



*Tier 2 Final Environmental Assessment  
I-66 Transportation Technical Report*

## Appendix C

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*Local and Regional Transportation Plans*

**FINAL – AUGUST 2016**

## Local and Regional Transportation Plans

### Needs:

- Commute patterns
- Specific needs listed: new roadway connections/better connectivity, widened roads, and intersection enhancements
- Jurisdictional issues (laneage differences across boundaries, juxtaposed access mgmt., etc.)

### Recommendations:

- Corridor improvements, roadway connections, intersection improvements
- Improvements in RTP/TIP?
- Special interest improvements (disabled/equine/cyclist/etc.)
- Funding strategies

### MWCOG: Metropolitan Washington Council of Governments

- TPB: Transportation Planning Board = NCRTPB: National Capital Region Transportation Planning Board
  - o Consists of:
    - Local government representatives
    - State transportation agencies
    - Maryland and Virginia General Assemblies
    - WMATA: Washington Metropolitan Area Transit Authority
    - Non-voting members of Metropolitan Washington Airports Authority and federal agencies
  - o Planning area includes:
    - DC and surrounding jurisdictions
    - Counties: Charles, Frederick, Montgomery, Prince George, Arlington, Fairfax, Loudoun, Prince William
    - Cities: Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Rockville, Takoma Park, Alexandria, Fairfax, Falls Church, Manassas, Manassas Park

### Fairfax County Comprehensive Plan

- I-66 travel corridor is an Enhanced Public Transportation Corridor with a planned Metrorail line
  - o Provision of rail station between the existing Vienna-Fairfax-GMU Metro station and easternmost station in the Fairfax Center may be necessary in order to ensure the viability of high quality Metrorail service in the corridor
  - o Enhanced corridor study: consider requirements of Metrorail service in the entire I-66 corridor, identify need for stations west of Vienna, & locate potential sites for rail stations
- Flint Hill Suburban Center Recommendations:
  - o Mix of office and residential uses
  - o Extensive landscaping and integrated pedestrian systems provided throughout
  - o Land Use A: ancillary retail and institutional uses
  - o Land Use B: AT&T Corporate Office (almost completely developed), ancillary retail considered if incorporated into office/hotel structures

- Intersection mitigation for Chain Bridge Rd at White Granite Dr for sufficient LOS
    - Pedestrian access to adjacent parcels
    - Site access as far north from Chain Bridge Rd as possible (no direct access off Chain Bridge Rd)
    - Minimize impacts (including cut-through traffic) in residential communities, promote pedestrian safety
  - Transportation: site-specific (access orientation, circulation plans, interchange impact areas, generalized location of proposed transit facilities)
    - I-66: widen/improve existing roadway
    - Rail transit or BRT
    - HOV lanes
- F3: Mosby Woods Community Planning Sector
  - Higher intensity residential use, medium intensity office use
    - Maintain/redevelop existing residential
    - Landscaping/buffering between commercial and residential uses and pedestrian connections to adjacent residential areas
  - Transportation
    - Site-specific orientation, circulation plans, interchange impact areas, generalized locations of proposed transit facilities
    - I-66: widen/improve existing roadway
    - Rail transit or BRT
    - HOV lanes
    - Construct partial grade-separated interchange or interchange improvements
  - Reports of Civil War period camps- unrecorded heritage resources could exist (identify and preserve)
    - Any development or ground disturbance (public or private) preceded by heritage resource studies, alternatives explored for avoidance, preservation, or recovery
- F4: Fox Lake Community Planning Sector: (Difficult Run Watershed)
  - Low density residential area, stable residential neighborhoods
  - Pedestrian walkways (sidewalks and trails), access to existing commercial areas
  - Transportation: access orientation, circulation plans, interchange impact areas, generalized locations of proposed transit facilities
    - Development proposals evaluated against Hunter Mill Rd Traffic Calming Study
    - I-66: widen/improve existing roadway
    - Rail transit or BRT
    - HOV lanes
    - Construct full grade-separated interchange or interchange improvements
  - Heritage resources: any development or ground disturbance (public or private) preceded by heritage resource studies, alternatives explored for avoidance, preservation or recovery
  - Trails/bicycle facilities integral part of overall county system, some construction complete

