Agenda

- Introductions
- From Transportation to Mobility
- Process to Date
- Trail Policies
- Road Policies
- Discussion
- Next Steps
Introductions

• Ricardo Canizales, Director of Transportation
• David McGettigan, Long-Range Planning Manager
• Paolo Belita, Planning and Programming Manager
• Elizabeth Scullin, PE, Assistant Director of Transportation
• Patti Pakkala, Principal Planner, DPRT
• Meagan Landis, Research and Grant Analyst
PATHWAY TO 2040: COMPREHENSIVE PLAN UPDATE

- Project Overview
- Get Involved
- Small Area Planning
- Land Use
- Mobility
- Housing
- Resources
- Public input
- Stay Involved
Current Transportation Chapter

- Transportation Chapter update was last adopted in 2010

- The intent states the Transportation Plan is to **provide a multimodal transportation network** that allows for the safe and efficient movement of goods and people throughout the County and into surrounding jurisdictions.
Elements of the current plan cover the following Sectors (Silos):

- Roadways
- Thoroughfare
- Transit
- Non-Motorized
- Trails

Mobility Chapter Moving Forward:

- Utilities
- Development and Housing
- Environment
- Conservation/Preservation
- Safe and Secure Community
- Parks, Recreation & Tourism
- Community Education
Mobility Chapter

• Coordination of Mobility & Land Use
• Update to the County’s Mobility Vision
• Review current policies, goals and objectives
• Connection to Mobility Strategic Plan Goals
• Defining future transportation options
• Overall Bike & Ped Connectivity
• Inclusion of “Blueways” for recreation

Process to Date

• Stakeholder Focus Groups
• April – Online Public Engagement Forums for all Chapter Updates
• May 26 – Thoroughfare and Transit Citizen Presentation
• June 9 – Trails Citizen Presentation
• June 15 – Focus Group Meetings with TBC
• Planning Commission – Mobility Work Sessions
  • April 7 / June 16 / July 21
Feedback

Public Engagement Poll: Mobility Priorities (Countywide)
Source: Community Survey

Other Key Findings

- 72% of all respondents selected “traffic congestion / commute times” as one of their three mobility priorities
- 41% of all respondents selected “trails and greenways” as one of their three mobility priorities

All other multiple-choice options were selected by a smaller percentage of respondents.
Current Parks Chapter

• Current Parks Chapter adopted on October 6, 2020

• Includes broad strategies for trails and blueways relevant to existing parks and trail corridors.

• States that the County's network of pedestrian trails, stream valley corridors, and blueways, will be addressed both in the Parks Chapter and the pending Mobility Chapter.
**2019 Park Needs Assessment**

- 72% of respondent households have a need for Walking & Biking Trails at recreation facilities
- 43% of respondent households list Walking & Biking Trails as facilities that are most important to them

### FACILITY AND AMENITY PRIORITIZATION BY MAGISTERIAL DISTRICT

<table>
<thead>
<tr>
<th>HIGH PRIORITY FACILITIES/AMENITIES</th>
<th>ALL COUNTY</th>
<th>Brentsville</th>
<th>Coles</th>
<th>Gainesville</th>
<th>Neabsco</th>
<th>Occoquan</th>
<th>Potomac</th>
<th>Woodbridge</th>
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</thead>
<tbody>
<tr>
<td>Walking and Biking Trails</td>
<td>●</td>
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<tr>
<td>Natural wildlife habitats</td>
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<td>Small neighborhood parks</td>
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<tr>
<td>Indoor fitness &amp; exercise facilities</td>
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<tr>
<td>Picnic areas &amp; shelters</td>
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<td>Waterfront parks</td>
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<tr>
<td>Large Regional Parks</td>
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<tr>
<td>Boating and Fishing Areas</td>
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<tr>
<td>Indoor Swimming/Leisure Pools</td>
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<tr>
<td>Indoor Walking Track</td>
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<tr>
<td>Playgrounds</td>
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</tbody>
</table>
Goals and strategies will address the wide variety of bicycle and pedestrian facilities that provide connectivity, such as:

- Sidewalks
- Bike Lanes
- Shared Use Paths
- Park Contained Trails
- Greenway & Blueway Trails
- Interjurisdictional Trails
- Safe Routes to Schools
- Safe Routes to Parks
Expand Upon Existing Trail-Related Goals & Strategies in Parks Chapter:

PK 1.5 - Actively seek to acquire and preserve parkland along identified greenway and blueway corridors to provide...increased trail connectivity between existing parks and other nodes of activity in PWC and adjacent jurisdictions.

REC 1.3 - Expand and enhance the County's recreational trail system to provide a world-class resource for residents, a regional draw, and an economic driver for the County.

