



# I-95 – A Corridor In Transition

Presentation to

**Commonwealth Transportation Board**

By

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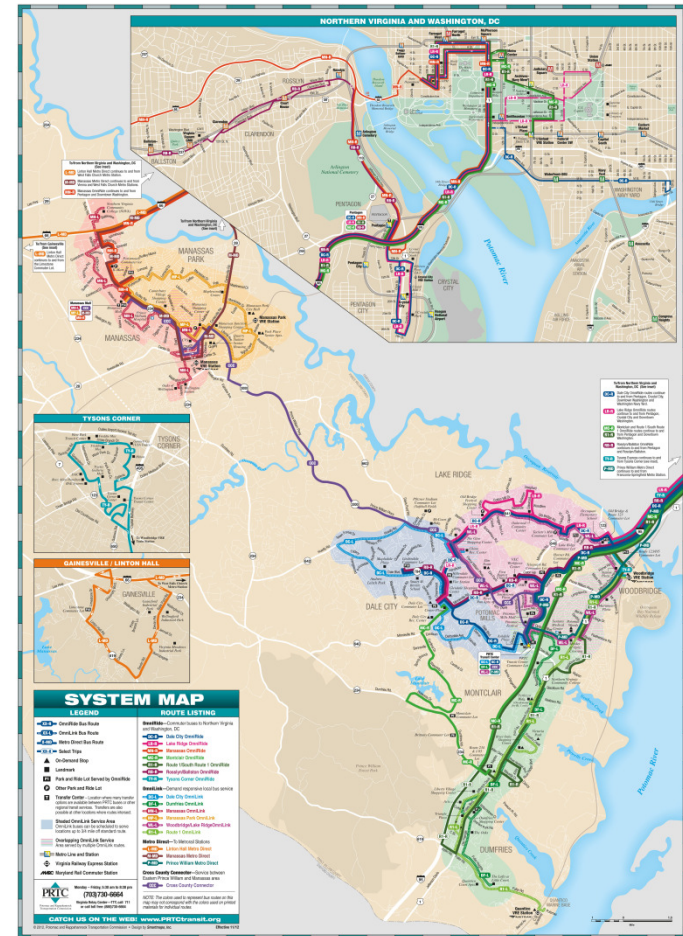
PRTC Executive Director

September 17, 2013



# A Brief Infomercial About PRTC

- A major bus and TDM provider in the corridor
- 14K bus trips per day
  - 10K on commuter bus (*OmniRide*)
  - 4K on local bus (*OmniLink*)
- Ridematching program (*OmniMatch*)
- Administrative home of vanpool incentive program poised for launch next month (*Vanpool Alliance*)



# A Brief Infomercial About PRTC

(Continued)

- In cooperation with NVTC, provider of VRE commuter rail service
  - 20K trips per day
  - Half on Fredericksburg line paralleling corridor
- More on this subject from Doug Allen, VRE's CEO





# I-95 Corridor Today – A Profile



- **A multi-purpose major artery**
  - Interstate auto and commercial traffic
  - Major commuter corridor
- **Traffic growth straining capacity in general purpose lanes**