## Fairfax County Transportation Plan

<http://www.fairfaxcounty.gov/maps/images/maps/handouts/pdf07/transplanmap.pdf>

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/transportation.pdf>

- Increasing travel demand in county and surrounding jurisdictions
- 28% increase in population and households from 2005 to 2030; 41% increase in jobs
- Demographic and socioeconomic characteristics of county changing- cultural/ethnic diversification and aging population require transportation options and services geared to their needs
- Traffic conditions will continue to deteriorate further: outside forces generate increased traffic demand
- Reduce reliance on automobile travel; sidewalks, trails and on-road bicycle routes developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas
- Coordinate land use decisions and transportation planning within county and region
- Bicycle Program: make bicycling a viable mode; major regional trail along I-66
- Countywide Objectives and Policies:
  1. Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use and improves air quality
  2. Increase use of public transportation and non-motorized transportation
  3. Ensure that roadway system provides adequate local access and capacity for through movements, consistent with financial, social, and environmental constraints and with the county's goal of reducing SOV use
  4. Provide a comprehensive network of sidewalks, trails and on/off road bicycle routes as an integral element of the overall transportation network
  5. Promote TDM to support efficient use of the county's transportation system
  6. Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land-use, social, and economic goals
  7. Provide transportation facilities and services that minimize community disruption and adverse environmental impacts
  8. Identify the funding needed for the county's transportation system and potential sources for that funding
  9. Ensure safety for users of transportation facilities and services and for the general public
  10. Maximize the operational efficiency of transportation facilities for all modes
  11. Ensure that land use and transportation policies are complementary
  12. Preserve land needed to accommodate planned transportation facilities
  13. Review and update the Fairfax County Transportation Plan and Bicycle Master Plan once every five years

## Prince William Comprehensive Plan

<http://www.pwcgov.org/government/dept/planning/Pages/Comprehensive-Planning.aspx>

- Transportation: in determining timing and appropriate density or intensity of development, the following criteria is a minimum for consideration:

1. Residential Site Location
  2. Proximity to existing/programmed transportation facilities
  3. Existing or planned capacity of the transportation facilities
  4. Transportation systems management
  5. Transit
  6. Non-motorized facilities
- Design Policy 4: Upgrade the visual quality of County gateways and major travel corridors
    1. Encourage private developers and public agencies – such as VDOT – to provide landscape treatments and appropriate signage and lighting, to improve the scenic quality of highly visible areas along interstate and regional highways and major County thoroughfares – including along County-designated HCODs – at each of the County’s major gateways, in general accordance with the *Illustrative Gateway/Corridor Design Guidelines*.
    2. Prepare illustrative design guidelines for the I-66 gateway at the east end, entering Prince William County from Fairfax County and add to the *Illustrative Gateway/Corridor Design Guidelines*.
    3. Prepare – in cooperation with Virginia Department of Transportation (VDOT) and the private sector, and with plans submitted with applications for rezonings, special use permits, and public facility reviews – landscape plans to improve the scenic quality of highly visible areas along interstate and regional highways and major County thoroughfares, particularly where there are sound walls or along County-designated HCODs.
    4. Use indigenous, drought-tolerant plant species for gateway and roadside landscape improvements.
    5. Use wildflowers, meadow plantings, and reforestation at gateways and along major travel corridors.
    6. Seek grant funding to support forest preservation and reforestation programs for County owned properties and land within public rights-of-way.
    7. Develop projects that will continue to add six linear street miles into the street tree program annually.
  - Design Policy 5: Establish a hierarchy of community streets with appropriately designed streetscapes.
    1. Reinforce the hierarchy of streets, through the use of trees, shrubs, ground covers, lighting, and signage that are scaled appropriately to the street’s width and function; in the case of landscaping through the use of evenly spaced street trees adjacent to the street, landscaped focal points at entrances and at the end of streets, with the most intense landscaping along the entrance roads with less on the secondary roads.
    2. Facilitate the location of utility easements within public rights-of-way, and the collocation of utilities within easements, through County coordination with VDOT and local utility companies. Ensure that utility easements and light poles are located so as to not conflict with the landscaping plan or the planting of trees.
  - Design Policy 6: Incorporate the Community Design Plan into the County’s development application review and approval process

