



**I-66 Inside the Beltway
Bus on Shoulder (B-o-S) Pilot Program
VDOT Executive Update**

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Presentation Overview

- Bus on Shoulders (BoS) Pilot Program Overview
 - Tasks
 - Recommended Locations
- BoS Pilot Program Update
 - Pilot Program Locations
- Next Steps

Bus on Shoulders (BoS) Pilot Program Overview

- **Impetus**
 - I-66 Inside the Beltway Multimodal Study Commitment
(Requested by Arlington, endorsed by Fairfax and Loudoun counties)
 - Low-cost, high impact, quick turn around congestion mitigation projects
 - MPO's interest for such programs – region-wide
- **Program Goals**
 - Successfully implement pilot
 - Develop Design and Operational protocol for BOS
 - Experience in Design, Operation, Safety, Maintenance, Costs
- **Working Group (FHWA, FTA, Local Transit Operators) 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

BoS Pilot Program - Tasks

- ✓ Literature review
- ✓ Baseline bus operations, travel conditions, geometric data collection and analysis
- ✓ Identification of Problem Locations
- ✓ Identify Potential Location For BOS
- ✓ Engineering (Operations Video and Finalize Pilot locations)
- ✓ BoS Pilot Program Final Report
- ✓ Develop Evaluation Plan and MOUs
- ✓ Develop Implementation Plan (Funding, Design, Construction)

- ✓ Complete
- ✓ Underway

Preliminary BoS Locations

- **Pilot Term locations**

(*Low cost, minimal engineering and construction*)

- **Eastbound**

1. From End of Existing BOS operation on VA 267 to I-66 merge
 - Length – 1.75 miles, Shoulder Width \geq 11.5 ft
Avg. Speed – 23 mph Max bus density – 32 buses/hour
2. From N. Sycamore Street to N. Jacksonville St.
 - Length – 1.4 miles, Shoulder Width \geq 11.5 ft
Avg. Speed – 27mph Max bus density – 32 buses/hour
3. 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 \geq 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 \geq 11 ft
Avg. Speed – 32mph Max bus density – 30 buses/hour

- **Near term locations**

(Medium cost, Moderate engineering and construction)