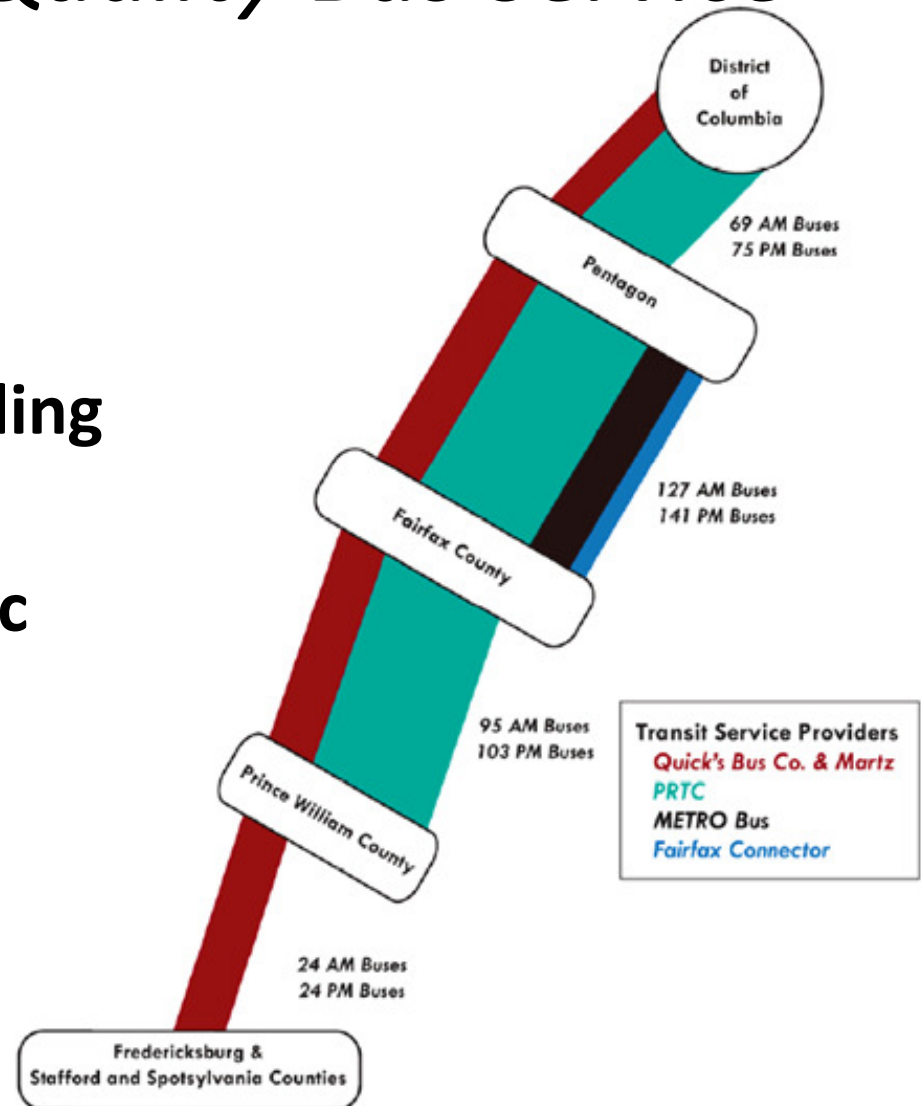
# I-95 Corridor Today – A Profile



- A multi-purpose major artery
- Traffic growth straining capacity in general purpose lanes
- **HOV lanes a bypass route for those that can use them, but entry/exit opportunities are limited**

# HOV Lanes Success – *Time Savings and Quality Bus Service*

- Substantial time saving advantage (20-40 minutes depending on starting & ending points)
- Available bus services (public and private)



# HOV Lanes Success – *Slugging*

- Substantial time saving advantage (20-40 minutes depending on starting & ending points)
- Available bus services (public and private)
- **Drivers seeking riders and commuters seeking rides -- *Slugging***





# HOV Lanes Success -- *Vanpooling*

- Substantial time saving advantage (20-40 minutes depending on starting & ending points)
- Available bus services (public and private)
- Drivers seeking riders and commuters seeking rides – *Slugging*
- **Sizable vanpool market**
  - 800+ today
  - The promise of more once *Vanpool Alliance* is launched



Help us better vanpooling and keep your van filled!

New and existing vanpools originating or completing travel in the Northern Virginia Region, we're looking for you! In return for providing monthly data, we will help market your program, keep seats filled and provide \$200/month per van.

Join our partnership and help us be better together!