REC 1.4 - Integrate the County's recreational trail system into the multi-jurisdictional system of trails entering the County and integrate the recreational trail system into the County's transit, bicycle, and pedestrian networks. Focus on non-motorized park access, particularly at the neighborhood level.
Themes

• Connectivity – Home to Work/Recreation
• Filling Gaps
• Jurisdictional Connections
• Safer Bicycling Routes
• Blueway Access & Formalization
• Variety of Recreational/Hiking Trails
• Improved Maintenance
Discussion

• What are the trail priorities in your district?

• Are there any significant gaps in your district?

• Are there specific trail goals/strategies that you feel are particularly pertinent to your district?
Mobility Chapter – Road Network

CONNECTION TO STRATEGIC PLAN
Approved 2021-2024 Community Strategic Plan

Current Strategic Plan Goals

• Goal 1. Health, Wellbeing & Human Services
• Goal 2. Safe & Secure Community
• Goal 3. Resilient Economy
• Goal 5. Environmental Conservation
• Goal 6. Sustainable Growth
• Goal 7. Transportation & Mobility

TRANSPORTATION & MOBILITY GOAL STATEMENT:
Provide an accessible, comprehensive, multi-modal network of transportation infrastructure that improves local and regional mobility

Objective 1: Adapt to changing mobility trends
Objective 2: Improve multi-modal options
Objective 3: Increase public transportation utilization
Objective 4: Decrease congestion and improve travel time reliability
Current Transportation Goal: The goal of the transportation section of the Comprehensive Plan is to create and sustain an environmentally friendly, multi-modal transportation system that meets the demands for intra- and inter-county trips; is integrated closely with existing and planned development; and provides a network of safe, efficient, and accessible modes of travel.

Current Transportation Policy: Ensure that the County's transportation network (whether proposed new infrastructure or upgrades to existing facilities):
1. addresses safety (including pedestrian safety)
2. minimizes conflicts with environmental and cultural resources
3. maximizes cost effectiveness
4. increases accessibility of all travel modes
5. is consistent with land use plans to minimize project trip demand
6. provides sufficient capacity to meet demand

Current Comprehensive Plan includes 14 Action Strategies under the Transportation Goal/Policy Section
Current Roadway Goal: To provide a safe and efficient roadway network with sufficient capacity to meet the existing and future demands of intra-county and inter-county traffic.

- **RD POLICY 1:** Evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve a minimum level of service (LOS) of D.
- **RD POLICY 2:** Improve roadway capacity by providing new roadway segments and widening existing segments (as discussed in Table 2 and highlighted in the Thoroughfare Plan); and by providing grade separated interchanges (as discussed in Appendix D of this document).
- **RD POLICY 3:** Reduce expected traffic demand through the use of transportation demand management (TDM) strategies as discussed in Appendix C.
- **RD POLICY 4:** Maximize the operation of the current transportation network where possible using transportation system management (TSM) strategies as highlighted in Appendix C.
- **RD POLICY 5:** Plan for new and widened roadways to be sensitive to environmental features and cultural resources.
- **RD POLICY 6:** Work with regional, local, and private sector groups in an effort to provide funds for design and construction of proposed County improvements.
- **RD POLICY 7:** Require safety to be a top priority in the design and construction of all road projects.
- **RD POLICY 8:** Preserve integrity and enhance visitor experience at the Manassas National Battlefield Park without compromising accesses that currently exist.

- Each roadway policy currently has several action strategies
POLICIES AND ACTION STRATEGIES FOR CONSIDERATION

Emerging and Future Mobility Trends

• Policies and strategies will address the upcoming (and unknown) changes in mobility (i.e., decreased vehicle ownership, shift in peak demand, greater demand walking and biking) while supporting the shared use mobility network.

Transportation Sustainability & Resiliency

• Policies and strategies will address the need to reduce the environmental impact of transportation

Equity and Access in Transportation

• Policies and strategies to ensure that the quality and function of the transportation system contributes to equitable outcomes for all people
**RD POLICY 1**: Evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve a minimum level of service (LOS) of D.

- **QUESTION**: How do you feel about allowing >LOS E in Town Centers? Do you think this discourages motorists/visitors to the TC or do people expect congestion and know that they may have to walk from a central parking garage/lot to their destination?

- **QUESTION**: A Transportation Management Plan can possibly lessen the impacts, but it is difficult to provide sufficient transit opportunities to make a significant difference in vehicle trips unless the development is within an Activity Center/Small Area Plan with the densities to support transit or is proximate to a rail station/transit hub. Knowing that TIAs for future developments in congested corridors may show that many intersections will be operating at LOS E, do you think that the development should be allowed?

