

MOBILITY

PARKWAY EMPLOYMENT CENTER GOAL

Create a multimodal network that connects to the community’s mobility hubs and promotes the growth of the transit-oriented Town Center.

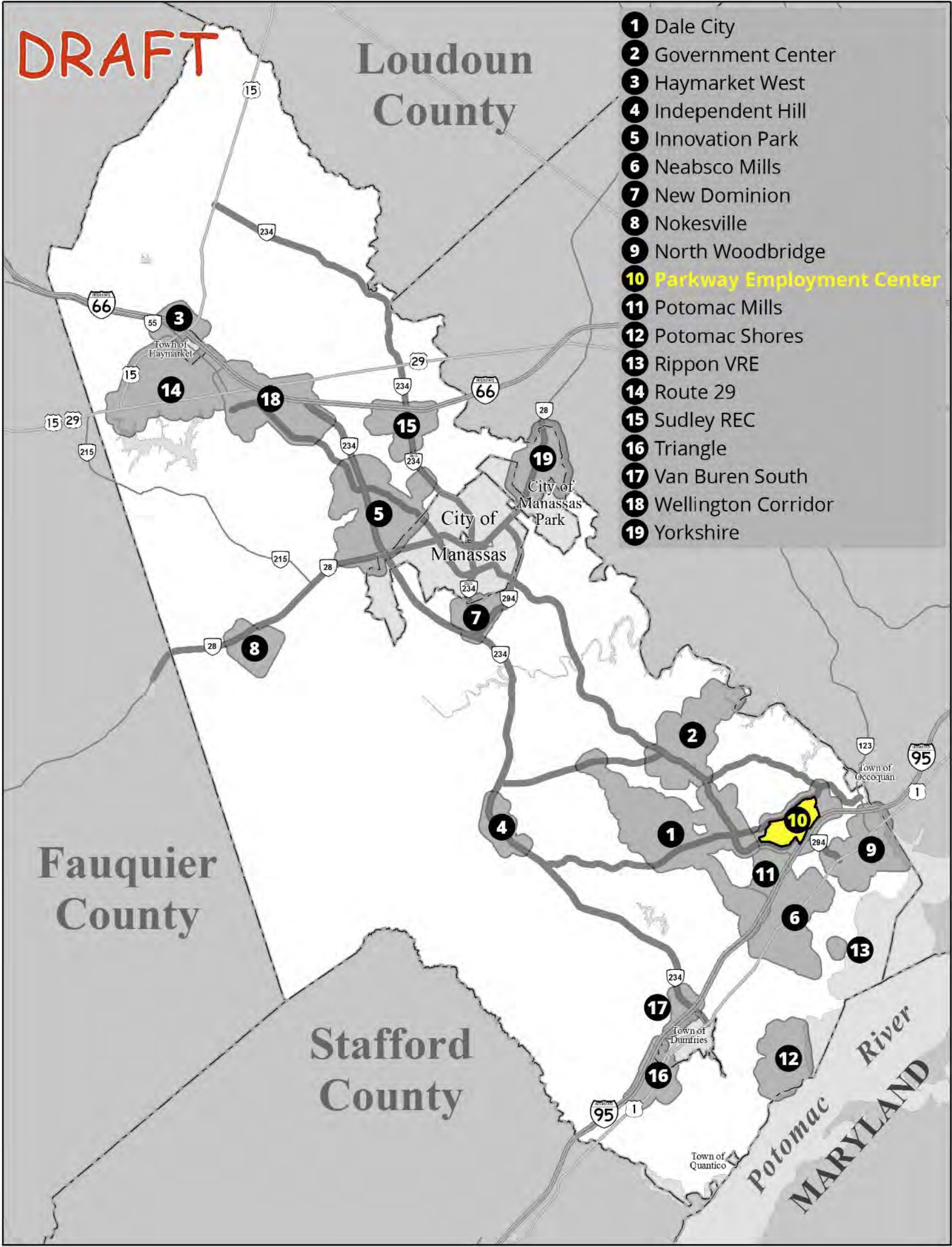
Introduction: Applying the Multimodal System Design Guidelines

Prince William County is implementing multimodal planning in the Parkway Employment Center Small Area Plan area using a combination of the non-urban designated street classification and the Urban Street sections in the Design and Construction Standards Manual (DCSM), Section 600. Urban Street sections may be allowed within Small Area Plan areas. The street section may be amended depending on traffic impact analyses or site constraints, but streets identified for modal emphases in the Small Area Plan should prioritize adequate infrastructure for emphasized modes.

This document provides information on the Parkway Employment Center Small Area Plan, which has a distinct core bounded by Caton Hill Road, the new Omisol Road/Horner Road Extended, Minnieville Road, and Prince William Parkway. The densest development will occur within this transit-oriented core, with a transition to lower density transect zones with distance away from the center of the core.

The overarching theme of the mobility plan is to support multimodal access to and within the Town Center, with access to the existing Virginia Department of Transportation (VDOT) commuter lots and the proposed Transit Center. Key elements of the transportation plan include:

- Creating a grid network to improve mobility throughout the Parkway Employment Center, specifically the Town Center.
- Establishing a Transit Center multimodal hub to provide facilities and amenities (such as restrooms, café, commuter information kiosk) to the users of the existing VDOT commuter lots.
- Enhancing transit service and last mile connections to transit.
- Creating safe bicycle and pedestrian connections.



Multimodal System Overview

The DRPT Multimodal Design Guidelines define **Activity Density** as (population + jobs)/acre. Prince William County will determine the activity density for each small area plan district by calculating the potential number of jobs and population expected with planned residential and non-residential development of the planning area. The table below provides detail on the activity density for the Parkway Employment Center SAP. Further detail is provided in the Land Use section.