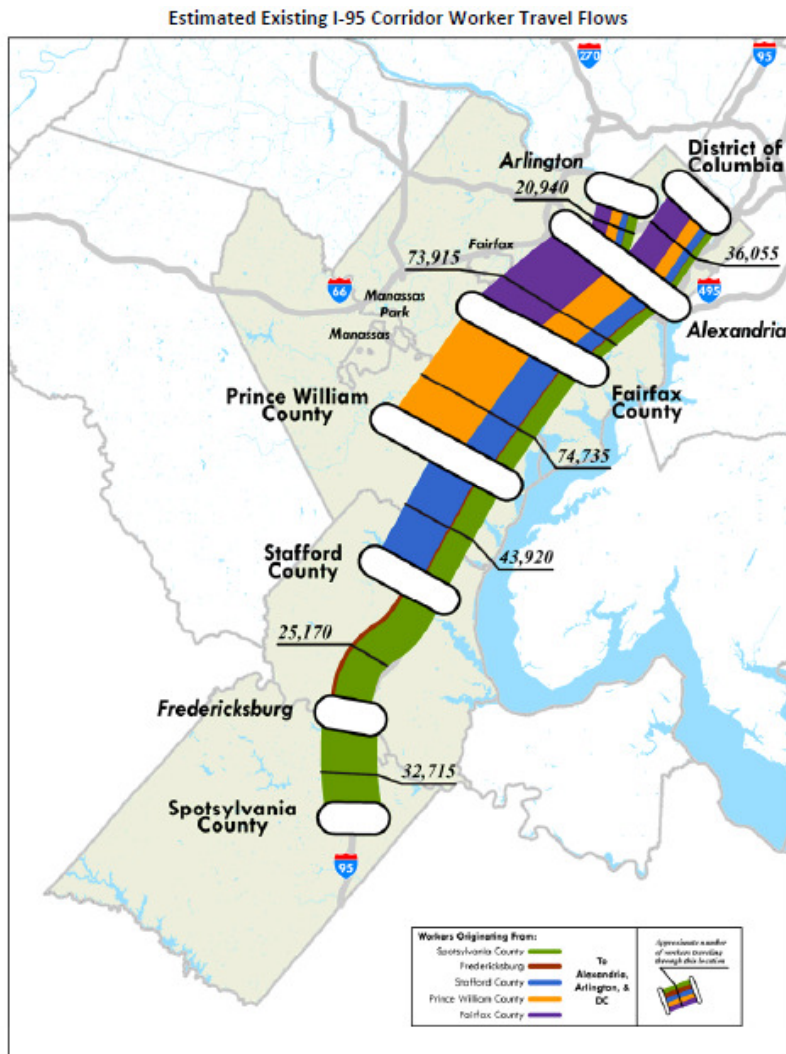
Contact 703.580.6169 or visit [vanpoolalliance.org](http://vanpoolalliance.org) to get started.