1. Require development proposed under rezonings, special use permits, Comprehensive Plan amendments, and public facility reviews, when appropriate, to address the principles and standards of the Community Design Guidelines.
- Design Policy 7: Encourage the development of well-functioning residential and commercial areas, and the improvement and enhancement of existing residential and commercial areas.
    1. Prepare - in conjunction with development proposals and in coordination with the private sector – design guidelines that address landscaping, lighting, street furniture, and signage for the County’s existing commercial areas.
    2. Locate, when appropriate, new public buildings and associated public space within mixed-use developments – such as in the 2002 Government Center Sector Plan area, and in the Development Area in general – to encourage economically viable, pedestrian-friendly, mixed-use community centers.
    3. Encourage consolidation, undergrounding, or relocation and public or private financing plans to reasonably minimize the negative visual impact of overhead utilities. The plans should include strategies to encourage the participation of property owners.
    4. Encourage the consolidation of access points and reconfigure internal circulation drives to improve vehicular and traffic safety, in a manner that does not cause internal congestion. Where appropriate and where such connections will not cause internal congestion, encourage the creation of interparcel connections to permit vehicular movement between adjacent commercial properties.
    5. Encourage the provision of shelter for pedestrians, complementary building designs (including pad sites), clearly designated building entries, integrated signage (with complementary materials, lettering, color, and complementary lighting) in the design/redesign of building facades visible from public ways.
    6. Encourage the provision of outdoor dining in commercial areas adjacent to eating establishments.
  - Design Policy 8: Encourage, in appropriate locations, the orientation of new structures towards adjacent rights-of-way, to create well-defined public streets and spaces.
    1. Encourage the placement of a portion of the required parking in the rear of commercial buildings, with provision made for convenient and well-defined access from that parking to the building(s) it serves.
    2. Encourage the location of new buildings close to the street, to minimize the scale of new arterial and collector streets.
    3. Discourage the location of large expanses of parking between public streets and building entrances.
    4. Encourage structured parking to minimize the parking footprint.
  - Design Policy 9: Preserve and enhance the unique architectural and landscape qualities of the County’s rural area.
    1. Encourage commercial development in the Rural Area to provide design compatibility between new and existing development. When there is more than one building on a site, design new commercial structures as a cluster of small-scale buildings to minimize their mass and to blend them in with existing buildings.

2. Use appropriate indigenous plant materials and traditional planting patterns in areas visible from public thoroughfares so that new buildings blend into their landscape surroundings.
  3. Provide site plans and building designs that protect the existing visual quality and natural resource values that make these areas distinctive.
  4. Encourage any new development in the Rural Area to preserve the visual character of the rural landscape by providing appropriate building setbacks, with landscaped/preserved open space occupying the setback area; and preserving important scenic resources—hedgerows, mature trees, farm buildings, walls and fences, and open fields.
- Design Policy 10: Encourage site plans and building designs for new development that enhance the settings of the County Registered Historic Sites, as identified in the Cultural Resources Plan.
    1. Design projects to mitigate the adverse effects of development on the architectural and landscape features of archaeological and historic sites and structures when developing properties or adjacent properties.
    2. Encourage the preservation of views to and from historic properties through the protection of farm fields, meadows, and woodlands.
    3. Incorporate adaptive reuse of historic structures into new developments, rather than demolition, and provide sufficient land around archaeological and historic sites and structures to preserve the integrity of the site in the historic context.
  - Design Policy 11: Encourage innovative approaches to stormwater management
    1. Encourage the use of natural stormwater management designs, such as wet ponds, as opposed to dry detention ponds. Where appropriate, develop systems that function as extensions of a site’s natural drainage properties.
    2. Encourage innovative design and landscaping of dry detention ponds.
    3. Encourage the design and construction of regional stormwater wet ponds, if allowed by federal regulations. Where appropriate, encourage the provision of these regional facilities as extensions of the County’s public/private open space network.
    4. Encourage the use of stormwater facilities as architectural features of new development.
    5. Encourage minimizing the amount of impervious surfaces in new development through the use of appropriate low maintenance pervious paving, and the removal of paved areas in existing developments, where applicable, to minimize runoff.
  - Design Policy 12: Fit new development into the natural landforms, particularly the existing woodland areas of the County.
    1. Recognize existing woodland areas as important features for protecting water quality, contributing to the overall beauty of the County, and promoting ecological diversity. Preserve and protect the natural terrain, drainage, and woodland areas in new development in accordance with EN-Policy 4, AS-1 and 2 of the Environment Plan. Preserve historic and champion trees and other specimen trees in cooperation with the County Arborist.
    2. Encourage the integration of public open space areas with that of neighboring properties, to avoid fragmentation of open spaces and natural areas.

