tiering Approach
- Concept Development Process
- Evaluation and Screening of Concepts
- Schedule and Next Steps

# Project Corridor






VDOT Virginia Department of Transportation
DRPT Virginia Department of Rail and Public Transportation
U.S. Department of Transportation Federal Highway Administration

# Citizen Information Meetings

## January 31 – Manassas
## February 2 – Fairfax

## ***PURPOSE***

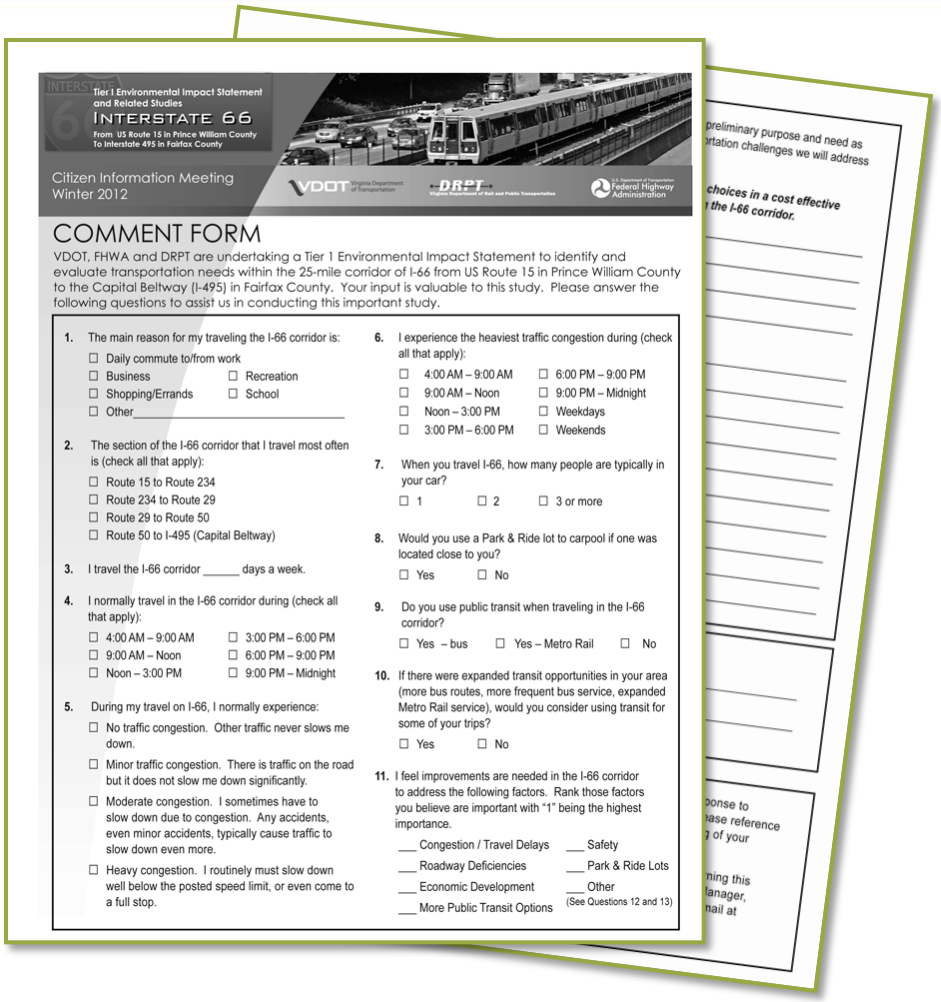

- Provide study overview and update to area residents and commuters
- Solicit input from area residents and commuters to further define the transportation problems in the corridor
- Refine the Purpose and Need statement

# Public Comments

- Comments received provided an indication of public sentiment from the ***114 people who submitted written comments***.


# Public Comments

- 48 comment sheets were collected from attendees at the two meetings and received via mail and/or e-mail
- 57 general comments were received via e-mail/mail
- Nine oral comments were transcribed by verbatim reporter during the Citizen Information Meetings



Tier I Environmental Impact Statement and Related Studies
INTERSTATE 66
From US Route 15 in Prince William County
To Interstate 495 in Fairfax County

Citizen Information Meeting
Winter 2012

COMMENT FORM

VDOT, FHWA and DRPT are undertaking a Tier 1 Environmental Impact Statement to identify and evaluate transportation needs within the 25-mile corridor of I-66 from US Route 15 in Prince William County to the Capital Beltway (I-495) in Fairfax County. Your input is valuable to this study. Please answer the following questions to assist us in conducting this important study.