**BETTER TOGETHER.**



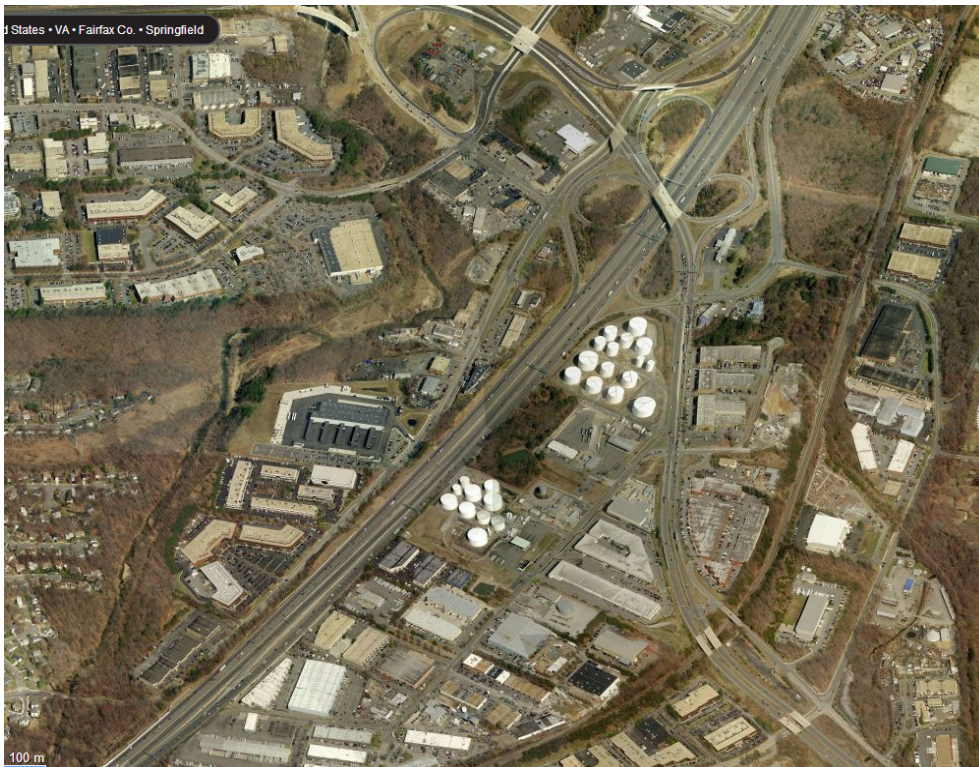
Vanpool Alliance is a public / private partnership with our many private vanpool vendors.

# I-95 Corridor Challenges



- Growing dispersion of trip destinations

# I-95 Corridor Challenges



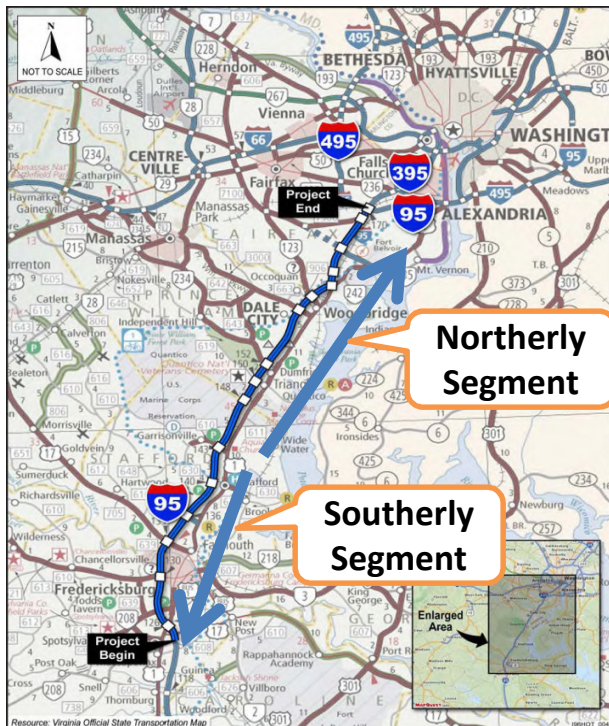
- Growing dispersion of trip destinations
- **Bordering development largely precludes ROW widening**



