

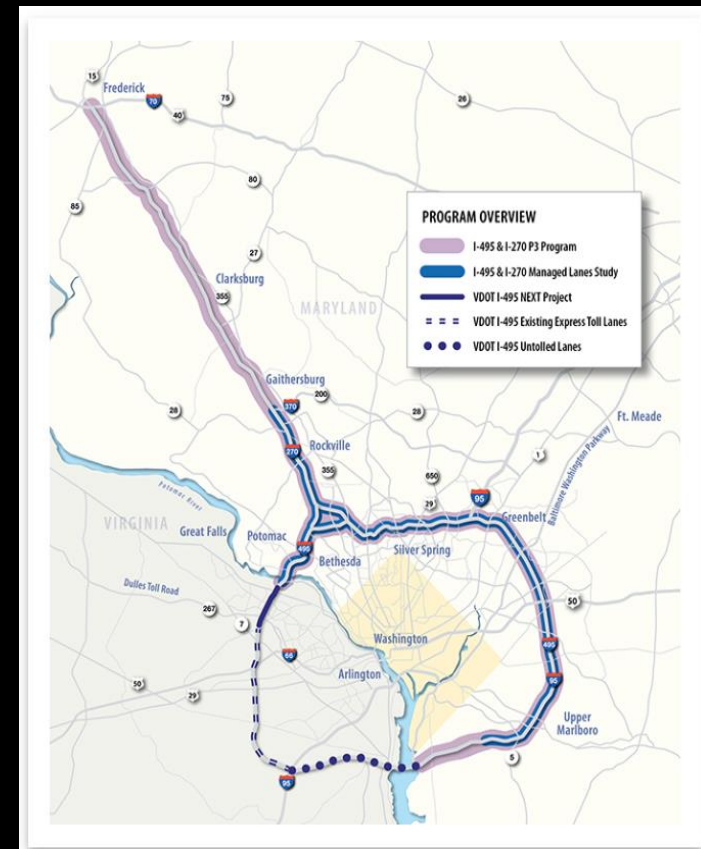


MANAGED LANES I-495 & I-270 Managed Lanes Study

RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

After additional traffic, financial and environmental analysis, all the Screened Alternatives are being recommended to be retained for detailed study in the Environmental Impact Statement because they each meet the Study's Purpose and Need to some extent.

<p>ALT 1: No Build (Existing)</p> <p>All projects in the Financially Constrained Long Range Transportation Plan (LCRTP) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor City Transitway BRT and increased trip capacity and frequency along all MARC lines.</p>	<p>ALT 5: 1 HOT Managed Lane</p> <p>Add one HOT managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a HOT managed lane on I-270.</p>	<p>ALT 8: 2 ETL Managed Lanes on I-495 1 ETL and 1 HOV Managed Lane on I-270</p> <p>Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270.</p>	<p>ALT 9: 2 HOT Managed Lanes</p> <p>Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270.</p>
<p>ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)</p> <p>Add two ETL managed lanes in each direction on I-495 and retain one existing HOV lane in each direction on I-270 only.</p>	<p>ALT 13B: 2 HOT Managed Lanes on I-495 2 Reversible HOT Managed Lanes on I-270</p> <p>Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes.</p>	<p>ALT 13C: 2 ETL Managed Lanes on I-495 Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270</p> <p>Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes.</p> <div data-bbox="1033 849 1134 1023"> <p>What are High Occupancy Toll Lanes (HOT)? Dedicated managed lanes within highway right-of-way that single occupancy vehicles (SOV) are prohibited from using by paying a variable toll and/or high occupancy vehicle (HOV) minimums are required by paying a discounted toll or not at all. Toll payments vary only by time of day and level of congestion.</p> <p>What are Express Toll Lanes (ETL)? Dedicated managed lanes within highway right-of-way that any motorists, regardless of vehicle occupancy, may use by paying a variable toll.</p> </div>	



Prince George's County District Council

June 10, 2019

The Maryland – National Capital Park & Planning Commission

TODAY'S DISCUSSION

Topics:

- What is the Managed Lane Study?
- Where is the Study Area?
- Who is leading this effort?
- What is NEPA?
- Summary of the Alternatives Retained for Detailed Study (ARDS)
- Asking SHA to Reconsider
- Problems
- Questions/Discussion

What is the Managed Lane Study?

- A study to develop a travel demand management solution...on I-495 and I-270
 - HOT – High-Occupancy Toll Lanes
 - ETL – Express Toll Lanes
 - HOV – High-Occupancy Vehicle Lanes
- Public/private partnership (P3) agreement

Pre-NEPA Study
Underway



PROGRAM OVERVIEW

- I-495 & I-270 P3 Program
- I-495 & I-270 Managed Lanes Study
- I-270 from I-370 to I-70
- I-495 from MD 5 to the Woodrow Wilson Bridge
- VDOT I-495 NEXT Project
- VDOT I-495 and I-95 Existing Express Lanes
- VDOT I-495 Untolled Lanes

The FHWA and MDOT SHA initiated the I-495 & I-270 Managed Lanes Study in March 2018. Since then, MDOT SHA has gathered additional traffic data to better refine the Study limits to locations where heavy volumes of traffic enter and exit the highway. The refined limits are:

- **Western Limit on I-495:**
south of George Washington Memorial Parkway
- **Southern Limit on I-495:**
west of MD 5
- **Northern Limit on I-270:**
north of I-370

No Planned
Study (VDOT)



Who is leading this effort?

- Maryland Department of Transportation
State Highway Administration.