1. The main reason for my traveling the I-66 corridor is:
   - ☐ Daily commute to/from work
   - ☐ Business ☐ Recreation
   - ☐ Shopping/Errands ☐ School
   - ☐ Other_____
2. The section of the I-66 corridor that I travel most often is (check all that apply):
   - ☐ Route 15 to Route 234
   - ☐ Route 234 to Route 29
   - ☐ Route 29 to Route 50
   - ☐ Route 50 to I-495 (Capital Beltway)
3. I travel the I-66 corridor _____ days a week.
4. I normally travel in the I-66 corridor during (check all that apply):
   - ☐ 4:00 AM – 9:00 AM ☐ 3:00 PM – 6:00 PM
   - ☐ 9:00 AM – Noon ☐ 6:00 PM – 9:00 PM
   - ☐ Noon – 3:00 PM ☐ 9:00 PM – Midnight
5. During my travel on I-66, I normally experience:
   - ☐ No traffic congestion. Other traffic never slows me down.
   - ☐ Minor traffic congestion. There is traffic on the road but it does not slow me down significantly.
   - ☐ Moderate congestion. I sometimes have to slow down due to congestion. Any accidents, even minor accidents, typically cause traffic to slow down even more.
   - ☐ Heavy congestion. I routinely must slow down well below the posted speed limit, or even come to a full stop.
6. I experience the heaviest traffic congestion during (check all that apply):
   - ☐ 4:00 AM – 9:00 AM ☐ 6:00 PM – 9:00 PM
   - ☐ 9:00 AM – Noon ☐ 9:00 PM – Midnight
   - ☐ Noon – 3:00 PM ☐ Weekdays
   - ☐ 3:00 PM – 6:00 PM ☐ Weekends
7. When you travel I-66, how many people are typically in your car?
   - ☐ 1 ☐ 2 ☐ 3 or more
8. Would you use a Park & Ride lot to carpool if one was located close to you?
   - ☐ Yes ☐ No
9. Do you use public transit when traveling in the I-66 corridor?
   - ☐ Yes – bus ☐ Yes – Metro Rail ☐ No
10. If there were expanded transit opportunities in your area (more bus routes, more frequent bus service, expanded Metro Rail service), would you consider using transit for some of your trips?
    - ☐ Yes ☐ No
11. I feel improvements are needed in the I-66 corridor to address the following factors. Rank those factors you believe are important with "1" being the highest importance.
    - ___ Congestion / Travel Delays ___ Safety
    - ___ Roadway Deficiencies ___ Park & Ride Lots
    - ___ Economic Development ___ Other (See Questions 12 and 13)
    - ___ More Public Transit Options

# Comment Findings

- The comments confirmed the I-66 corridor is primarily used for commuting. Sixty-one percent of respondents ***use I-66 more than five times a week*** during morning and late afternoon/evening commute times and 70 percent of respondents said they drive solo on I-66.
- Over 70 percent of respondents indicated that ***on I-66 they normally experience*** heavy congestion. Most of that is felt during the morning and late afternoon/evening commute times.

