



Prince William County Mass Transit Plan



Agenda

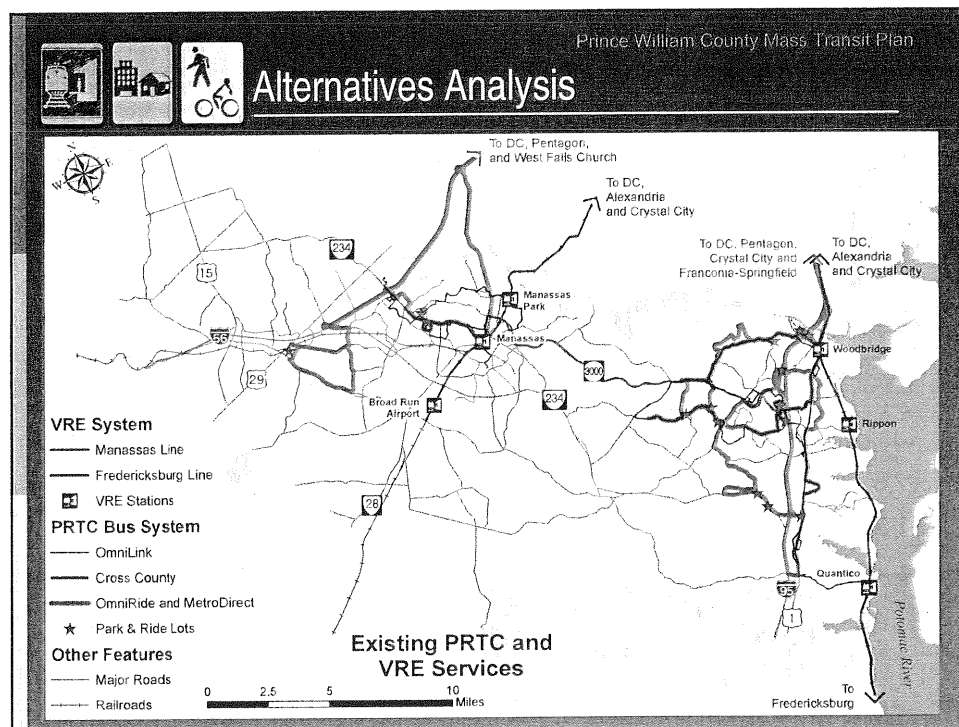
- Overview
- Alternatives Analysis
 - Alternatives Tested
 - General Assumptions
 - Findings
- Recommendations
 - Transit Supportive Land Use
 - Parking
 - Travel Demand Management
- Discussion
- Next Steps