District (Small Area Plan)	Parkway Employment Center (low estimate)	Parkway Employment Center (high estimate)
Non-residential (Potential GFA)	1,669,315	3,788,913
Total Jobs	3,832	10,720
Dwelling Units	1,414	2,319
People	3,420	5,691
Total People + Jobs	7,252	10,753
Total Land Area	746	
Activity Density	9	14
Density Classification	P-3	P-4

MULTIMODAL CENTER INTENSITY			
Center Type	Activity Density (Jobs + people/acre)	Gross Development FAR (residential + non-residential)	Net Development FAR (residential + non-residential)
P-6 Urban Core	70.0 or more	1.0 or more	1.6 or more
P-5 Urban Center	33.75 to 70.0	0.5 to 1.0	0.8 to 1.6
P-4 Large Town or Suburban Center	13.75 to 33.75	0.21 to 0.5	0.3 to 0.8
P-3 Medium Town or Suburban Center	6.63 to 13.75	0.10 to 0.21	0.15 to 0.3
P-2 Small Town or Suburban Center	2.13 to 6.63	0.03 to 0.10	0.05 to 0.15
P-1 Rural or Village Center	2.13 or less	0.03 or less	0.05 or less
SP Special Purpose Center	Varies	Varies	Varies

Road and Highway Network

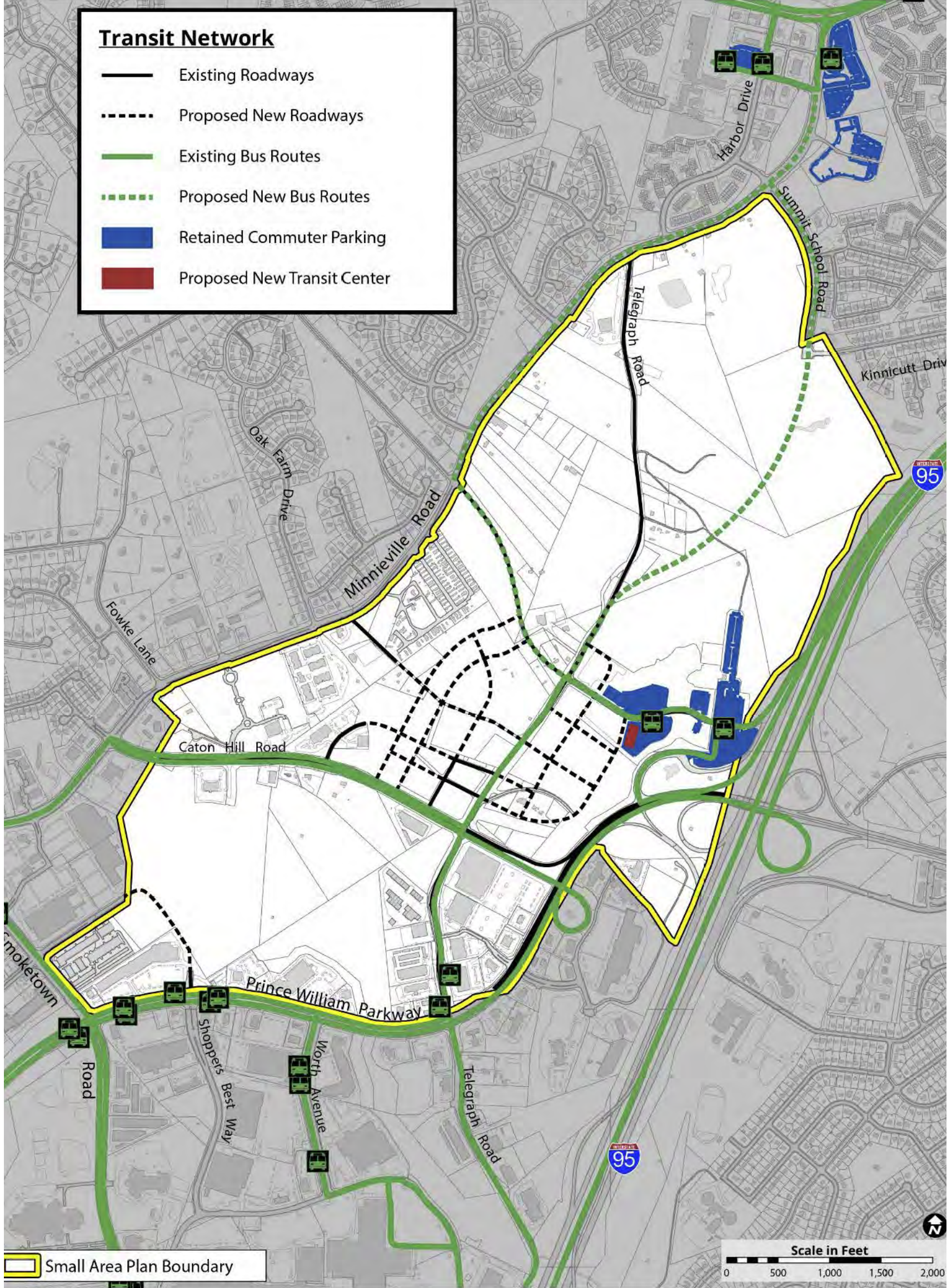
The Parkway Employment Center Small Area Plan boundary contains a Town Center where a denser future road network is anticipated in addition to proposed roadway extensions that link the study area to its surrounding area.