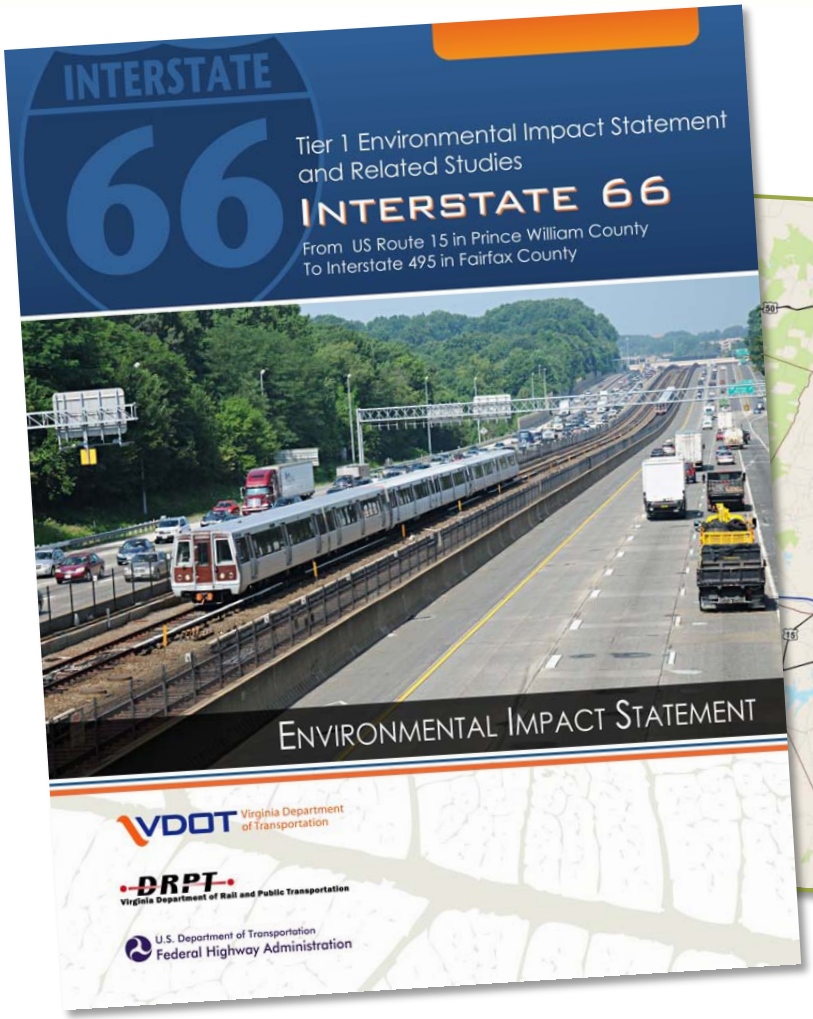
# Comment Findings

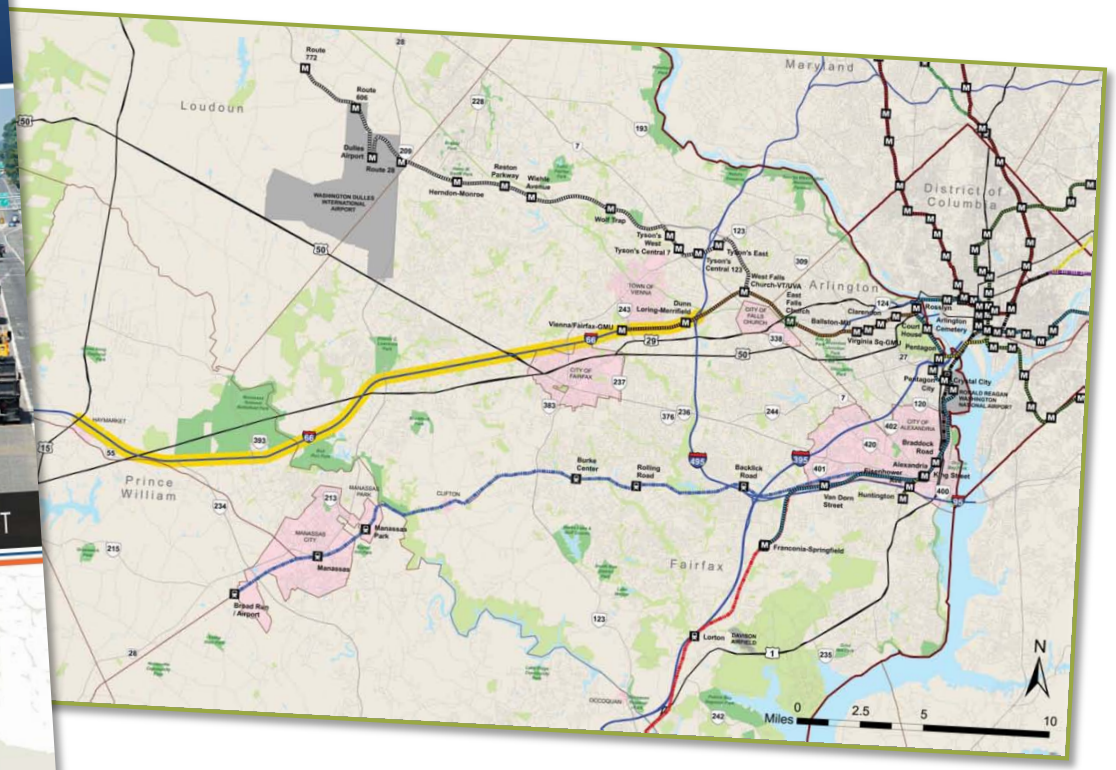
- The most traveled section of the I-66 corridor is the ***Route 50 to I-495 stretch***.
- While many are looking for ***expanded transit opportunities***, 77 percent indicated they would ***not use a Park and Ride lot to carpool*** if there was one close by. Additionally, only ***40 percent are currently using public transit*** but 32 of 43 respondents noted they would use transit if expanded opportunities existed.