# Addressing the Corridor's Challenges

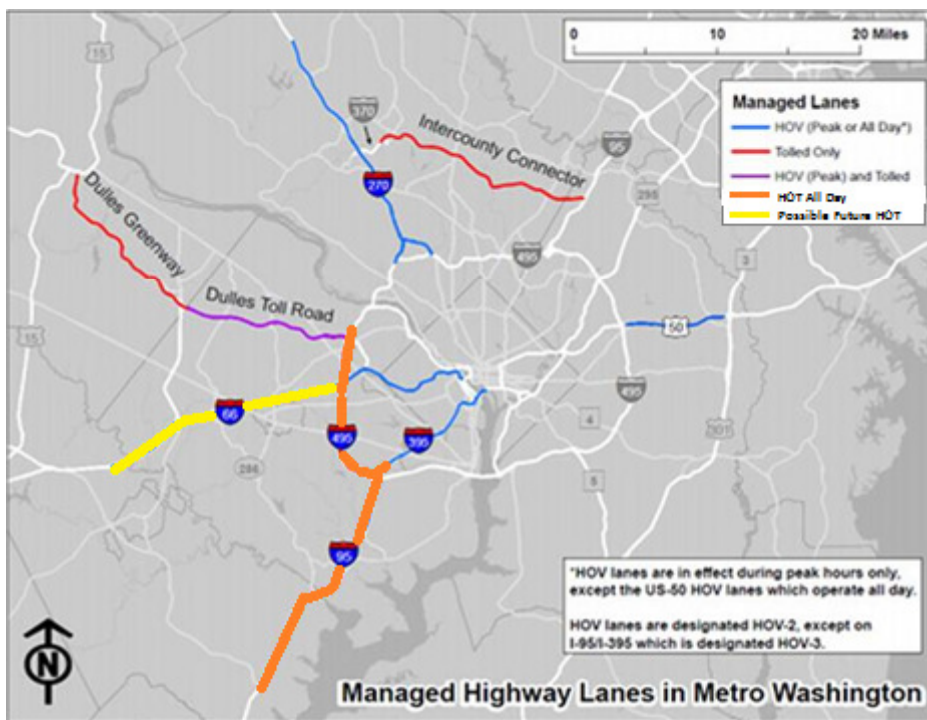


# Addressing the Challenges – The *Express Lanes* Project



- The middle is where the opportunity resides
  - Conversion of existing HOV lanes from Exit 152 on I-95 to Exit 2A on I-395
  - Room for third lane from Exit 158 northward
  - Pair of newly constructed lanes from Exit 152 southward
- Dynamic tolling coupled with toll-free privileges for HOV-3+ and buses
- Two stages of construction
  - Northerly segment (2014/15)
  - Southerly segment (2020?)

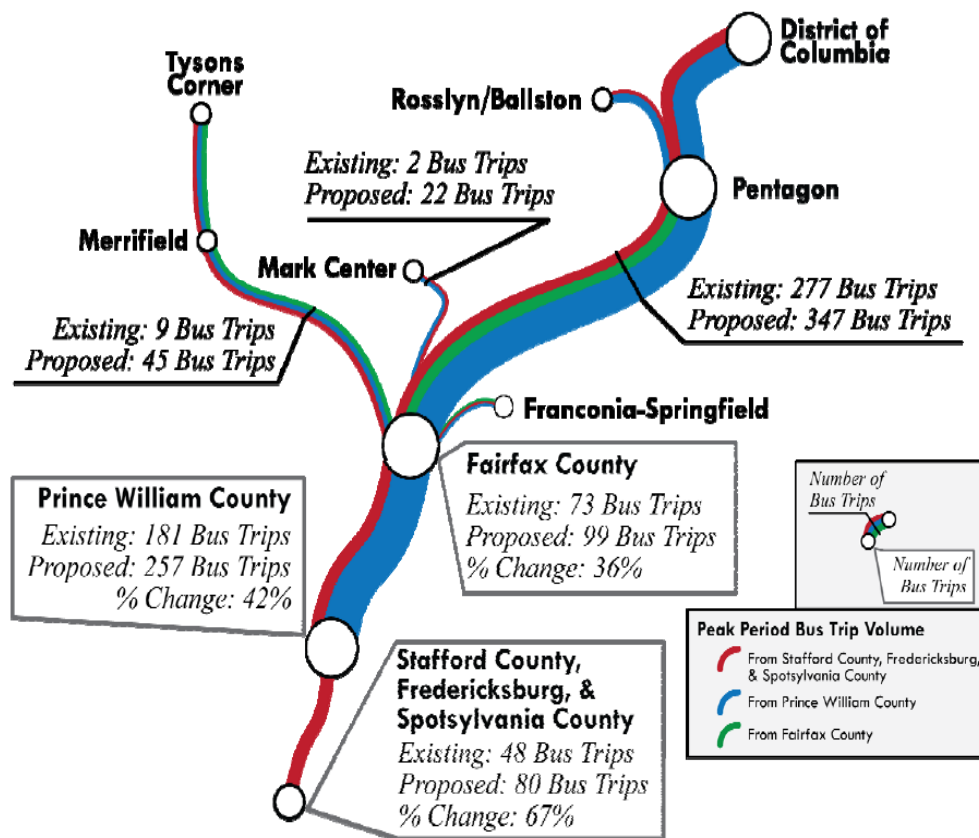
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- **The beginnings of a managed lanes network**