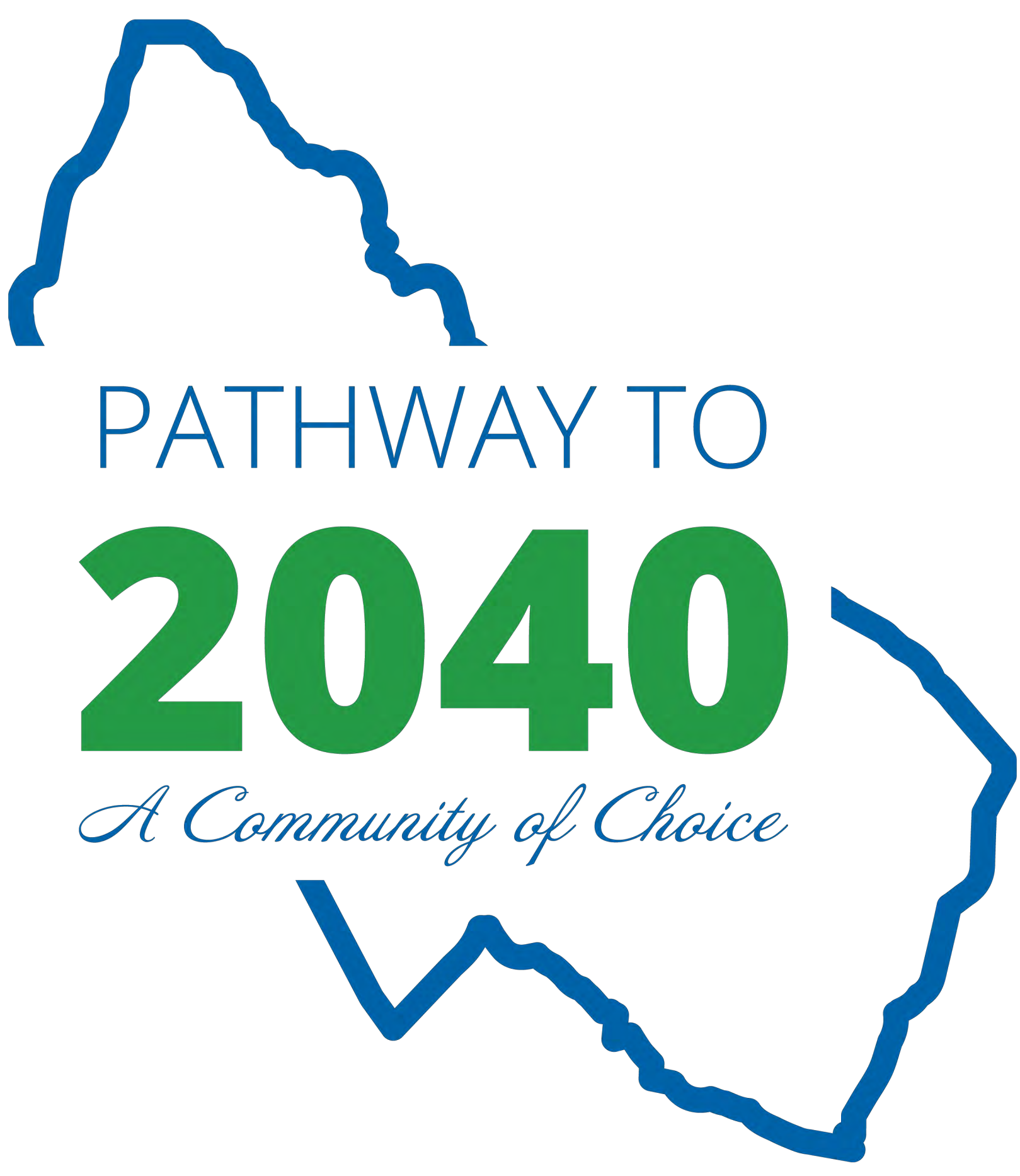
- The Town Center area is planned for a road network that creates block lengths of 300’ – 600’. This range of block length creates the urban transportation environment that facilitates a balance in mode share along roadways.
- The I-95 interchange and HOT-lane connector is an important element that provides transit access to the VDOT commuter lots. The current design imposes some limitations on pedestrian and local street connectivity but provides critical and direct express bus access to regional routes.
- The Town Center will include a grid network and the extension of Omisol Road from Minnieville Road to connect to the Horner Road Commuter Lot access road.
- The Town Center street grid along with the proposed transit center would enable the potential for the consolidation of commuter parking facilities.
- Caton Hill Road and the Prince William Parkway are multimodal through corridors that are instrumental in carrying traffic by all modes to, from, within and through the plan area. The extension of Summit School Road would provide an additional northern connection between Telegraph Road and Minnieville Road.

Proposed Transit Network

A Transit Center is proposed at the periphery of the Parkway Employment Center (PEC)/Town Center.

- PRTC/OmniRide routes and stops remain in place.
- New bus service is proposed along the proposed Omisol Road extension and along the proposed Summit School Road extension, forming a loop with potential service along Minnieville Road.
- The capacity of retained commuter parking areas may be augmented through the construction of parking decks directly across from the northeastern corner of the town center.
- The proposed Transit Center within the Town Center would enable the growth of customer facilities and amenities while waiting for bus or slug/carpool pick-up. Amenities could include waiting areas, restrooms, shower facilities, ticketing and transit offices. Additionally, last-mile amenities such as bike lockers, and bike racks are examples of amenities that could be feasible at the Transit Center.