**Discussion**
RD POLICY 2: Improve roadway capacity by providing new roadway segments and widening existing segments and by providing grade separated interchanges.

• QUESTION: Where do you think interchanges are needed?

Discussion
RD POLICY 3: Reduce expected traffic demand through the use of transportation demand management (TDM) strategies.

- QUESTION: which type of strategies do you think work the best for reducing traffic?
  - Provision of shuttle service within a Small Area Plan with or without a VRE station
  - Incentives provided by employers for ridesharing, transit subsidies
  - Reduced parking standards within Town Centers to encourage walking between residences and commercial/retail activities
  - Employers encouraging teleworking for full or part time, flexible work hours, shifts that don’t promote trips during peak hours

Discussion
RD POLICY 4: Maximize the operation of the current transportation network where possible using transportation system management (TSM) strategies.

- QUESTION: Do you think that it would be helpful if you were on I-66 and were told that there were parking spaces available at the Broad Run VRE station? Would you divert to take the VRE instead of driving to your destination? What if you saw a message that there is an accident ahead with significant delays – would you divert to the HOT lanes and pay a high toll or park at a commuter lot and take the bus?

Discussion
RD POLICY 5: Plan for new and widened roadways to be sensitive to environmental features and cultural resources.

• DISCUSSION: County mobility projects typically include identifying environmental impacts
RD POLICY 6: Work with regional, local, and private sector groups in an effort to provide funds for design and construction of proposed County improvements.

• QUESTION: Now that you have had time to discuss future funding possibilities with your District Supervisor, do you have any suggestions for possible projects?
  
  • How about the pedestrian bridge over PW Pkwy at the Innovation Town Center? Is this a priority given that the Board changed the land use to OMU with very little residential on the west side of Prince William Parkway?
  
  • Are there any shuttles that you think that would be good candidates – Woodbridge TC to VRE? Innovation TC/GMU to VRE?

Discussion
RD POLICY 7: Require safety to be a top priority in the design and construction of all road projects.

• DISCUSSION: Safety is always a priority for mobility projects in the County. Is there still a need for this policy?
RD POLICY 8: Preserve integrity and enhance visitor experience at the Manassas National Battlefield Park without compromising accesses that currently exist.

- QUESTION: Does this policy apply to the mobility chapter?

Discussion
POLICIES AND ACTION STRATEGIES FOR CONSIDERATION

Emerging and Future Mobility Trends

• Identify policies and strategies will address the upcoming (and anticipated) changes in mobility (i.e., decreased vehicle ownership, shift in peak demand, greater demand walking and biking) while supporting the shared use mobility network.

  • QUESTION: what do you think are emerging trends in mobility and how can the County address them?

  • Would you be willing to share an autonomous vehicle or feel safe riding in an autonomous shuttle in the Innovation Park area?

Discussion
POLICIES AND ACTION STRATEGIES FOR CONSIDERATION

Equity and Access in Transportation

• Identify policies and strategies to ensure that the quality and function of the transportation system contributes to equitable outcomes for all people

• QUESTION: What does transportation equity mean to you? Does it mean transit access for everyone? Pedestrian facilities? Roadways?

• Does equity and access have different criteria in Activity Centers vs Rural Areas or Eastern County vs Western County?

• Currently the DCSM doesn’t require pedestrian facilities for rural roads. Should developers be required to provide wider shoulders for bicycle and/or pedestrian use?

Discussion
POLICIES AND ACTION STRATEGIES FOR CONSIDERATION

Transportation Sustainability & Resiliency

• Identify policies and strategies that will address the need to reduce the environmental impact of transportation, maintain an adequate network, and adopt to the changing environment. This includes responding to and recovering from disruptions.

• **QUESTION:** What options would you be open to in order for you to carpool, take transit and/or walk to your destination rather than drive alone? When you are going to DC, do you take the Metrorail because of congestion on the roads, lack of parking at the destination, etc?

• **One of the action strategies to inform this policy involves concentrating development in Activity Centers and SAPs so that a significant amount of the trips can be accomplished through walking, biking, and shuttle bus. This is a good example of how decisions on land use impact mobility and mode choice.**
Further Discussion

Any recommendations for additional policies and action strategies?

Feel free to continue to provide input after the meeting
Next Steps

• Draft Policies and Action Strategies
• Additional Worksession to discuss Transit and the Travel Demand Model – November 3
• Update and analyze based on Land-Use:
  ▪ Thoroughfare Plan
  ▪ Transit
  ▪ Travel Demand Model
Contact Information

Email: Mobility@pwcgov.org


Mobility Component: https://www.pwcva.gov/department/planning-office/pathway-to-2040-mobility