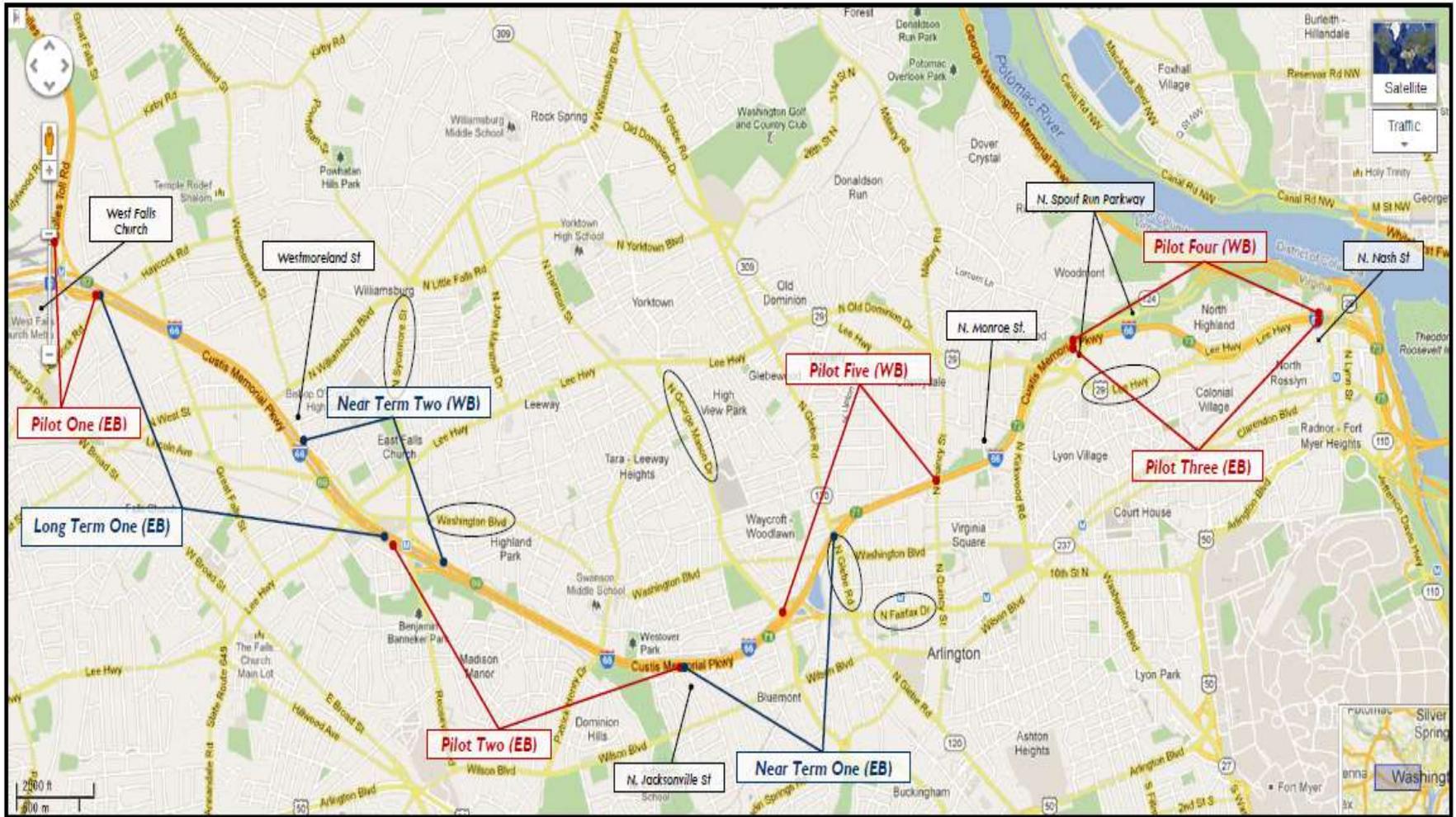
1. From N. Jacksonville Street to Glebe Road
 - Length – 1 mile Shoulder Width \leq 10 ft
 - Avg. Speed – 27mph Max bus density – 32 buses/hour
2. Off Ramp N. Sycamore St to start of bridge over N. Sycamore St
 - Length – 0.2 miles Shoulder Width \leq 9.6 ft
 - Avg. Speed – 32mph Max bus density – 30 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 \leq 9 ft
 - Avg. Speed – 23mph Max bus density – 33 buses/hour