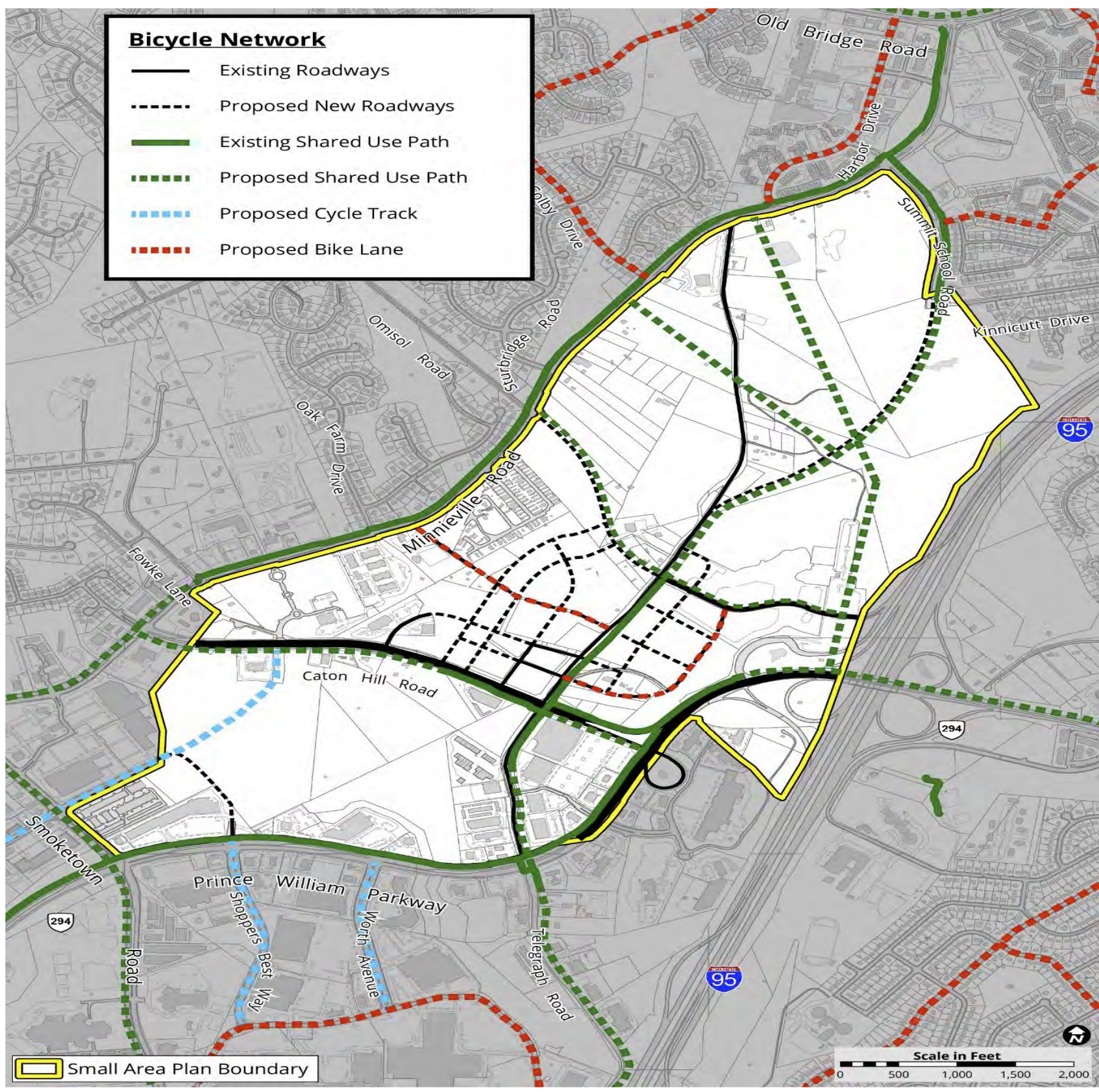


PARKWAY EMPLOYMENT CENTER

Proposed Bicycle Network

The proposed bicycle network within the Parkway Employment Center Small Area Plan boundary attempts to maximize through-connectivity across the study area. The proposed network strives for comfortable separation on higher-volume roadways. Bicycle lanes are employed as intermediate connections designed to connect the shared-use path spines. It is understood that all local streets will be bicycle friendly due to street design elements that limit vehicle speed and volume.

Although the focus of this document is to guide how roadways are designed and built, the proposed bicycle network would also take advantage of the rights-of-way defined by high-tension electrical distribution lines to provide both recreation and transportation connectivity.



Example Bicycle Facility Images

Shared Use Path - Shared Use Paths are 8'-10' wide trails designed for walking, jogging, and bicycling. They are often constructed with asphalt, but may also be concrete, boardwalk, or crushed stone. Shared use paths may be located adjacent to a roadway or separated, near a stream, wetland, or other natural area. Shared use paths are considered one of the most comfortable bicycle facilities, suitable for riders of all skill levels.



Cycle Track - A cycle track is an exclusive bicycle facility that combines the user experience of a shared use path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from traffic and distinct from the sidewalk. Cycle tracks may be one-way or two-way. By separating cyclists from motor vehicle traffic, they offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.



Bike Lanes - Bike lanes are exclusive on-road bicycle facilities, most suitable for roads with less than 3,000 vehicles per day and speed limits 30mph or less. Bicycle lanes increase bicyclist comfort and confidence on busy streets, and the separated lane provides defined road space for bicyclists. Lanes increase the predictability of bicyclist and motorist positioning and interaction and visually reminds motorists of bicyclists' legal right to the street.

Buffered bike lanes are exclusive on-road bicycle facilities, with a striped designated buffer space between the motor vehicle lane and the bike lane. This type of bike lane provides increased comfort for cyclists.

Bike lanes may include green paint in their entirety or in conflict zones where automobiles are allowed to cross the bike lane.