# Comment Summary

- ***The most common requests*** noted throughout all comment forms and e-mails include:
  - More public transit options
  - Metro extension
  - Noise improvements/abatement
  - Improved bus service and access
  - Improve Route 28 and I-66 Interchange
  - Increased law enforcement along the I-66 corridor
  - Improved pedestrian and bicycle access

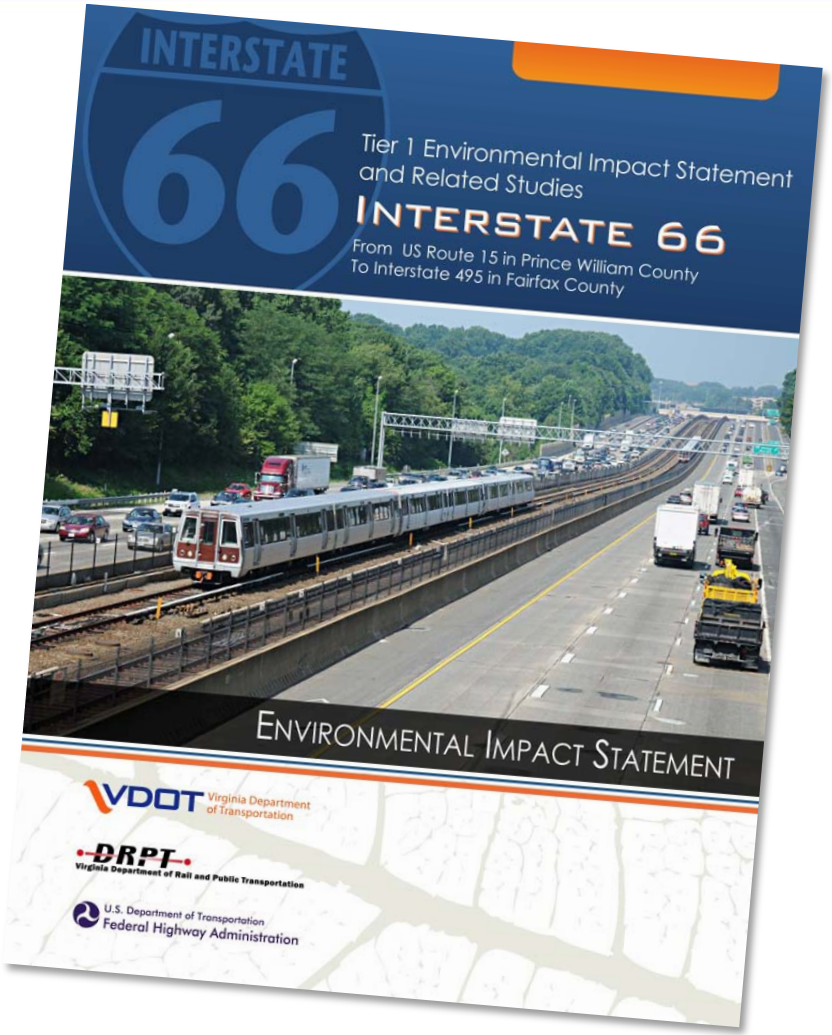
# Study Process / Tiering Approach



# Study Process / Tiering Approach

- Tier 1 EIS will focus on broad issues
  - Purpose and need
  - General location of proposed improvements
  - Mode / Technology choice
- Tier 2 analysis will focus on site-specific details
  - Impacts
  - Costs
  - Mitigation



# Study Process / Tiering Approach

- Decisions at completion of Tier 1
  - Concepts to be advanced including transit, TDM and/or roadway improvements
  - General location for studying future highway and transit improvements in the Tier 2 NEPA document(s)
  - Identification of projects with independent utility to be evaluated in Tier 2 NEPA document(s) and evaluated pursuant to other environmental laws
  - Advancing tolling for subsequent study in Tier 2 NEPA document(s)

# Concept Development Process

# Concept Development Process

- Developing Concepts that Meet Purpose and Need
  - Look at the universe of possibilities
  - Develop concepts that would meet demands at various levels
  - High-level assessment and sizing of improvements by modes and combinations of modes

# Concept Development Process

- Building Blocks and Terminology
  - Elements: Physical and/or operational changes
  - Cross-sections: Combinations of elements that apply to a particular stretch of the corridor
  - Concept: Set of cross-sections that together define a complete improvement

# Concept Development Process

- Elements that Apply to All
  - Bicycle and pedestrian facilities per local plans
  - Geometric improvements
  - ITS/Operations/Active traffic management
  - Travel demand management
  - Safety improvements

# Concept Development Process

- Off-Corridor Improvements
  - VRE enhancements
  - Route 50 priority bus (as defined by I-66 Inside the Beltway study)

# Concept Development Process

- Elements (Mix and Match)
  - General purpose, managed, and bus-only lanes (concurrent and reversible)
  - BRT/Priority Bus/Transit
  - LRT
  - Metrorail extension

# Concept Development Process

- Establishing Demand
  - High-level assessment of demand
  - Person trip tables derived from MWCOG model
  - Multiple model runs
    - With/without VRE enhancements
    - With/without Route 50 Priority Bus