Recommended BOS Locations

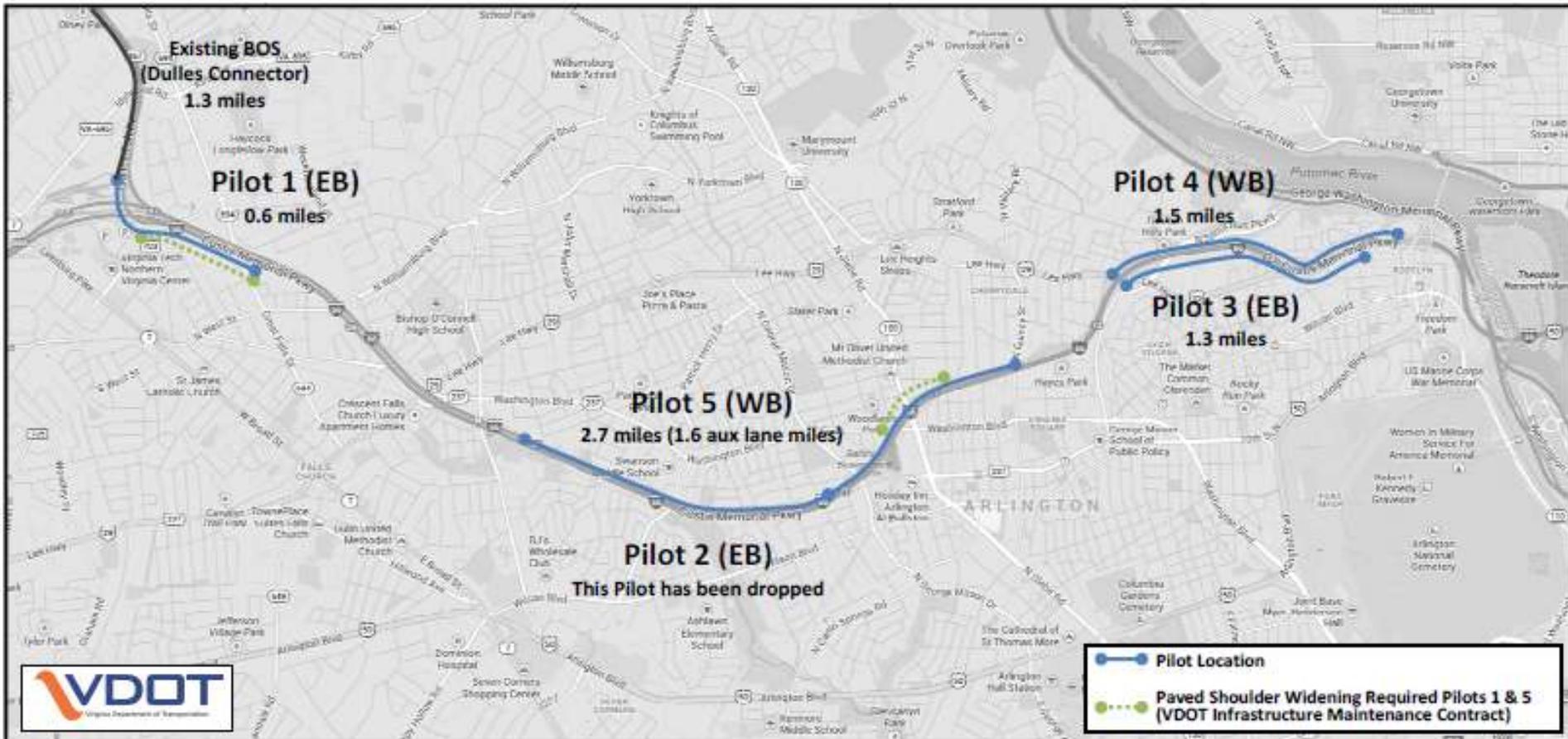


B-o-S Pilot Program Update

- **Planning Study Final Report completed May 2013**
(5 pilot locations; 2 near-term & 1 long-term)
- **Engineering Phase: Commenced May 2013**
 - ✓ Field Inspection.
 - ✓ Trial run of B-o-S by transit bus ...with video.
 - ✓ Finalize pilot locations (consider field constraints, etc.)
 - ✓ Plans & estimates developed for pilot locations.
- **(Re) Construction activities ...2014 “paving season.”**
- **Intent: B-o-S one year pilot period start Fall 2014**

(Updated) Pilot Locations

- Design Philosophy:
 - Avoid impacts to the travel lanes of mainline I-66; preserve safety.
 - Limit physical improvements to shoulders and signage (minimize cost).
- Pilot 1 location extended to maximize B-o-S benefit.
- Pilot 2 dropped due to engineering (drainage) constraints.



B-o-S Next Steps

Next Steps:

- Technical: Engineering (evaluation underway)
- Procurement: Delivery mechanism (evaluation underway)
- ***Authorization actions for B-o-S operations (Being assessed; working with Central Office)***
- Procedural (underway):
 - MOUs with Transit Agencies (including Driver training)
 - Finalization of Evaluation and Monitoring Plan



I-66 Inside the Beltway Bus on Shoulder Pilot Program

Project Level Contacts (at NoVA):

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