I-66 Inside the Beltway
Bus on Shoulder Pilot Program

Update To TPB Task Force
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Ms. Rene'e Hamilton
Asst. Dis. Administrator – Planning & Investment
VDOT NoVA District Office

Presentation Overview

- Pilot Program Overview
- Tasks For Working Group
- Preliminary Data Collection & Analysis
- Factors For Selecting Locations BOS
- Preliminary Locations
- I-66 BOS Pilot Program Schedule
- Next steps

Pilot Program Overview

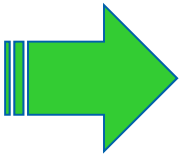
- **Impetus**
  - I-66 Inside the Beltway Multimodal Study
  - Low-cost, high impact, quick turn around congestion mitigation projects
- **Program Goals**
  - Successfully implement pilot
  - Develop Design and Operational protocol for BOS
  - Experience in Design, Operation, Safety, Maintenance, Costs
- **Working Group Products**
  - Operational & Design protocol
  - Rank and Recommend locations along I-66 (Inside the Beltway)
  - Transit services on BOS System
  - Monitoring & Evaluation plan
- **VDOT Follow up Actions**
  - Federal concurrence
  - Fund and Implement Engineering/Operational improvements
  - Implement pilot program

Working Group Tasks

- **Literature review – Completed**
  - To identify best practices related to implementation features, design, operations and safety experience
- **Baseline data collection and analysis – Completed**
  (AM: 5:00- 11:00; PM: 1:00-8:00)
  - Speed data
  - Bus volume data
  - Right of way data
  - Geo technical data to determine shoulder strength
  - Incident data for the corridor
- **Definition of Problem / Opportunities – Completed**
  - Recurring congestion
  - Mainline speed < 35 mph
  - High volume of buses

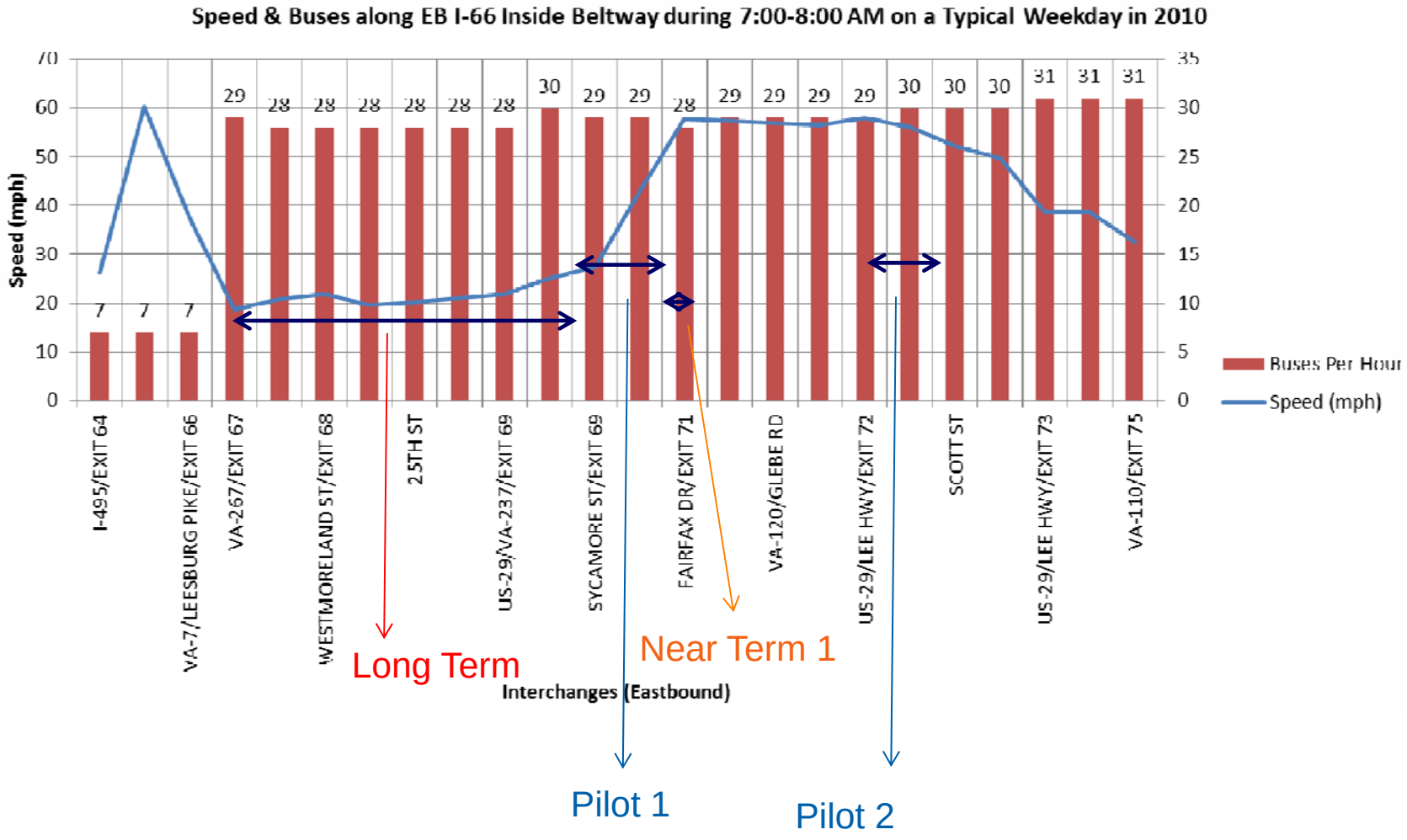
Working Group Tasks (Continued)