3. Minimize clearing and cut-and-fill operations. Encourage the placement of buildings so as to minimize the need for excessive grading. Avoid disturbance of steep slopes, particularly up-slope of important natural resource areas, such as perennial streams.
  4. Align new roads to follow the natural contours of the land. Incorporate into the DCSM road standards that will allow greater preservation of the natural terrain and woodland areas.
  5. Encourage the preservation of existing natural woodland strips of 50 feet in width and greater along collector and higher classification streets to screen views of parking lots and building rears, to maintain a more uniform and continuous streetscape edge along a roadway corridor, and to blend development in with the natural setting of the surrounding areas.
- Design Policy 13: Encourage the preparation of plans for the preservation and restoration of landscape resources.
    1. Encourage re-vegetation that employs appropriate indigenous species and the restoration of natural landscape features, to mitigate the negative impact of development on native plant and animal communities.
    2. Encourage re-establishment of the forest edge – where clearing of forested areas is required – through the installation of appropriate edge and understory species.
    3. Encourage eradication or control of exotic nuisance plant species, where appropriate.
  - Site Design: principles to be considered include connections to people and their daily needs and places to walk
    1. Strategy 10: encourage the extension of street grids into office developments located in office parks or in town centers, in order to create an interconnected network of streets that not only breaks down the scale of development on large parcels but also serves to diffuse traffic at peak hours.
    2. Strategy 11: Interparcel connectors should be provided to help alleviate traffic on major roadways and in conjunction with fire and rescue service objectives. Pedestrian and vehicular connections that link office uses with residential, retail, and recreational uses are encouraged to be provided.
    3. Strategy 13: Buildings are encouraged, to foster street vitality by maximizing activity along the street and by creating many openings onto the street.
  - 5 major gateways for study and recommendations\*:
    1. Route 28 (Centerville Road), from the Fairfax County boundary to the Orchard Bridge project.
    2. Route 29, from the Fauquier County boundary to Route 15.
    3. Interstate 66 West, from the Fauquier County boundary to the Route 15 bridge.
    4. Prince William Parkway and I-95, from the I-95 off-ramp to Telegraph Road.
    5. Occoquan River/Gordon Boulevard from the I-95 off-ramp to Old Bridge Road.
    6. \*More details on each gateway included in 5c\_Community Design
  - Needs for public/private improvements of each gateway/corridor:
    1. The need for attractive, informative signage.
    2. The need for extensive landscaped buffers and roadway medians.
    3. The need for new or additional pedestrian walkways or trails.
    4. The need to buffer or eliminate visual blight.

5. The need for new, additional, or replacement lighting.
  6. The opportunity to create, through community design, a “sense of place” for the gateway, the corridor, and Prince William County in general.
- Funding for strategies could occur through grants, private development districts, public bonds, rezoning proffers, and/or private funding
  - Economic Development Plan: provide land use and infrastructure-related policies and action strategies that can assist in meeting economic goals
  - Climate & Air Quality:
    1. Request MWCOG or VDOT to review air quality/transportation studies along major transportation corridors and at congested intersections in order to better define the impacts and trends of vehicle-generated pollution
    2. Developments, including and not limited to transit-oriented and mixed use projects, shall optimize the use of transit and non-motorized trips in order to reduce pollution impacts from vehicles and shall contain the appropriate support facilities, such as bus shelters, dedicated bicycle lanes, bicycle parking facilities, trails, crosswalks, sidewalks, etc.
    3. Where appropriate, encourage VDOT, the County, and developers to preserve and/or re-establish vegetative buffers along arterial roadways as a means of filtering and absorbing pollutants.
    4. Reduce vehicle pollution by encouraging the use of alternative modes of transport including van/carpooling, public transit, bicycles, and pedestrian paths.
    5. County development and transportation projects shall lead by example, incorporating the highest environmental leadership standards and requiring plan review and erosion and sediment control inspection frequencies that meet or exceed state standards.
    6. Become a Green Partner with George Mason University (GMU), and encourage the use of transit to access the GMU-Prince William campus. Explore opportunities to partner with non-public schools and other transportation systems to reduce the energy used for public school transportation.
  - Fire & Rescue:
    1. Include transportation solutions as mitigation measures – such as interparcel connectors (public access roads connecting one or more parcels), installation of traffic signal pre-emption equipment, intersection improvements, and accessibility within a site. Any proposals to connect roads through residential areas for the purpose of providing emergency vehicle access should be reviewed on a case-by-case basis. Also encourage the provision of additional new development mitigation measures such as fire suppression systems (sprinklers), and emergency medical training for on-site staff. Such measures, where provided, shall be described in each rezoning or special use permit application.
    2. Ensure that road networks, water systems, and related parts of the service delivery system are built in the early phases of project development.
    3. Strategically locate new stations considering existence of transportation barriers, such as impediments to access, i.e. narrow shoulders or availability of cross-overs or cut-throughs
  - Housing:

1. Identify the level at which safety would be compromised by traffic in existing residential neighborhoods. Also, identify mitigation actions such as traffic calming, traffic reduction, etc., to resolve undesirable impacts. The considered impacts would include but not be limited to noise, emissions, speed, and volume based, in part, on the Long-Range Land Use, Transportation, and Environment Plan chapter goals, policies and strategies.
  2. Assign a high priority to those identified improvements necessary to mitigate the impacts of or reduce the volume of unsafe traffic in identified neighborhoods in state or County capital improvement programs, management plans, and budgets. Identify those neighborhoods in need of new or repaired sidewalks, curbs, gutters, and street pavement or other infrastructure and supporting facilities and services. Initiate a repair and replacement program for these areas through appropriate private or public means.
- Parks, Open Space and Trails
    1. Neighborhood, Community, Regional Parks: areas that are appropriate include transit station centers; require non-motorized access; trail connections oriented to pedestrian and/or bicycle use by employees and residents
    2. Ensure connectivity, and encourage diverse forms of transportation between neighborhoods/employment centers/transit nodes and open space that is accessible to the public
    3. Trails to encourage revitalization of declining areas, attract tourists, and provide an alternative to the use of automobiles that can help reduce traffic congestion
    4. Ensure that plans for comprehensive trail network are included in relevant state and regional planning documents
    5. Make land use decisions that stimulate both private sector developments and public transportation improvements that are consistent with the county's desired trails network
  - Schools:
    1. Place top priority on siting schools within the boundaries of new developments, especially with the objective of making elementary schools easily accessible to parents/students via pedestrian facilities.
    2. Locate schools sites near the centers of projected student populations, to reduce the need for busing and excessive walking distances
    3. Provide safe access for pedestrians and motorized and non-motorized vehicles
  - Long-Range Land Use
    1. Smart growth: town-centered, transit and pedestrian oriented (open space and trails), integrated multi-modal transportation network
    2. Centers of Commerce: easy access to major transportation hubs such as interstate highway interchanges, commuter rail stations, express bus stops, and commuter parking lots; major transit facilities; integration of a variety of transportation modes with an emphasis on internal pedestrian walkability;
    3. Direct new development to areas served by transit corridors, particularly designated centers of commerce, centers of community, and mass transit nodes

## Prince William Transportation Plan

file:///M:/\ Reference\Municipalities\Virginia\Prince%20William\Comprehensive-Plan 2008\19 Transportation UpdatedMarch2013.pdf

http://eservice.pwcgov.org/planning/documents/19\_Transportation.pdf

- Reduce congestion: expand road, transit, and non-motorized capacity
- Integrating transportation planning with land use planning, using 10 principles of Smart Growth
  - o Concentrate population, jobs, and infrastructure within vibrant, walkable centers of community and commerce throughout the county to ease road congestion
- Transportation plan, roadway plan, transit plan, and non-motorized plan with specific goals, policies, action strategies, with supporting tables and appendices for framework of planning and development of Prince William County's multi-modal transportation system
- Goal: create and sustain an environmentally friendly, multi-modal transportation system that meets 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
- Policy: ensure the County's transportation network (new or upgrades): address safety (including pedestrian), minimize conflicts with environmental and cultural resources, maximize cost effectiveness, increase accessibility of all travel modes, is consistent with the land use plans to minimize project trip demand, provides sufficient capacity to meet demand
- I-66 (Fauquier County line to Fairfax County line):
  - o Construction of 3<sup>rd</sup> general purpose lane, plus a shared HOV lane/fourth general purpose lane between Fairfax County and the I-66/Route 234 interchange
    - Eastbound HOV: 2+ occupants in AM, GP remainder of day
    - Westbound HOV: 2+ occupants in PM, GP remainder of day
  - o Extension of 3<sup>rd</sup> GP lane and shared HOV/4<sup>th</sup> GP lane from I-66/Route 234 interchange to Fauquier County line proposed to assist in inter-county movement of traffic to and from western portion of Prince William County
  - o Reconfiguration of Route 29/I-66 interchange being proposed to allow more efficient access to commercial areas along I-66 corridor
- Tri-County Parkway/Route 28 Bypass (Sudley Rd/Route 234 to Fairfax County)
  - o Proposed road extension, provide relief to I-66
- Route 234 Bypass/I-66: additional ramps to existing interchange added as Route 234 Bypass is extended northbound
- I-66/Route 29 (Lee Hwy): interchange improvements proposed as part of I-66 widening project and the Gainesville interchange improvement project to help facilitate movement to the heavily commercial areas of Virginia Gateway and around Gainesville
- Route 29 (Lee Hwy)/Linton Hall Road – provision of interchange as part of Gainesville interchange project will help facilitate heavy turning movements to and from Linton Hall Road and assist with access to ramps to I-66/Route 29 interchange
- I-66 HOV Extension (adds 2 SOV and 2 HOV lanes from Route 29 to Prince William Pkwy): projected cost \$111,232,000
- I-66/Route 29 (Gainesville) Interchange (includes construction of Linton Hall Rd/Route 29 Interchange and widening of Route 29 from 4 to 6 lanes from I-66 to Virginia Oaks Drive): projected cost \$181,374,000

- OmniRide: services to Fairfax would require an “easy off-easy on” solution for buses such as an inline station close to I-66 that feeds circulator shuttles serving Fairfax