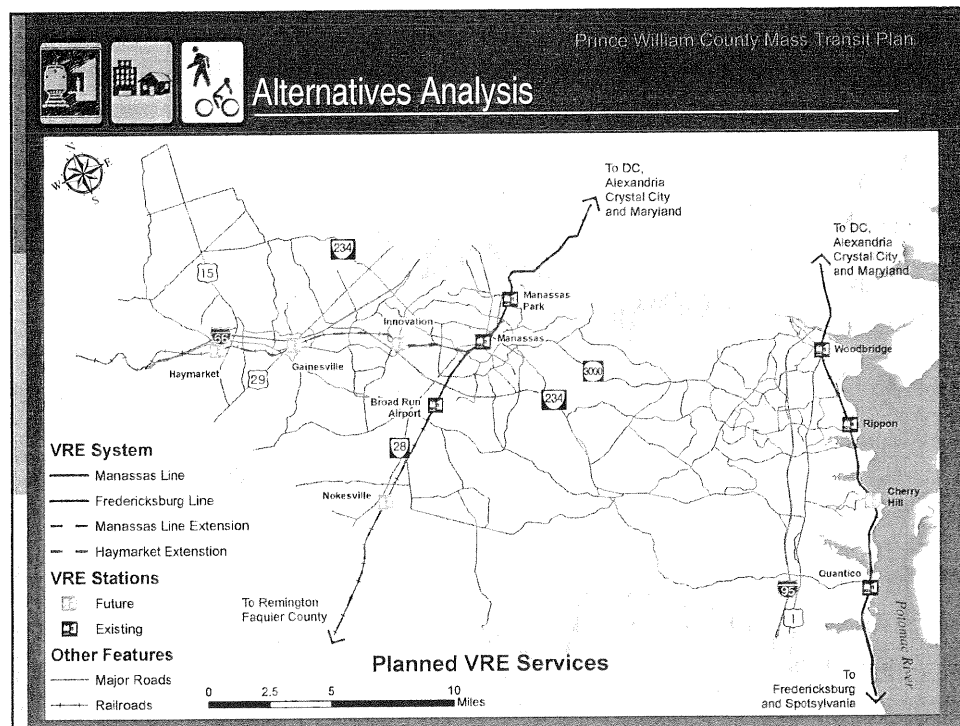
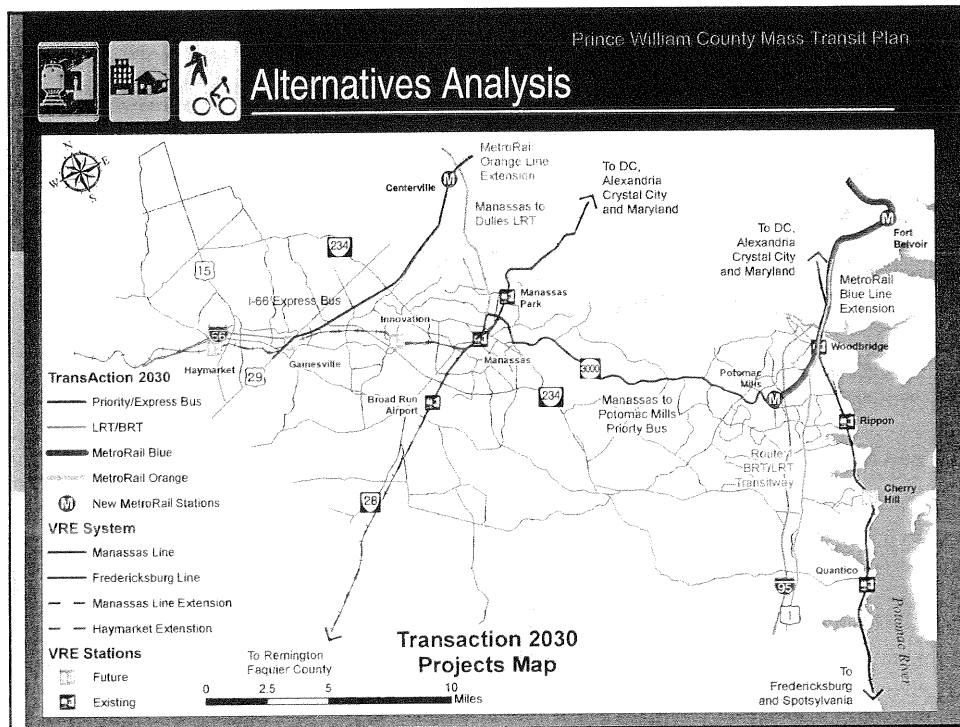
Prince William County Mass. Transit Plan