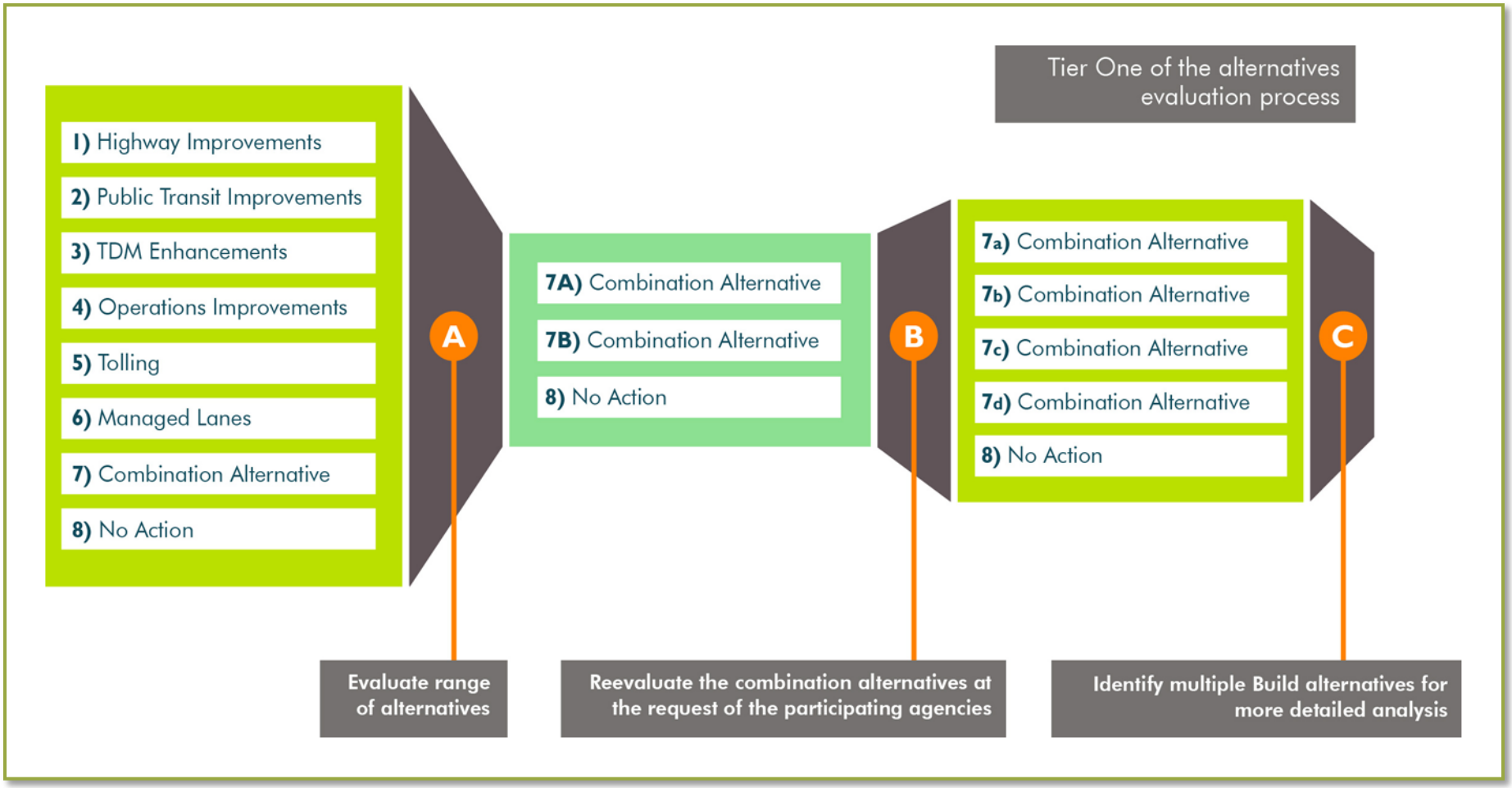
# Concept Development Process

- Sizing the Improvements
  - General assessment of the level of person-trip demand that each modal element will serve
  - Serve demand based on the following priority:
    - Transit
    - Managed lanes
    - General purpose lanes

# Concept Development Process

- Transit and Managed Lanes
  - Set “reach” targets of mode shares for transit and managed lanes on various segments of the corridor
  - Allow for multiple service levels within each transit category to allow for generalized estimates of service versus costs