## [Long-Range Transportation Plan for National Capital Region](http://www.mwcog.org/clrp/projects/highway.asp)

<http://www.mwcog.org/clrp/projects/highway.asp>

Capital Improvements: almost 650 additional lane-miles by 2020, 538 by 2040; additional 44 miles of transit rail by 2020

- Silver Line: Phase 2 complete 2016 (\$2.78 billion)
- Corridor Cities BRT: complete 2020 (\$1.04 billion)
- Purple Line: complete 2020 (\$2.37 billion)
- DC Streetcar: segments completed 2015, 2016, 2020 (\$822 million)
- Crystal City/Potomac Yards Busway: complete 2019
- Columbia Pike Streetcar: complete 2017 (\$358 million)
- I-270/US 15 Corridor: complete 2030 (\$5.47 billion)
- I-85 HOV/Bus/HOT lanes: complete 2015 (\$982 million)
- South Capitol Street Bridge: complete 2015 (\$823 million)

2014 additions/changes: Route 123 widening (from Leesburg Pike to Capital Beltway from 6 to 8 lanes)

- Length: <1 mile
- Complete: 2021
- Cost: \$22 million

2015-2020 TIP:

- 6 yr total \$17.97 billion
  - o Roads/Bridges: \$6.035 billion
  - o Transit: \$8.423 billion
  - o Bike/ped: \$344 million
  - o Other: \$2.915 billion
- Funding sources
  - o State/local: 39%
  - o AC/GARVEE: 19%
  - o FHWA: 18%
  - o FTA: 19%
  - o Private: 4%
  - o Other: 1%
- Prince George’s County Project List: M-55 – M-65
- NoVA TIP Projects:
  - o I-66:
    - additional lanes (HOV peak)
    - @ Route 28 interchange improvements (remove 4 signals on Rt 28 to enhance safety and improve capacity to accommodate the area’s forecasted traffic demand)
    - HOV & SOV widening
    - Spot improvements inside the Beltway
    - Reconstruction of I-66/Route 15 interchange
  - o US 15 South King St Widening

- Route 234 Bypass extension (\$5 million 2015)
- Route 28 widen to 4 lanes including Rt 215 re-alignment
- Route 28 widening to 6 lanes from Godwin Drive to City Southern Corporate Limits
- Route 28 Metrorail Station (innovation station)
- VA 286: construct interchange at Engineering Proving Grounds at Fairfax County Parkway
- Manassas National Battlefield Park Bypass: US 29/Lee Hwy from I-66 to VA 621
- US 1/VA 123 interchange widening

## Transportation Vision Plan

**Goal 1:** The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region

### Objectives:

1. A comprehensive range of choices for users of the region's transportation system
2. Accurate, up-to-date and understandable transportation system information which is available to everyone in real-time, and is user-friendly for first-time visitor and residents, regardless of mode of travel or language of traveler
3. Fair and reasonable opportunities for access and mobility for persons with special accessibility needs
4. Convenient bicycle and pedestrian access

### Strategies:

1. Plan, implement, and maintain a truly integrated, multi-modal regional transportation system
2. Plan and implement a tourist-friendly system that encourages the use of transit and provides international signage and information
3. Make the region's transportation facilities safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs
4. Plan and implement a uniform fare system for transit and commuter rail
5. Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares

**Goal 2:** The Washington metropolitan region will develop, implement, and maintain and interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment

### Objectives:

1. Economically strong regional core
2. Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment
3. A web of multi-modal transportation connections which provide convenient access (including improved mobility with reduced reliance on the automobile) between the regional core and regional activity centers, reinforcing existing transportation connections where appropriate
4. Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers

5. Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment

Strategies:

1. Define and identify existing and proposed regional activity centers, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region
2. Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures
3. Encourage the federal government to locate employment in the regional core and in existing and/or planned regional activity centers
4. Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another
5. Identify and develop additional highway and transit circumferential facilities and capacity, including Potomac River crossings where necessary and appropriate, that improve mobility and accessibility between and among regional activity centers and the regional core
6. Intercept automotive traffic at key locations, encouraging “park once,” and provide excellent alternatives to driving in the regional core and in regional activity centers
7. Develop a system of water taxis serving key points along the Potomac and Anacostia Rivers

**Goal 3:** The Washington metropolitan region’s transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.

Objectives:

1. Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure
2. Enhanced system safety through effective enforcement of all traffic laws and motor carrier safety regulations, achievement of national targets for seatbelt use, and appropriate safety features in facility design

Strategies:

1. Factor life-cycle costs into the transportation system planning and decision process
2. Identify and secure reliable sources of funding to ensure adequate maintenance, preservation, and rehabilitation of the region’s transportation system
3. Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls

**Goal 4:** The Washington metropolitan region will use the best available technology to maximize system effectiveness.

Objectives

1. Reduction in regional congestion and congestion-related incidents.
2. A user-friendly, seamless system with on-demand, timely travel information to users, and a simplified method of payment.
3. Improved management of weather emergencies and major incidents.

