

Transportation Goal

The County will encourage and facilitate multi-modal transportation that gets people to jobs, improves safety, alleviates congestion, reduces travel time, supports and encourages economic development and is environmentally sensitive and pedestrian-friendly.

Community Outcomes:

- Reduce the number of total reportable crashes relative to Vehicle Miles Traveled (VMT).
- Achieve 11.2 million passenger trips through multi-modal means.
- Meet the transportation-related pollution reduction goal specified by the U.S. Environmental Protection Agency (EPA) for the Region.
- Increase the percentage of County citizens who telecommute to 20%, as measured by the Citizen Survey.
- Achieve a rate of 55% of citizens satisfied with their ease of getting around Prince William County, as measured by the Citizen Survey.
- Reduce the number of reported pedestrian incidents from the current average of 44 per year.

Strategy 1: Evaluate and mitigate the causes of crashes county-wide.**Objectives:**

1. Consult with law enforcement to ascertain causal factors of accident types that are most prevalent.
2. Work with other government agencies to respond more quickly to opportunities for better design of transportation facilities and enforcement of traffic regulations.
3. Continue to highlight the most accident-prone locations for enforcement and evaluate the cause of accidents at these locations.
4. Define system-wide initiatives that could curtail accidents (e.g. specific forms of education) and assess implementation.
5. Identify demographics of drivers in accidents and work with the Police and other agencies to target safe driving educational programs to those groups.

Strategy 2: Increase total passenger trips by 20% from:

Bus:	1.9 Million
VRE:	3.2 Million
Carpool/ Vanpool:	4.2 million

Objectives:

1. In partnership with the Potomac and Rappahannock Transportation Commission (PRTC), consider amending the County's proffers policy to include transit.
2. Provide financial support toward implementation of the PRTC/Virginia Railway Express (VRE) Strategic Plans including advocating for increased state and federal funding for their respective capital funding needs.
3. Partner with PRTC on locating, planning, designing, and constructing a new bus maintenance facility in the westerly reaches of PRTC's service area.
4. Encourage VDOT to fund park and ride projects benefiting PWC.
5. Explore and implement practices that result in fewer cars on the roads such as vanpool subsidization, rail station accessibility, carpooling programs and commuter lot usage.
6. Evaluate the I-95 High Occupancy Travel (HOT) lane Public Private Transportation Act (PPTA) proposals to assess what is in Prince William County's self-interest and lobby for this outcome.
7. Continue to support and encourage VDOT's extension of High Occupancy Vehicle (HOV) lanes on I-66 to Haymarket (Route 15/ I-66).

Strategy 3: Continue to meet the EPA air quality standards as expressed in the mobile budget.

Objectives:

1. Continue participation in Metropolitan Washington Air Quality Committee, striving for a leadership position.
2. Consider the possibility of a property tax credit for property owners acquiring hybrid vehicles.
3. Advocate continued federal subsidies for public transportation on Code Red Days.
4. Promote air quality awareness through public service announcements on cable Channel 23 during Ozone season.

Strategy 4: Coordinate with Regional Telecommuting Programs (RTP) to increase awareness and support of telecommuting.

Objectives:

1. Promote the use of existing telecommuting centers.
2. Explore telecommuting centers or dark fiber infrastructure in new residential developments larger than a specified number of housing / dwelling units (e.g., 250 units).
3. Promote an analysis of federal workforce telecommuting and recommendations for greater usage.

Strategy 5: Enhance local and regional access to County activity centers (Innovation @ Prince William, Potomac Communities, County Government Center, and Western/I-66 Corridor) to support Economic Development.

Objectives:

1. Explore innovative financing strategies such as private sector HOT lanes and other toll initiatives as used as revolving funds, tax increment financing, “special district” taxing, etc. to implement needed transportation improvements.
2. Coordinate with VDOT to identify and improve access to and among the County’s activity centers (PWC Parkway, Route 28 and Route 234).
3. Examine the feasibility of road and transit projects serving the following locations:
 - A. Innovation
 - B. County Government Center
 - C. Potomac Communities Corridor
 - D. Western / I-66 Corridor

Strategy 6: Improve and construct transportation facilities that address congestion and safety.**Objectives:**

1. Construct roads in the road bond program and develop a road bond recommendation to present to the Board periodically.
2. Utilize PPTA (Public-Private Transportation Act) opportunities as they arise.
3. Identify highway and transit corridors warranting improvement and expansion and preserve right of way for improvements in the future, including MetroRail extension.
4. Analyze the State's plans for access management and advocate outcomes in the County's best interest.
5. Advocate increased transportation funding by the state and federal government, with emphasis on efforts to alleviate congestion including support of legislative initiatives that modify transportation funding formulas within the Commonwealth, providing additional funding for Northern Virginia transportation initiatives, as well as modifying federal transportation funding formulas to change the Commonwealth's status as a "donor" state and increase the return on our tax dollars over 90.5 cents on the dollar.
6. Continue to seek State and Federal funds specifically related to safety (e.g. Hazard Elimination and Safety Funds).
7. Encourage VDOT to examine grade separated interchanges at major intersections.
8. Encourage the construction of bypasses and bridges to improve regional travel.
9. Explore the feasibility of bus rapid transit.

Strategy 7: Promote the development of an adequate non-motorized system of bike trails, sidewalks, trails, crosswalks and pedestrian overpasses.**Objectives:**

1. Advocate for pedestrian facilities on all VDOT roadways and require pedestrian facilities on all County-built roadways.
2. Encourage pedestrian-friendly facilities within residential subdivisions.
3. Explore opportunities for connecting existing and future multi-use trails.
4. Continue partnership to advance the Northern Virginia Regional Commission (NVRC) Potomac Heritage Trail Plan.
5. Improve pedestrian safety in the County.

6. Encourage VDOT to re-examine its standards for pedestrian crossings.
7. Continue to work with Metropolitan Washington Council of Governments (MWCOG) on their bicycle/pedestrian efforts (e.g. ADC Bike Map, Regional Bicycle Facility Database, Bike to Work Day).

Strategy 8: Reduce vehicle trips by directly linking land use with transportation planning.

Objectives:

1. Encourage rezoning at the lower end of the planned density range when appropriate.
2. Encourage higher density developments around multimodal transportation nodes, with appropriate improvements.
3. Encourage the Federal government to locate work centers outside traffic congestion areas.
4. Plan and approve lower density developments in areas not targeted for transportation improvements.
5. Consider transportation impacts regarding the location of public facilities.

Strategy 9: Improve transportation opportunities for those in need because of income, disability or lack of support.

Objectives:

1. Support transportation programs operated by area non-profits and volunteers (e.g. PW Interfaith Caregivers).
2. Provide financial support towards implementation of bus service improvements appearing in PRTC's strategic plan.
3. Advocate Congressional delegation to support greater federal coordination in transportation services among federal human services programs.