# Evaluation and Screening of Concepts



# Purpose and Need

## Project Purpose

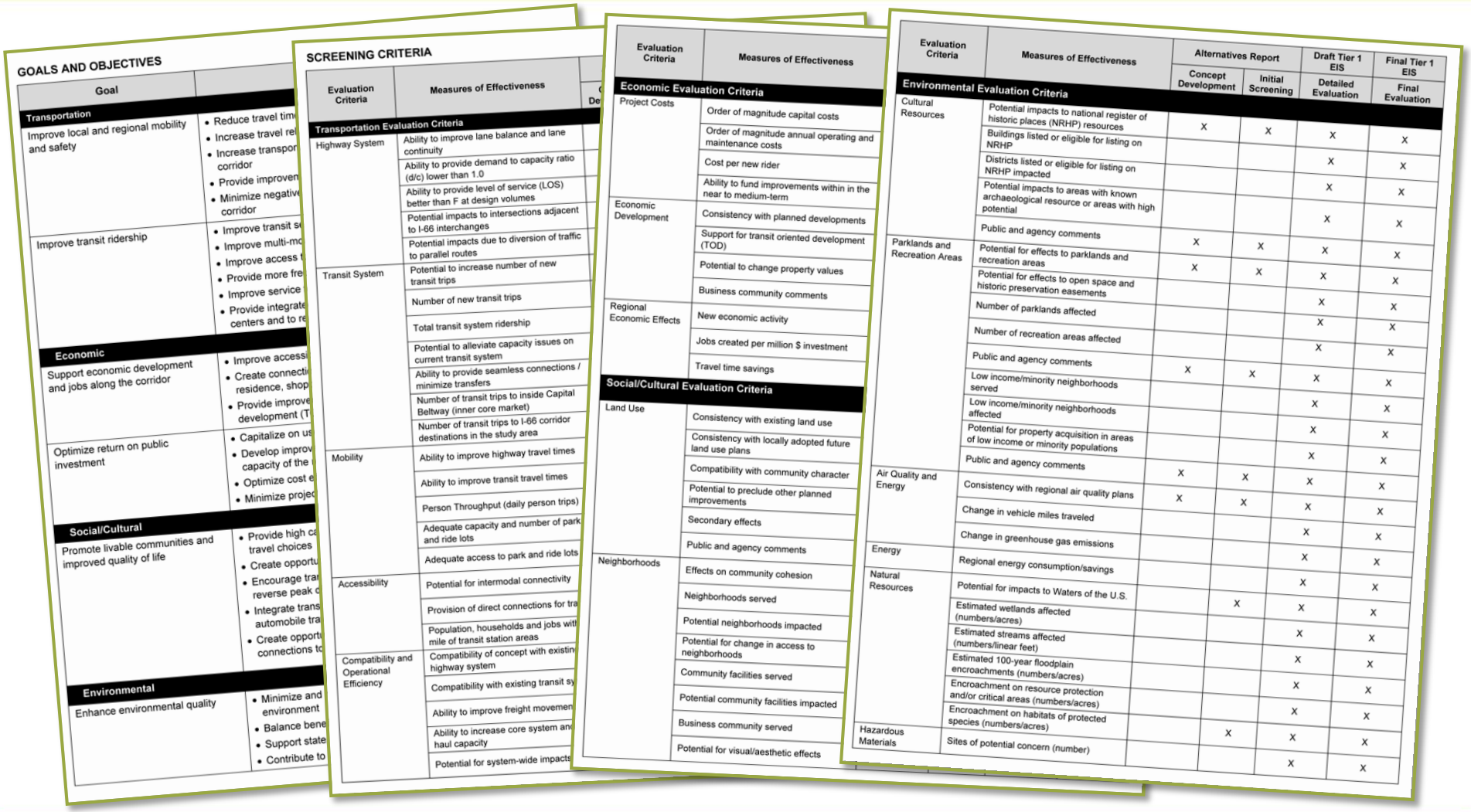
*Improve multimodal mobility along the I-66 corridor by providing diverse travel choices in a cost-effective manner. Enhance transportation safety and travel reliability for the public along the I-66 corridor.*

# Purpose and Need

## Project Needs

- Travel time reliability
- Travel time reductions
- Improved safety
- Increased number of mode choices
- Increased access (transit, pedestrian, and bicycle)
- Reduced number of choke points
- Predictability
- System linkage
- Consistency
- Traveler information
- Coordination across modes