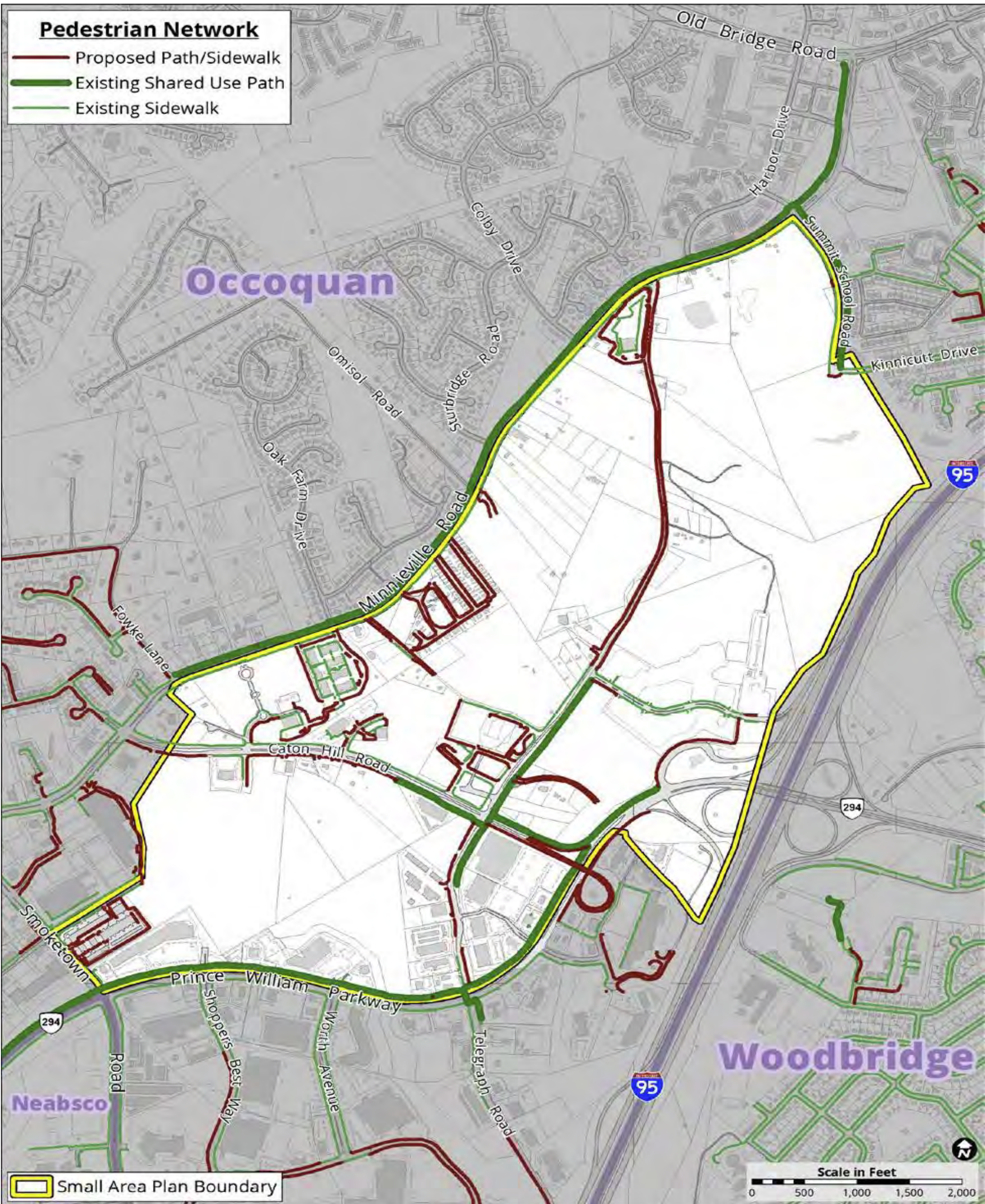


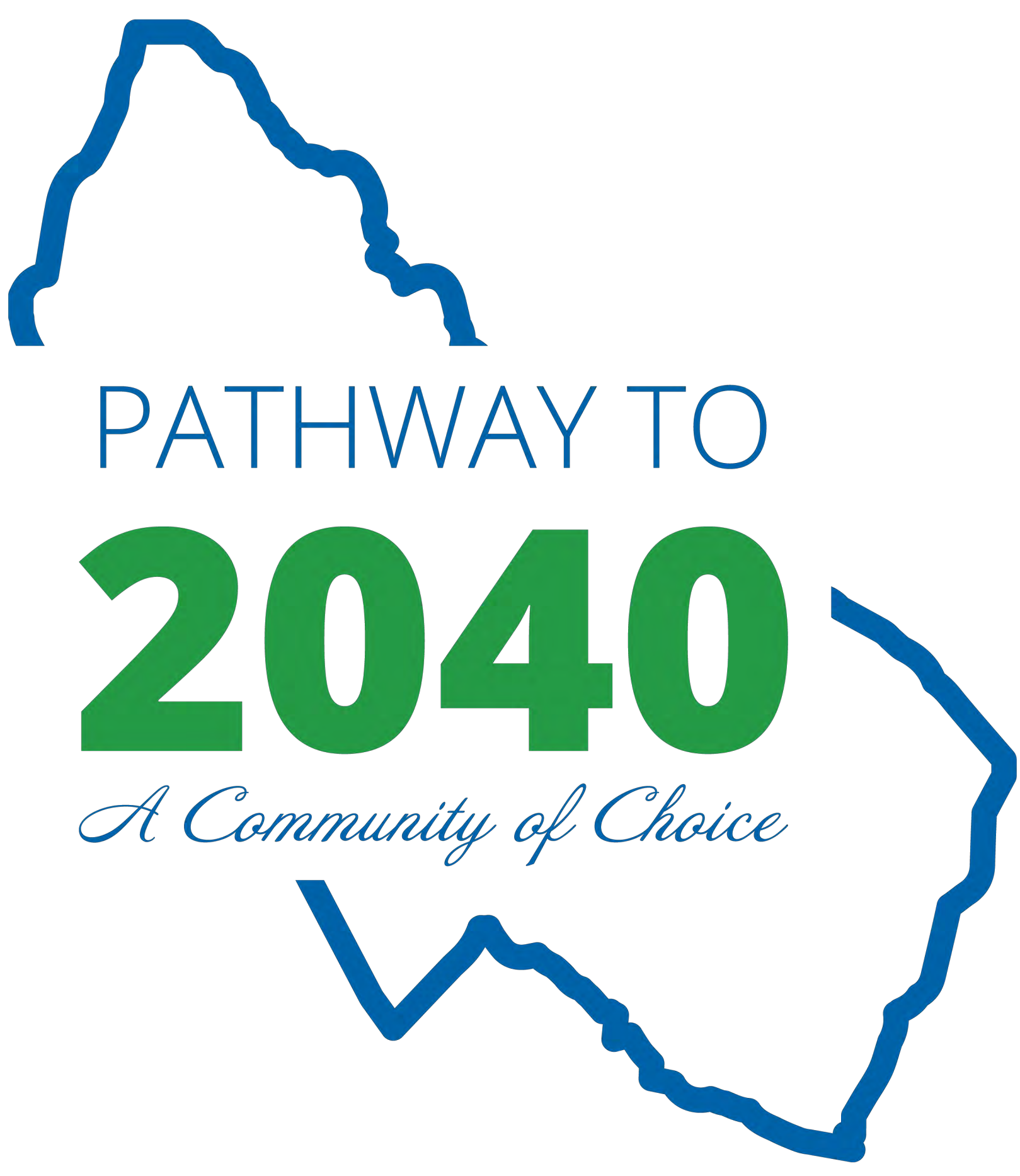
Sharrows - Also called Shared Lane Markings, sharrows indicate a shared lane environment for bicycles and motor vehicles. Sharrows reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning within the travel lane.



Proposed Pedestrian Network

- The proposed pedestrian network includes constructing sidewalk on both sides of all streets, except where shared use paths are existing or proposed, and including high-visibility crosswalks at appropriate intersections within and at the periphery of the town center.
- Shared use paths are the preferred facility for longer pedestrian links across the small area plan boundary. For instance, a shared-use path would parallel the entirety of the proposed Omisol/Horner Road extension to the north. The proposed Summit School Road extension would feature a sidewalk on the west side with a shared-use path on the east.