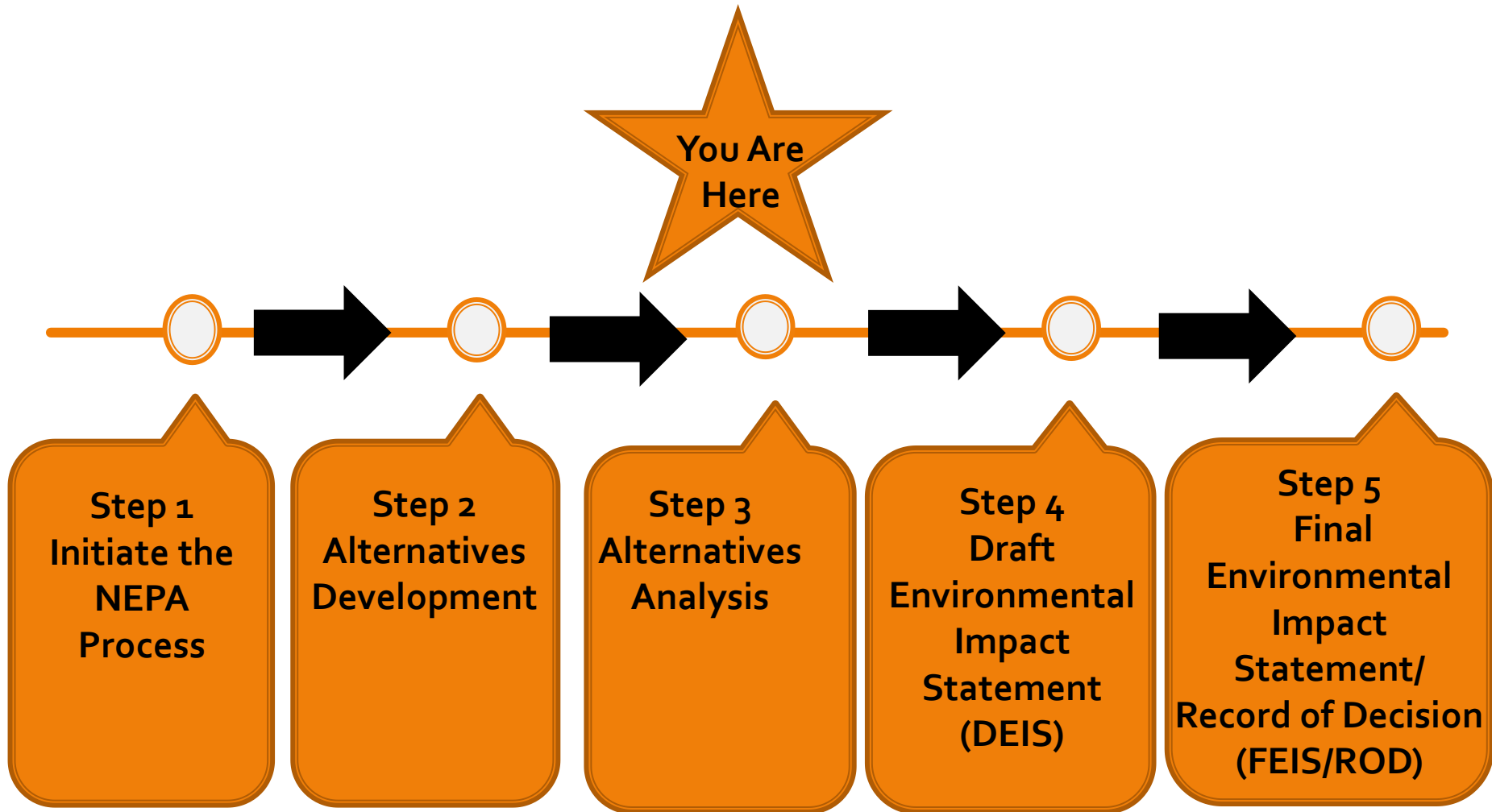


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What is NEPA?

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental effects of their proposed actions.

Steps in the NEPA Process



Summary of the ARDS

- Proposed Managed Lane access decisions appear to be based entirely on geographic impact without consideration of the relationship to existing and future origin-destination patterns, planned land use, economic development considerations, social equity or safe and efficient access to transit facilities.
- Impacts to parkland along I-495 and I-270 have likely been underestimated due to discrepancies in ownership/control along and including portions of both highways.

Summary of the ARDS

- Public transportation must be considered as an integral element in the design of the Preferred Alternatives.
- No statement of justification was provided in the ARDS for the termination of the Managed Lanes west of MD 5 and assigning VDOT to determine the appropriate weaving pattern from the end of the Managed Lanes to the Woodrow Wilson Bridge.

Asking SHA to Reconsider

- No planned access to the Managed Lanes near the new Hospital
- No Transit Option
- Leaving VDOT to solve the issue of the weaving of lanes from MD 5 to the Managed Lanes near the National Harbor to the Wilson Bridge
- Full interchange at US 1
- Access to US 50/MD 450
- Not Including Prince George's County's needs

Problems

- Taking of property in County:
 - Residential land
 - Commercial land
 - Park land
- VDOT does not currently have plans to review the segment in Prince George's County from MD 5 to the Woodrow Wilson Bridge.
- WMATA is studying a heavy rail crossing the Woodrow Wilson Bridge to National Harbor as part of the 2018 law that provided WMATA with dedicated funding.

LET'S RE - CAP

- SHA is studying HOT/ETL Lanes on the Beltway with no Transit option
- VDOT will be responsible for designing the Beltway from MD 5 to the Woodrow Wilson Bridge
- No access to the new Hospital from the Managed Lanes



Questions/ Discussion