# Goals, Objectives and Criteria



GOALS AND OBJECTIVES

| Goal | |
|---|---|
| **Transportation** | |
| Improve local and regional mobility and safety | • Reduce travel tim<br>• Increase travel re<br>• Increase transpor corridor<br>• Provide improven<br>• Minimize negative corridor |
| Improve transit ridership | • Improve transit s<br>• Improve multi-mo<br>• Improve access t<br>• Provide more fre<br>• Improve service<br>• Provide integrate centers and to re |
| **Economic** | |
| Support economic development and jobs along the corridor | • Improve access<br>• Create connecti residence, shop<br>• Provide improve development (T |
| Optimize return on public investment | • Capitalize on us<br>• Develop improv capacity of the<br>• Optimize cost e<br>• Minimize projec |
| **Social/Cultural** | |
| Promote livable communities and improved quality of life | • Provide high ca travel choices<br>• Create opportu<br>• Encourage trar reverse peak d<br>• Integrate trans automobile tra<br>• Create opport connections to |
| **Environmental** | |
| Enhance environmental quality | • Minimize and environment<br>• Balance bene<br>• Support state<br>• Contribute to |

SCREENING CRITERIA

| Evaluation Criteria | Measures of Effectiveness |
|---|---|
| **Transportation Evaluation Criteria** | |
| Highway System | Ability to improve lane balance and lane continuity |
| | Ability to provide demand to capacity ratio (d/c) lower than 1.0 |
| | Ability to provide level of service (LOS) better than F at design volumes |
| | Potential impacts to intersections adjacent to I-66 interchanges |
| | Potential impacts due to diversion of traffic to parallel routes |
| Transit System | Potential to increase number of new transit trips |
| | Number of new transit trips |
| | Total transit system ridership |
| | Potential to alleviate capacity issues on current transit system |
| | Ability to provide seamless connections / minimize transfers |
| | Number of transit trips to inside Capital Beltway (inner core market) |
| | Number of transit trips to I-66 corridor destinations in the study area |
| Mobility | Ability to improve highway travel times |
| | Ability to improve transit travel times |
| | Person Throughput (daily person trips) |
| | Adequate capacity and number of park and ride lots |
| | Adequate access to park and ride lots |
| Accessibility | Potential for intermodal connectivity |
| | Provision of direct connections for tra |
| | Population, households and jobs wit mile of transit station areas |
| Compatibility and Operational Efficiency | Compatibility of concept with existin highway system |
| | Compatibility with existing transit sy |
| | Ability to improve freight movemen |
| | Ability to increase core system an haul capacity |
| | Potential for system-wide impacts |

| Evaluation Criteria | Measures of Effectiveness |
|---|---|
| **Economic Evaluation Criteria** | |
| Project Costs | Order of magnitude capital costs |
| | Order of magnitude annual operating and maintenance costs |
| | Cost per new rider |
| | Ability to fund improvements within in the near to medium-term |
| Economic Development | Consistency with planned developments |
| | Support for transit oriented development (TOD) |
| | Potential to change property values |
| | Business community comments |
| Regional Economic Effects | New economic activity |
| | Jobs created per million $ investment |
| | Travel time savings |
| **Social/Cultural Evaluation Criteria** | |
| Land Use | Consistency with existing land use |
| | Consistency with locally adopted future land use plans |
| | Compatibility with community character |
| | Potential to preclude other planned improvements |
| | Secondary effects |
| | Public and agency comments |
| Neighborhoods | Effects on community cohesion |
| | Neighborhoods served |
| | Potential neighborhoods impacted |
| | Potential for change in access to neighborhoods |
| | Community facilities served |
| | Potential community facilities impacted |
| | Business community served |
| | Potential for visual/aesthetic effects |

| Evaluation Criteria | Measures of Effectiveness | Alternatives Report | | Draft Tier 1 EIS | Final Tier 1 EIS |
|---|---|---|---|---|---|
| | | Concept Development | Initial Screening | Detailed Evaluation | Final Evaluation |
| **Environmental Evaluation Criteria** | | | | | |
| Cultural Resources | Potential impacts to national register of historic places (NRHP) resources | X | X | X | X |
| | Buildings listed or eligible for listing on NRHP | | | X | X |
| | Districts listed or eligible for listing on NRHP impacted | | | X | X |
| | Potential impacts to areas with known archaeological resource or areas with high potential | | | X | X |
| | Public and agency comments | X | X | X | X |
| Parklands and Recreation Areas | Potential for effects to parklands and recreation areas | X | X | X | X |
| | Potential for effects to open space and historic preservation easements | | | X | X |
| | Number of parklands affected | | | X | X |
| | Number of recreation areas affected | | | X | X |
| | Public and agency comments | X | X | X | X |
| Air Quality and Energy | Low income/minority neighborhoods served | | | X | X |
| | Low income/minority neighborhoods affected | | | X | X |
| | Potential for property acquisition in areas of low income or minority populations | | | X | X |
| | Public and agency comments | X | X | X | X |
| | Consistency with regional air quality plans | X | X | X | X |
| | Change in vehicle miles traveled | | | X | X |
| | Change in greenhouse gas emissions | | | X | X |
| Energy | Regional energy consumption/savings | | | X | X |
| Natural Resources | Potential for impacts to Waters of the U.S. | | X | X | X |
| | Estimated wetlands affected (numbers/acres) | | | X | X |
| | Estimated streams affected (numbers/linear feet) | | | X | X |
| | Estimated 100-year floodplain encroachments (numbers/acres) | | | X | X |
| | Encroachment on resource protection and/or critical areas (numbers/acres) | | | X | X |
| | Encroachment on habitats of protected species (numbers/acres) | | | X | X |
| Hazardous Materials | Sites of potential concern (number) | | X | X | X |