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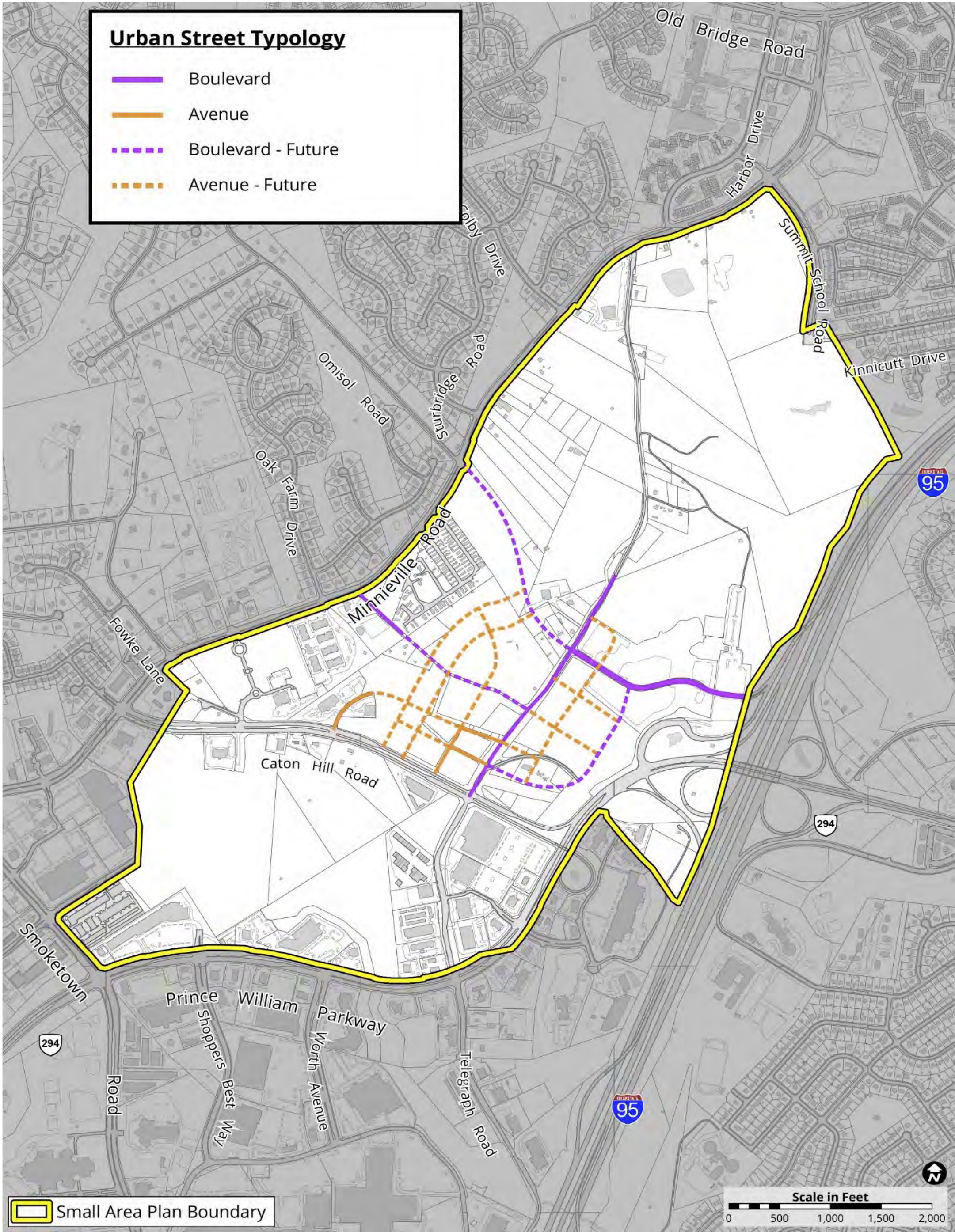
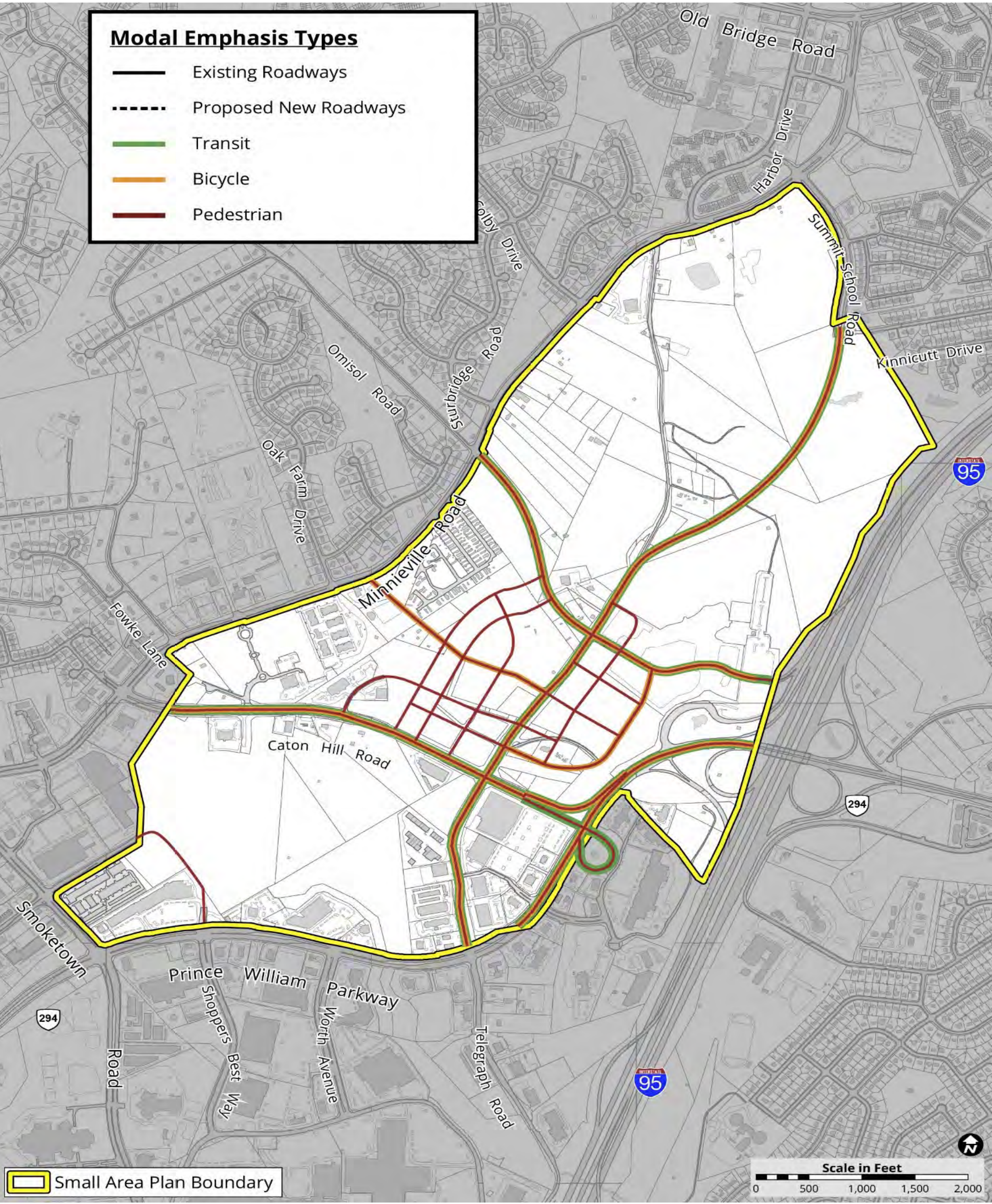
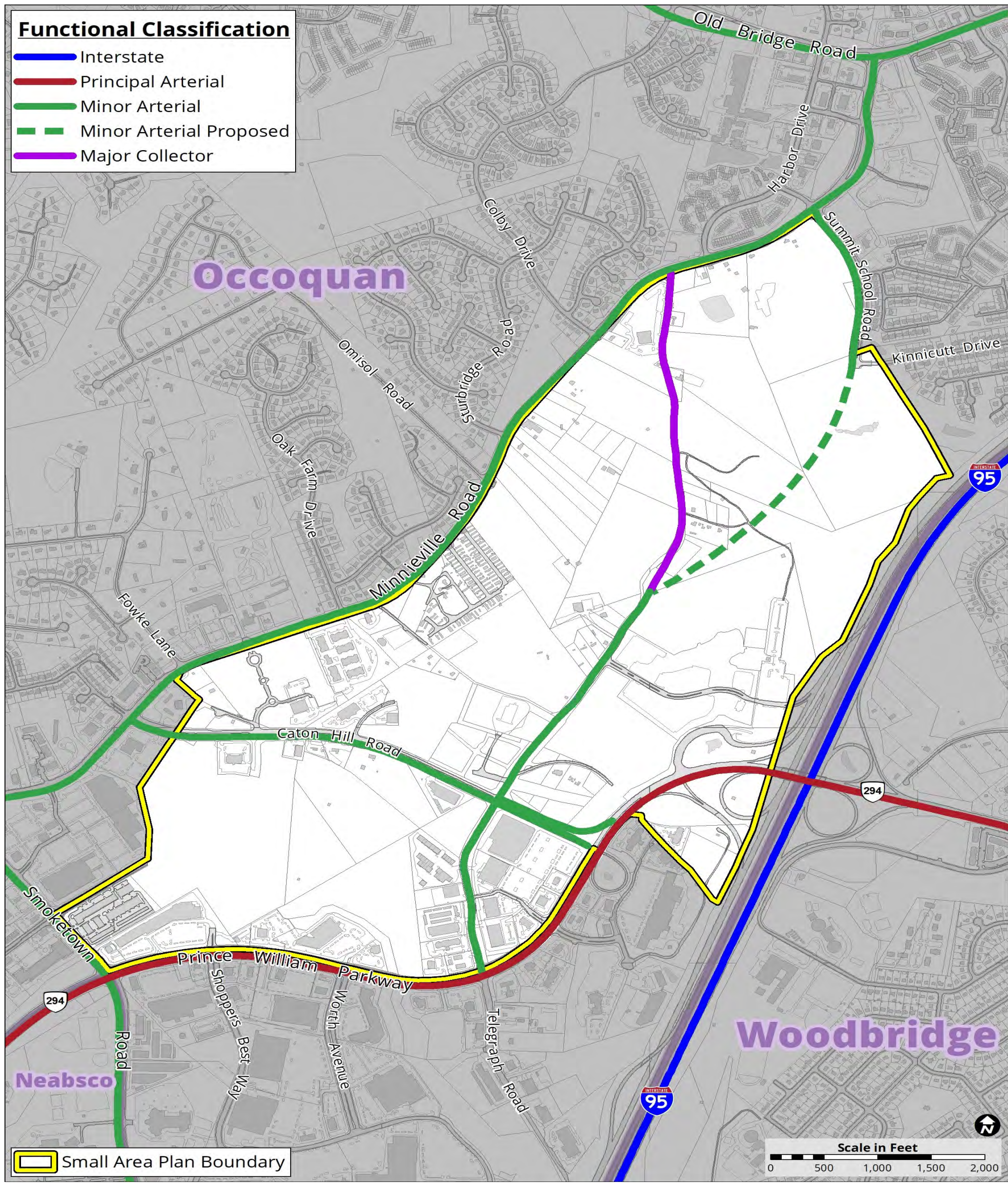
GOAL