# Addressing the Challenges – The *Express Lanes* Project


I-95 Corridor Bus Trip Volumes



- The middle is where the opportunity resides
- Dynamic tolling coupled with toll-free privileges for HOV-3+ and buses
- Two stages of construction
  - Northerly segment (2014/15)
  - Southerly segment (2020?)
- The beginnings of a dynamically managed lanes network
- **Companion transit / TDM plan**
  - During construction
  - Post-construction

# A Closer Look at Transit / TDM Plan

(post construction)

Increase in Commuter Bus Trips by County of Origin 

Commuter Trip Origins:	AM Peak Period Trips			PM Peak Period Trips		
	Existing	Proposed	% Change	Existing	Proposed	% Change
Stafford/Spotsylvania Counties	24	40	67%	24	40	67%
Prince William County	82	118	44%	99	139	40%
Fairfax County	33	46	39%	40	53	33%
<b>Total</b>	<b>139</b>	<b>204</b>	<b>47%</b>	<b>163</b>	<b>232</b>	<b>42%</b>

Notes:

Fairfax Connector proposed trips include I-495 Tysons Express Routes

Prince William County trips include MetroDirect service to Franconia-Springfield



"Existing" trips refers to service level at time transit / TDM plan was developed (circa 2011)

- **Transit service expansion**



# A Closer Look at Transit / TDM Plan

(post construction)

- Park-ride expansion**

Park-and-Ride Lot Phasing Recommendations  
(Number of Spaces)

Geographic Area	Improvement Description	< 2015	2015-2019	2020-2024	2025-2029	2030-2034	Total
Fairfax District	Saratoga Lot* (2013) Additional Needs	600		250			600 250
Prince William District 1	Additional Needs				550	550	1,100
Prince William District 2	Telegraph Rd* (2012) Additional Needs	700		950			700 950
Prince William District 3	Additional Needs			400			400
Stafford District 1	Staffordborough Rd. Lot Expansion* (2015) Additional Needs		1,000		650	650	1,000 1,300
Stafford District 2	Additional Needs			475		475	950
Fredericksburg & Spotsylvania District	Route 3 (2017)* Additional Needs		1,000		663	663	1,000 1,325
<b>TOTALS</b>		1,300	2,000	2,075	1,863	2,338	9,575
<i>Previously Committed Spaces:</i>		1,300	2,000	0	0	0	3,300
<i>Additional Recommended Spaces:</i>		0	0	2,075	1,863	2,338	6,275

Notes:

1. Lots with (\*) are already programmed for construction by VDOT.

9,575 more parking spaces

# A Closer Look at Transit / TDM Plan

(post construction)

- Park-ride expansion
  - Transit service expansion
  - **Vanpool expansion**
- New program – a joint venture
    - George Washington Regional Commission (GWRC)
    - Northern Virginia Transportation Commission (NVTC)
    - PRTC
  - Start up funding provided by the Commonwealth while program earnings are awaited
  - Program expected to be financially self-supporting by 2017 (yielding net earnings)