- **Operations Protocol – Completed**
  - Mainline operating speed <35 mph
  - Max bus operating speed on Shoulder < 35 mph
  - Minimum Shoulder Width > 11 feet
  - All day operations
  - Use limited to Public Transit Buses only
  - Shoulder strength adequate to support pilot for 2 year period
- **Identify Potential Location For BOS – Working**



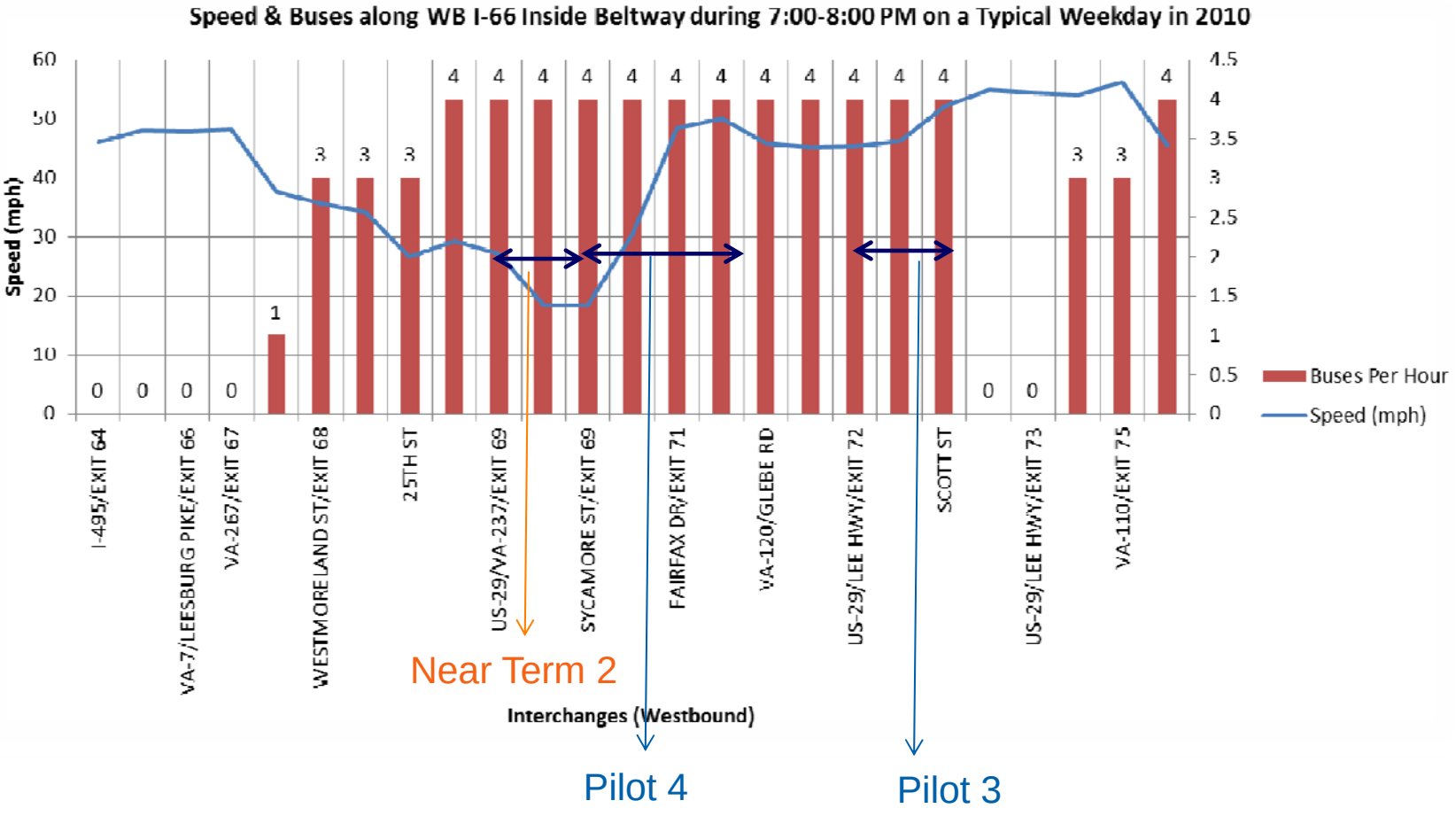
Preliminary BOS Locations: EASTBOUND

AM PERIOD: 7AM-8AM



Preliminary BOS Locations: WESTBOUND

PM PERIOD: 7PM – 8PM



Preliminary BOS Locations *(Continued)*

- **Pilot Term locations**
  (Low cost, minimal engineering and construction)
  - Eastbound
    1. From N. Sycamore Street to N. Jacksonville St.
       - Length – 1.4 miles, Shoulder Width >= 11.5 ft
         Avg. Speed – 27mph Max bus density – 32 buses/hour
    2. From Rte. 29 Overpass at Spout Run Pkwy to N. Nash St.
       - Length – 1.4 miles Shoulder Width = 11.0 ft,
         Avg. Speed – 48mph Max bus density – 30 buses/hour
  - Westbound
    1. From N. Nash Street to Rte. 29 Overpass at Spout Run Pkwy
       - Length – 1.4 miles, Shoulder Width >= 11.0 ft