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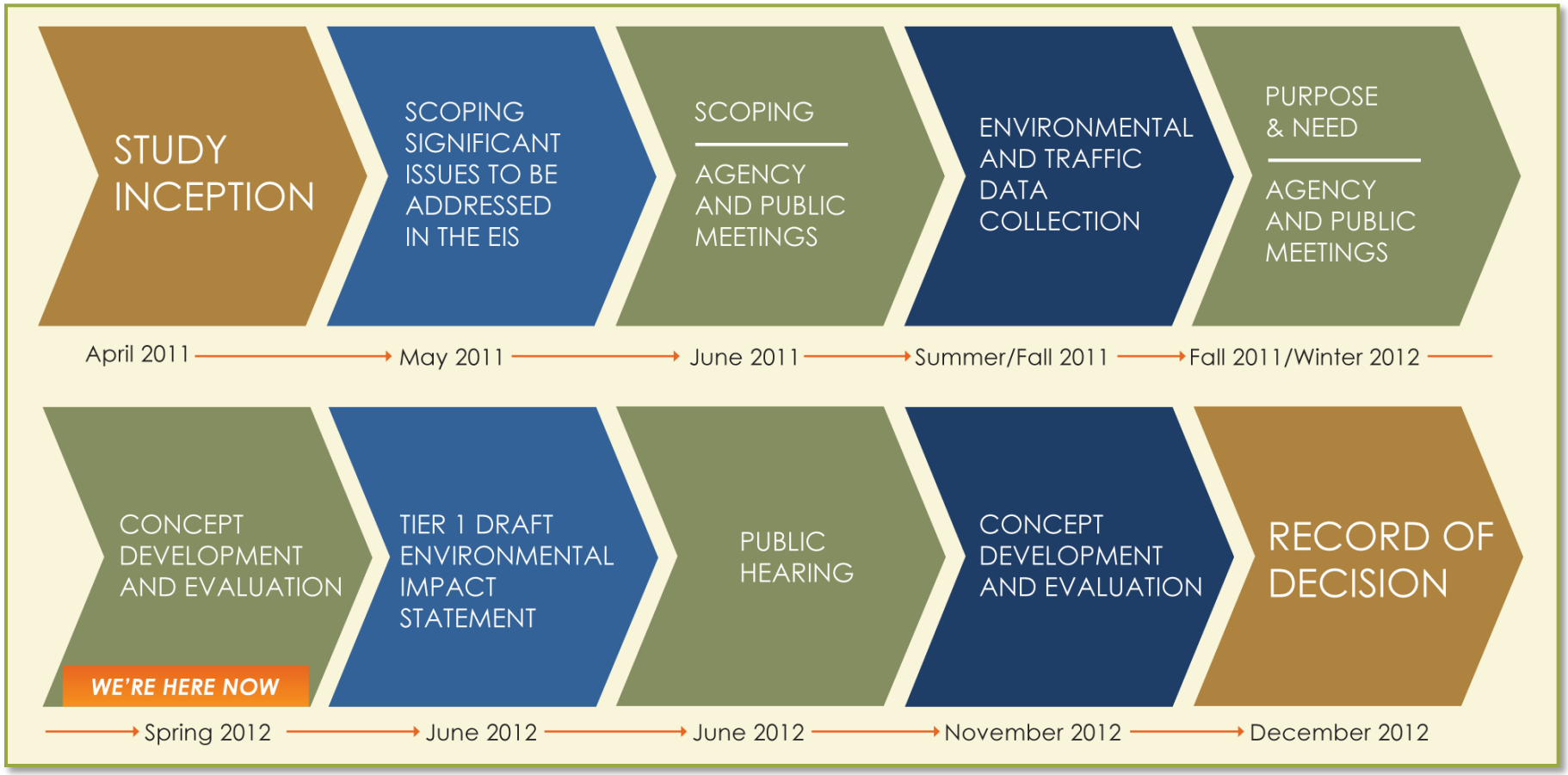
# Schedule / Next Steps



# Comments or Questions

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