4. Improved reliability and predictability of operating conditions on the region's transportation facilities.
5. Full utilization of future advancements in transportation technology.

#### Strategies

1. Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.
2. Improve incident management capabilities in the region through enhanced detection technologies and improved incident response.
3. Improve highway lighting, lane markings, and other roadway delineation through the use of advanced and emerging technologies.
4. Establish a unified, technology-based method of payment for all transit fares, public parking fees, and toll roads in the region.
5. Utilize public/private partnerships to provide travelers with comprehensive, timely, and accurate information on traffic and transit conditions and available alternatives.
6. Use technology to manage and coordinate snow plowing, road salting operations, and other responses to extreme weather conditions, and to share with the public assessments of road conditions and how much time it will take to clear roadways.
7. Use advanced communications and real-time scheduling methods to improve time transfers between transit services.
8. Develop operating strategies and supporting systems to smooth the flow of traffic and transit vehicles, reduce variances in traffic speed, and balance capacity and demand.
9. Maintain international leadership in taking advantage of new technologies for transportation, such as automated highway systems and personal rapid transit.

**Goal 5:** The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

#### Objectives:

1. The Washington region becomes a model for protection and enhancement of natural, cultural, and historical resources.
2. Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.
3. Increased transit, ridesharing, bicycling and walking mode shares.
4. Compliance with federal clean air, clean water and energy conservation requirements, including reductions in 1999 levels of mobile source pollutants.
5. Reduction of per capita vehicle miles traveled (VMT).
6. Protection of sensitive environmental, cultural, historical and neighborhood locations from negative traffic and developmental impacts through focusing of development in selected areas consistent with adopted jurisdictional plans.

#### Strategies:

1. Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.
2. Develop a transportation system supportive of multiple use and higher density (commercial and residential) in the regional core and regional activity centers as a means of preserving land; natural, cultural and historic resources; and existing communities.
3. Support regional, state and federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures.
4. Develop a regional tourism initiative to encourage air and train arrival in the region, and additional transit access and automobile parking at the termini of Metrorail/rail services.
5. Provide equivalent employer subsidies to employees with the intent of "leveling the playing field" between automobile and transit/ridesharing.
6. Plan and implement transportation and related facilities that are aesthetically pleasing.
7. Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.
8. Reduce energy consumption per unit of travel, taking maximum advantage of technology options.

**Goal 6:** The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.

#### Objectives

1. A composite general land use and transportation map of the region that identifies the key elements needed for regional transportation planning--regional activity centers, principal transportation corridors and facilities, and designated "green space."
2. Region-wide coordination of land use and transportation planning in accordance with the recommendations of the Partnership for Regional Excellence report approved by the COG Board of Directors in 1993.

#### Strategies

1. Develop a regional process to notify local governments formally of regional growth and transportation policy issues, and encourage local governments to specifically address such issues in their comprehensive plans.
2. Identify an agreed-upon set of definitions and assumptions to facilitate regional cooperation.
3. Ensure that major corridor studies include options that serve the regional core and regional activity centers shown on the regional map.
4. Develop, in cooperation with local governments, model zoning and land use guidelines that encourage multiple use development patterns and reduce non-work automobile dependency.
5. Plan for development to be located where it can be served by existing or planned infrastructure.

**Goal 7:** The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.

## Objectives

1. Consensus on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs.
2. A fiscally sustainable transportation system.
3. Users of all modes pay an equitable share of costs.

## Strategies

1. Conduct outreach and education activities to promote public participation.
2. Develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding.

**Goal 8:** The Washington metropolitan region will support options for international and inter-regional travel and commerce.

## Objectives

1. The Washington region will be among the most accessible in the nation for international and inter-regional passenger and goods movements.
2. Continued growth in passenger and goods movements between the Washington region and other nearby regions in the mid-Atlantic area.
3. Connectivity to and between Washington Dulles International, National, and Baltimore-Washington International airports.

## Strategies

1. Maintain convenient access to all of the region's major airports for both people and goods.
2. Support efficient, fast, cost-effective operation of inter-regional passenger and freight rail services.
3. Support the development of a seamless regional transportation system.
4. Support coordinated ticketing and scheduling among Amtrak, MARC, VRE, WMATA, local bus and inter-city bus service.
5. Develop a regional plan for freight movement.