         Avg. Speed – 36mph, Max bus density – 31 buses/hour
    2. From Fairfax Dr. On ramp near Glebe Road to N. Sycamore St
       - Length – 2.5 miles, Shoulder Width >= 11 ft
         Avg. Speed – 32mph Max bus density – 30 buses/hour

Preliminary locations (continued)

- **Near term locations**
  (Medium cost, Moderate engineering and construction)
  1. From N. Jacksonville Street to Glebe Road
     - Length – 1 mile — Shoulder Width <= 10 ft
       Avg. Speed – 27mph — Max bus density – 32 buses/hour
  2. Off Ramp N. Sycamore St to start of bridge over N. Sycamore St
     - Length – 0.2 miles — Shoulder Width <= 9.6 ft
       Avg. Speed – 32mph — Max bus density – 30 buses/hour

- **Long term location**
  (High cost, High engineering, right of way and construction)
  1. From Dulles Connector On Ramp to Sycamore St
     - Length – 2.1 miles — Shoulder Width <= 9 ft
       Avg. Speed – 23mph — Max bus density – 33 buses/hour

NEXT STEPS

- **Finalize BOS Locations** - ***Feb. 2013***
- **Develop Implementation And Evaluation Plans** - ***Mar. 2013***
- **Final Report to VDOT** - ***Mar. 2013***