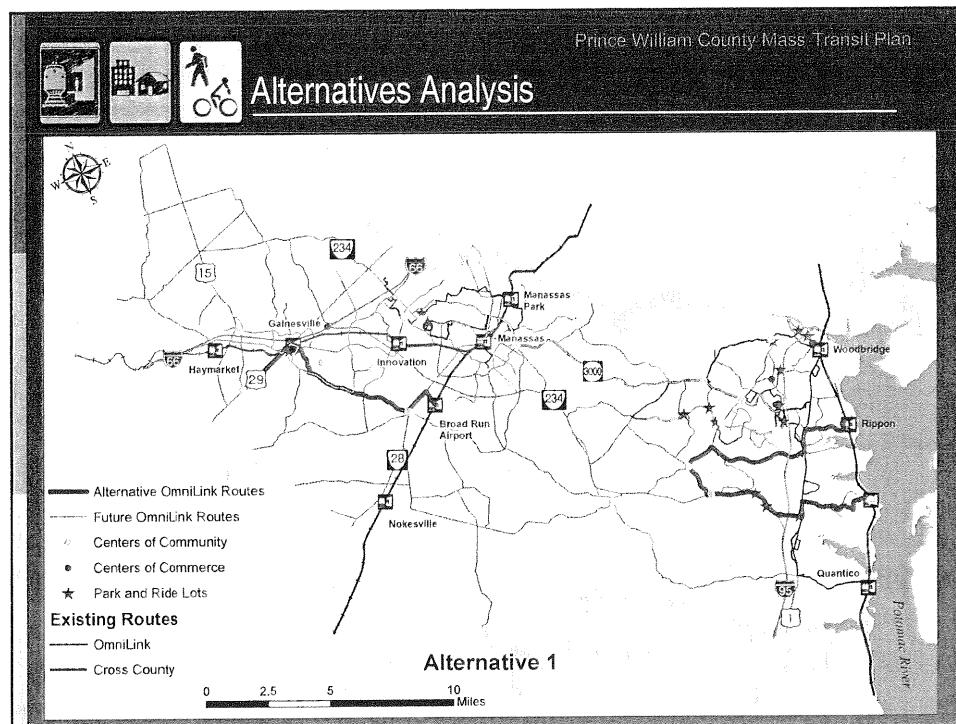
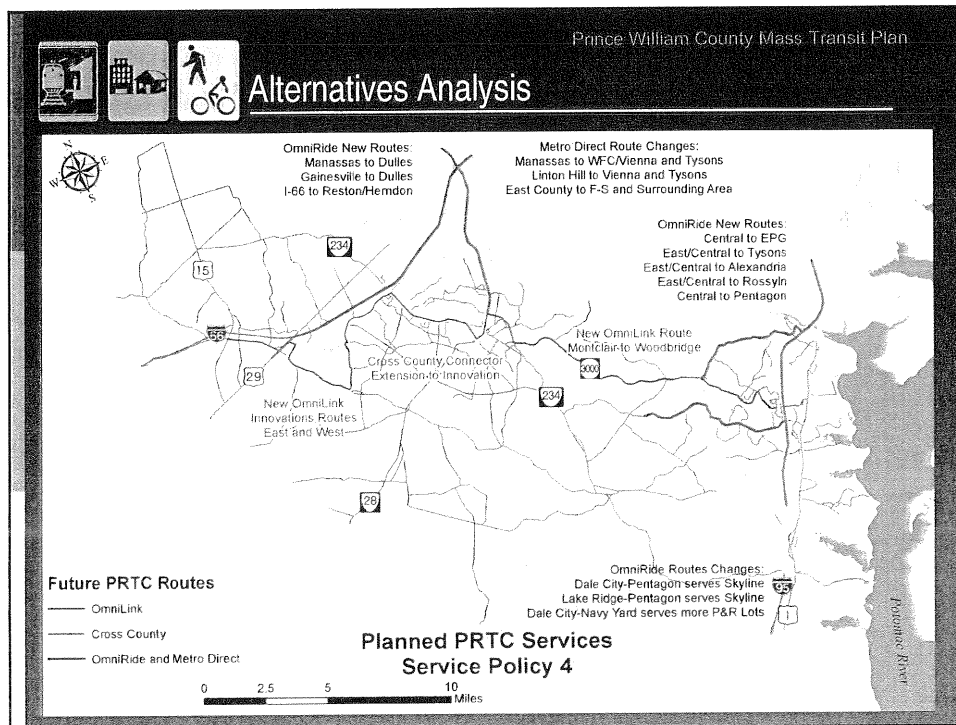


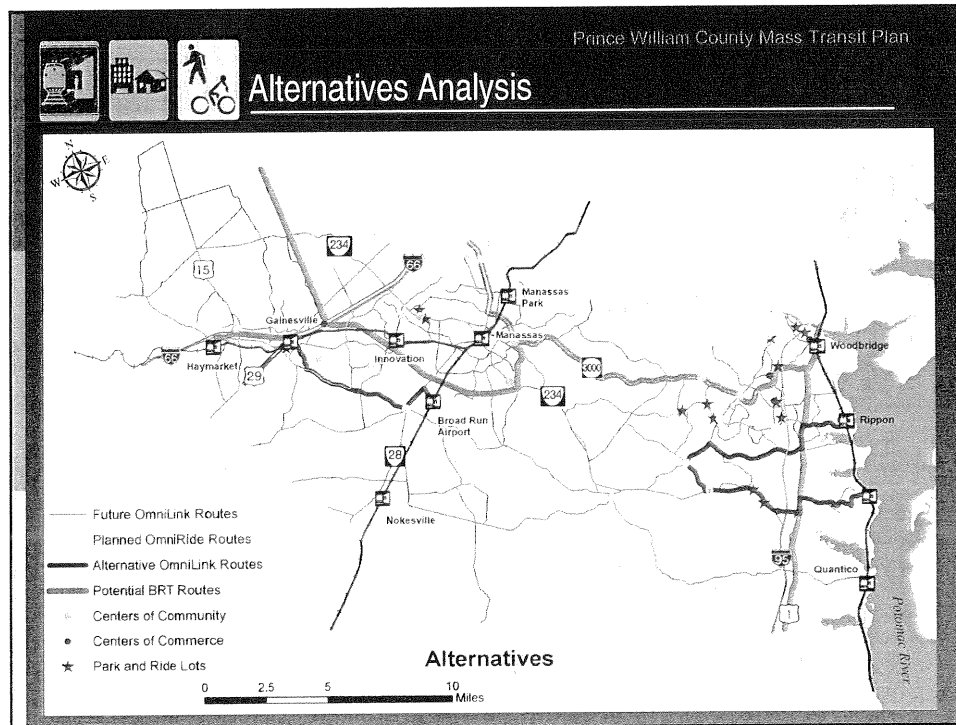
Prince William County - Overview

- ❑ Growth heavily focused along I-66/Rt. 29, Route 28 and I-95 / Rt. 1 corridors
- ❑ Population-to-jobs ratio 3:1 throughout 2030
- ❑ Low density
- ❑ Steadily increasing PRTC and VRE ridership
- ❑ Slugging, Rideshare and Carpooling