## [TransAction 2040](http://www.thenovaauthority.org/transaction2040/trans2040publications.html)

<http://www.thenovaauthority.org/transaction2040/trans2040publications.html>

Highway and Transit LOS results used to discuss general trend of modal conditions within region rather than focus on specific locations/highways

## Corridor 6 – I-66/US 20/US 50

- Widen VA 7 to six lanes from Brook Road/Lewinsville Road to Dulles Toll Road
- Widen Dulles Greenway from six to eight lanes between Leesburg Bypass and VA 28
- Construct intersection improvements at the intersection of U.S. 29, U.S. 50, and VA 236 in the City of Fairfax
- Construct intersection improvements at the intersection of U.S. 50 and Jermantown Road

- Implementation of Active Traffic Management (ATM) strategies along I-66 between U.S. 29 in Centreville and I-495
- Reconstruct U.S. 50 from Rebel Run to Eaton Place
- Construct multimodal improvements at Clarendon Circle
- Reconstruct interchange of I-66 and U.S. 29 in Centreville
- Reconstruct U.S. 29 between N. Quincy Street and N. Kenmore Street
- Replace the existing VA 123 bridge over Accotink Creek
- Widen U.S. 29 to six lanes from I-495 to VA 7
- Construct interchange at U.S. 50 and VA 665 (Waples Mill Road)
- Reconstruct median barrier on U.S. 50 from N. Jackson Street to Fillmore Street
- Widen John Marshall Highway from two to four lanes between Thoroughfare Road and Catharpin Road and from four to six lanes between Catharpin Road and Lee Highway
- Widen U.S. 50 to six lanes between Waples Mill Road and U.S. 29
- Reconstruct I-66 interchanges with VA 28, Stringfellow Road, U.S. 50, VA 123, and Nutley Street
- Widen U.S. 29 to six lanes between VA 309 to Kenmore Street
- Construct the Haymarket Bypass
- Widen U.S. 29 to six lanes between Pickwick Road and VA 665 (Shirley Gate Road)
- Construct Alternate U.S. 29 in Prince William County
- Widen U.S. 29 to six lanes between VA 609 (Pleasant Valley Road) and I-66
- Widen U.S. 29 from four to six lanes between Fauquier County and Virginia Oaks Drive in Prince William County
- Extend VRE service to Gainesville and Haymarket
- Extend Metrorail Orange Line from Vienna to Centreville
- Implement Express Priority Bus service along I-66 from Gainesville to Washington, D.C.
- Implement Priority Bus service along U.S. 29 between Fair Oaks and Washington, D.C.
- Implement Priority Bus service along U.S. 50 between Chantilly and the City of Fairfax
- Extend Metrorail Orange Line to Gainesville
- Implement Priority Bus service along U.S. 50 between Fair Oaks and Washington, D.C.
- Construct City of Falls Church Intermodal Transit Plaza
- Implement bus-only shoulder lanes along U.S. 50 during the peak periods
- Construct multimodal improvements to the East Falls Church Metrorail station, including new bus bays, pedestrian walkways, and a new western mezzanine
- Construct second entrance to Ballston-MU Metrorail Station
- Add approximately 2,900 parking spaces on the VRE Manassas Line
- Improve vertical access to Court House Metrorail Station
- Expand platforms at VRE Manassas Line stations, including Broad Run, Manassas, Manassas Park, Burke Centre, Rolling Road, and Backlick Road
- Introduce and expand bikesharing services in the Arlington portion of the corridor
- Reconstruct Rosslyn Circle with "Complete Streets" improvements
- City of Falls Church Pedestrian, Bicycle, and Traffic Calming improvements
- Expand and enhance Arlington's network of on- and off-street bicycle/pedestrian facilities to facilitate expanded use of bicycles in the corridor
- Construct a trail along I-66 from Sully Road to Paddington Lane
- Complete trail along U.S. 29 between Dixie Hill Road and Vietch Street

- Construct a trail along U.S. 50 from Nutley Street to Arlington Road

#### Major Projects in the CLRP

- I-495 HOT Lanes: 2 new HOT lanes in each direction from Springfield Interchange to Dulles Toll Rd
- Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange – Grade separation and widening the Parkway from four lanes divided to six lanes divided (three lanes in each direction), primarily into the existing median from south of I-66 to north of Rugby Road (Route 750)
- Dulles Metro Rail – Twenty-three-mile extension of the existing Metrorail system from East Falls Church to Washington Dulles International Airport and west to Ashburn (11 new stations)
- Dulles Access Road – Widen Dulles Access Road from four to six lanes from Dulles Airport to VA 123
- I-395/I-95 HOV and HOT Lanes – Add additional HOV capacity and convert to a HOT facility from VA 610