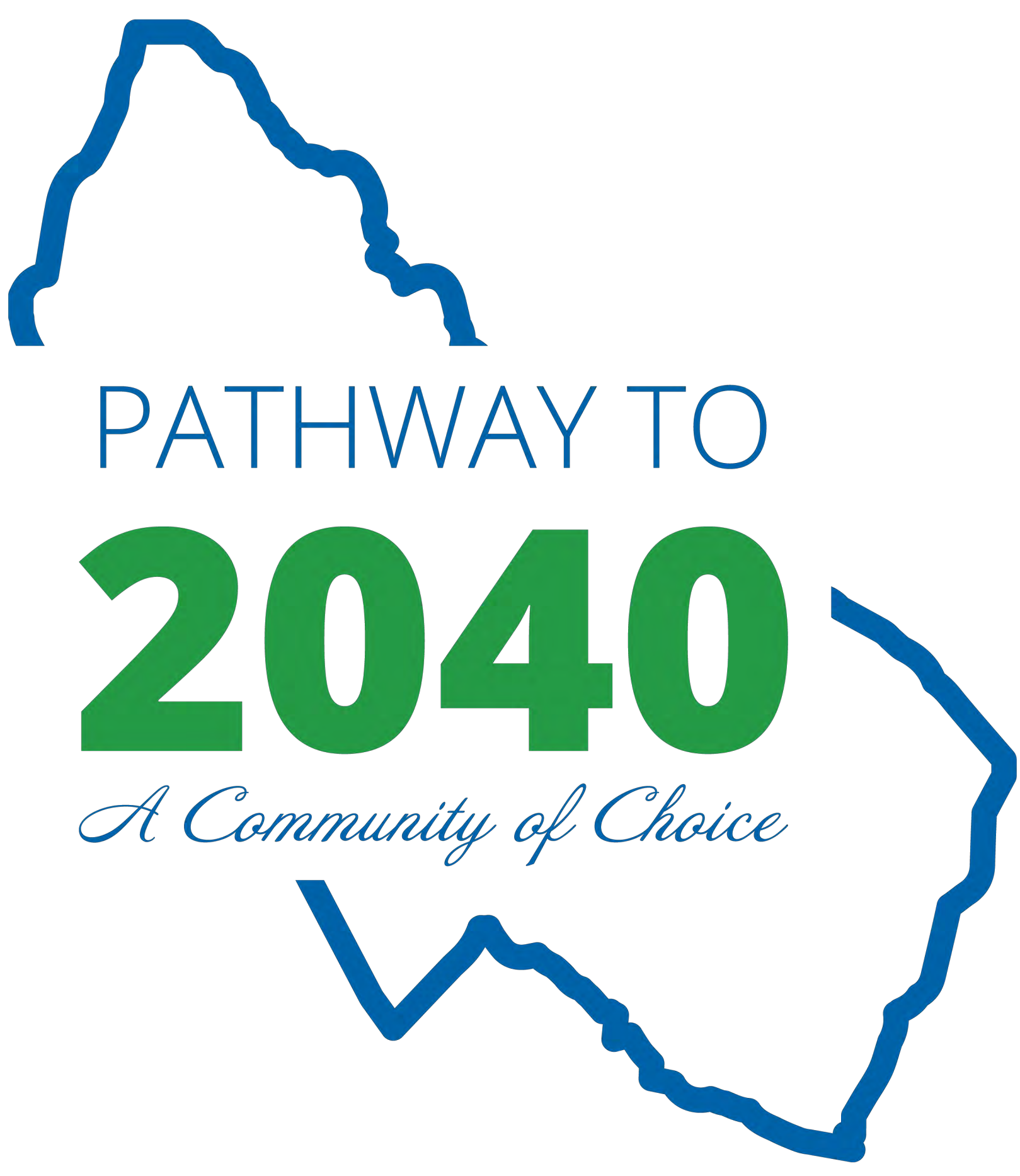
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Proposed Modal Emphasis and Urban Street Sections