Prince William County Mass Transit Plan

Alternatives Analysis - Assumptions

- Year 2030 COG 7.1 population and jobs.
- Road improvements as listed in the thoroughfare plan.
- PRTC planned services.
- VRE planned services



Alternatives Analysis - Findings

2030 Boardings by Alternative

	2005	2030**		
	Observed	Base	Alt 1	Alt 2
Existing PW County Local Buses	2,017	5,248	5,122	3,672
Existing PW County Commuter Buses	4,959	5,776	5,907	5,773
Planned 2030 PW County Buses	N/A	2,029	1,919	2,088
Alternatives	N/A	0	658	2,852
Total	6,976	13,052	13,605	14,385

** Upper bound values represent adjusted results based on the base year 2005 ratios of observed to simulated boardings for local buses and observed

Change between 2005 Observed and 2030 Base

87 percent increase in boardings between existing and planned PRTC routes
Percentage of vehicle (LOV & HOV) trips increased 53 percent
Transit share of trips unchanged

Change between 2030 Base and Alternatives A & B

Transit trips increased .03 percent for Alt A and .02 percent for Alt B
Percentage of vehicle trips (LOV & HOV) decreased 2 percent for Alt A and Alt B



Alternatives Analysis - Findings

What does this mean?

- Current land use patterns are sufficient to support a local level of basic transit service and can support commuter services to serve additional riders traveling north as proposed in the PRTC Long Range Bus Transit Plan Service Policy 4.
- Based on the VRE Strategic Plan current land use patterns appear to support proposed VRE expansions including Gainesville/Haymarket and Nokesville.



Alternatives Analysis - Findings

What does this mean?

- ❑ Three factors are necessary to justify additional transit:
 - Transit Supportive Land Use
 - Parking
 - Travel Demand Management



Recommendations

Transit Supportive Land Use

Policy 1: Promote and enhance strategies that foster land use patterns, designs and densities that are supportive of transit development

Example Strategies:

- ❑ Officially designate "Transit Corridors" – I-66 / Route 29 corridor, Route 28 corridor, and I-95 / Route 1 corridor
- ❑ Direct new development to Transit Corridors
- ❑ Develop comprehensive plan policies and zoning tools to encourage and support transit supportive land uses
- ❑ Ensure that development and redevelopment does not preclude efforts/plans to expand public transit infrastructure



Recommendations

Transit Supportive Land Use

Policy 2: Support and enhance existing and planned transit services that serve the County and region.

Example Strategies:

- Encourage and support VRE in the location of a Cherry Hill, Gainesville and Haymarket station and expansion. Direct new development to Transit Corridors
- Promote commuter facilities - sheltered community bus stops, shuttle service, ridesharing programs, pedestrian walkways to provide access and connectivity to transit stops
- Encourage regional connectivity through coordination with adjacent jurisdictions and regional transit providers



Recommendations

Parking

Policy 3: Develop a parking district policy within transit corridors that recognizes the need for short-term parking while encouraging policies and practices that minimize the need for long-term parking supply.

Example Strategies:

- Reduce parking requirements within designated transit corridors once transit becomes available
- Coordinate with VRE and PRTC in the development of parking policies that support the County's land use goals and promote transit oriented development.
- Encourage developers to "unbundle" parking from development.



Recommendations

Travel Demand Management (TDM)

Policy 4: Develop a comprehensive travel demand management program that provides guidance, incentives and requirements for new development and redevelopment.

Example Strategies:

- Review the current TDM Plan process to ensure that it requires the consideration of, and implementation where feasible, of TDM strategies for all residential and non-residential development within transit corridors.
- Reduce parking requirements when a development proposal includes TDM strategies that can be demonstrated to reduce trip making to and from the development.



Next Steps

Next Steps

- 6/24 - BOCS Initiation
- 9/3 PC Public Hearing
- 10/14 BOCS Work Session
- 10/21 BOCS Public Hearing



Discussion