# How Will It All Turn Out?

- General prognosis is excellent, BUT
- Only time will tell
  - Whether private, for-profit bus providers in southern reaches of corridor expand service without governmental support
  - How dynamic tolling will affect slugging
  - Whether dynamic tolling can effectively insure the free flow of traffic
  - Effectiveness of toll and HOV-3+ enforcement reliant on visual inspections
  - HOV growth – sustainability of HOV-3+ policy

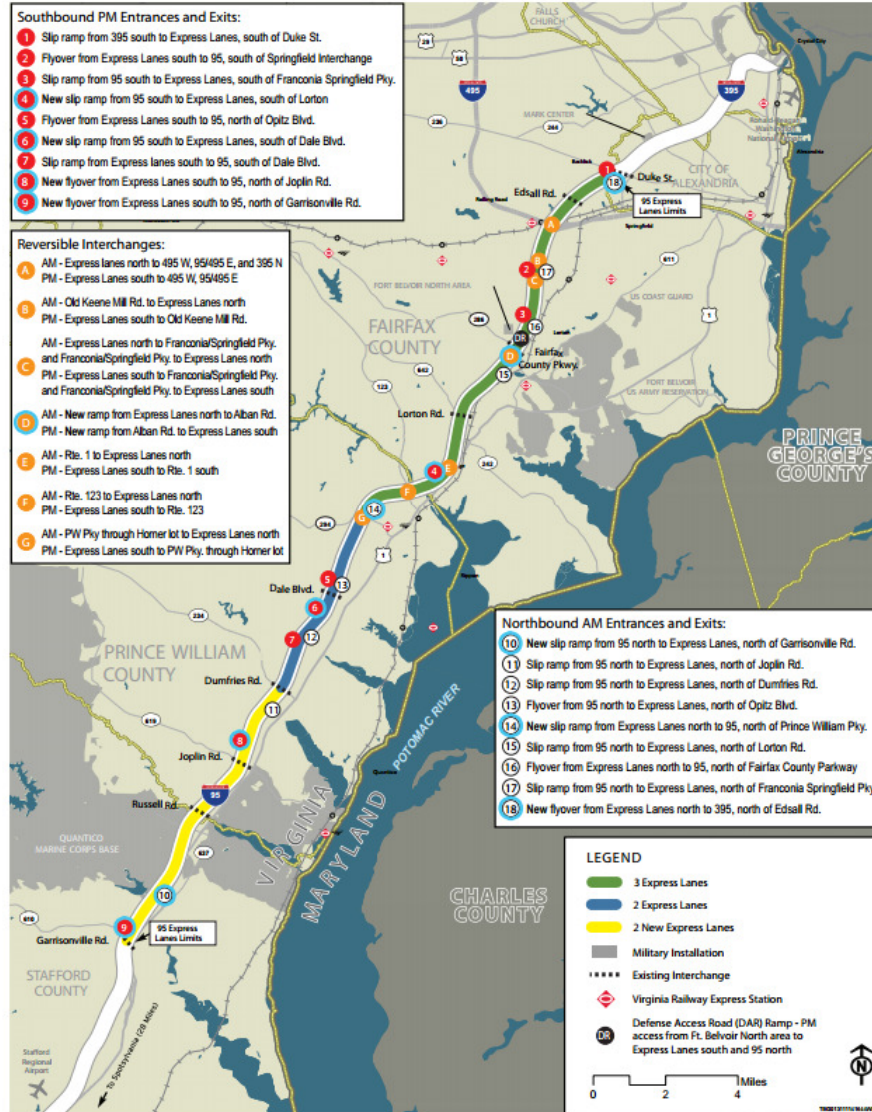


Reference Slide



# 95 EXPRESS LANES ACCESS MAP

The below map shows the existing and future (new) I-395/95 north and south access points to and from the new 95 Express Lanes scheduled to open in December 2014. Also shown are the AM/PM reversible interchanges.



For More Information: [95ExpressLanes.com](http://95ExpressLanes.com), [VAMegaprojects.com](http://VAMegaprojects.com)