Existing and proposed future roadways perform different functions in the different modal networks within the small area plan boundary. Some, such as Caton Hill Road, Prince William Parkway, parts of Telegraph Road, and new roads like the Omisol Road and Summit School Road extensions will be designed to accommodate transit vehicles (buses). All transit corridors are expected to emphasize bicycle activity through the use of on-street bike lanes or adjacent shared-use paths. In addition, the newly proposed loop road at the eastern end of the Town Center, as well as the new road extending from the Kingdom Hall access road, should emphasize the bicycle mode.

The following graphics show types of urban streets that could be used in the Town Center.





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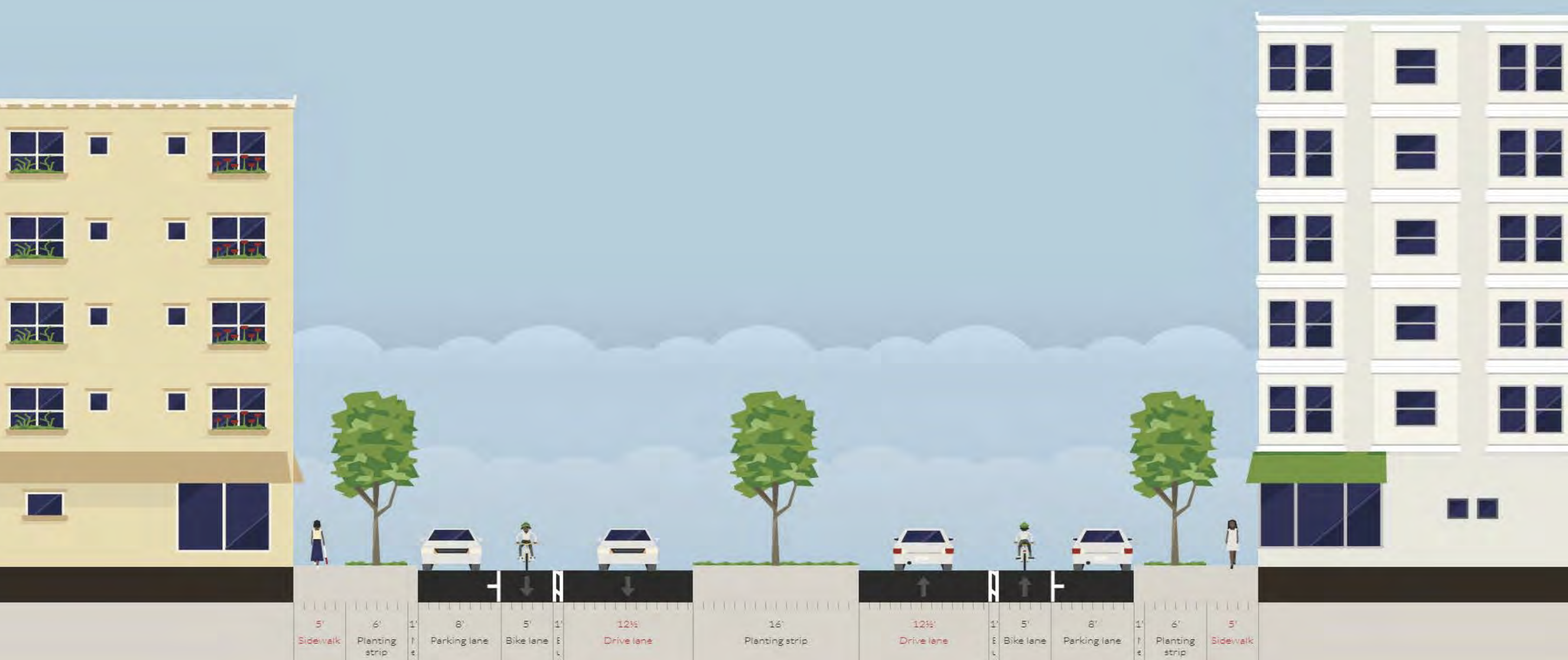
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Multimodal Design Guidelines

Through Boulevard (UTB-1): A Through Boulevard is the street type of highest multimodal capacity. It has higher speeds, medians, and street trees. It is intended to move traffic at a high level of service in urban centers



Boulevard (UB-1): A Boulevard has the highest density of destinations, activity, and mix of modes. Because of the close proximity of destinations, pedestrians and street activity are common. It is intended to have on-road bicyclists and pedestrian crossings; therefore traffic should move at a lower speed than on a Through Boulevard. (median optional, 16'-36')



Avenue (UAS-1): An Avenue serves to connect Boulevards and Streets to Through Boulevards. It provides access to businesses and residential areas as a primary function. (median optional, 16'-36')



Street (UAS-1): A Street connects to Avenues, Boulevards, or Through Boulevards and is intended for more residential urban areas with lower traffic volumes than the Avenue.



Private Side Street (UPS-1): A Private Side Street is intended for urban residential areas with on street parking and choker islands for landscaping. These streets will not be maintained by VDOT.



Private Alley (UA-1): A Private Alley is intended to serve the rear of properties providing access to parking and service areas as well as to provide an easement for utilities. Private Alleys will not be maintained by VDOT.

