

Transportation

Overview

A wide variety of transportation networks serve the City of Manassas Park directly or indirectly. The city's street system serves all residential, commercial and industrial users and is linked to an extensive regional and national highway system. The Virginia Railway Express (VRE) provides weekday commuter rail service from the city to Washington, DC and the Virginia suburbs of Burke, Springfield, Alexandria and Arlington.

Major airports in the region include Washington Dulles International Airport, Ronald Reagan Washington National Airport and Baltimore Washington International – Thurgood Marshall Airport. Manassas Regional Airport provides access for smaller aircraft. Access to commercial waterways is available

in nearby Washington, DC as well as Annapolis and Baltimore in Maryland.

Local, regional and nationwide bus service is available both directly and indirectly to residents of Manassas Park. Taxicab service to regional destinations is also available. Bicycle and other non-motorized means of travel share the street and highway system as well as a limited number of trails. Pedestrian traffic is accommodated primarily by an extensive sidewalk system.

The Department of Public Works is responsible for maintaining most City streets, sidewalks and trails (outside residential developments). The City Engineer (currently a private consulting engineer) is responsible for the analysis and design of transportation improvements. The framework of the Department of Public Works staff, equipment and other facilities

are covered in Chapter 13 of this Comprehensive Plan. Since the same Department is responsible for both transportation and other public works activities, there is necessarily some overlapping of duties, depending on the city's needs.



Figure 12.1 Manassas Park Region

Streets and Highways – Background

The primary form of transportation provided within the City boundaries is that of motor vehicles using the street and highway system. The city has a total of 24.2 miles (53.88 lane miles) of streets and highways (see Table 12.1 and Figure 12.3 – Street System). The intersection of VA Route 28 (Centreville Road) with Manassas Drive provides direct access to major regional and national highways.

Outside the City, VA Route 28

intersects with US Route 29, Interstate I-66 and US Route 50 to the north and VA Route 234 and VA Route 234 Bypass to the south, which in turn connect with Interstate I-95 and US Route 1 farther south. Access to VA Route 3000 (the Prince William Parkway) is available indirectly off of VA Route 28 via both Liberia Avenue and the US Route 234 Bypass. Annual average daily traffic along VA Route 28 is about 44,000 vehicles (see Table 12.2).

| Table 12.1 Road Mileage Totals | |
|---------------------------------------|--|
| Functional classification | Lane miles |
| Principal Arterial | 1.24 |
| Minor Arterial | 9.82 |
| Collector | 2.86 |
| Local | 39.96 |
| All Roads | 53.88 (equals 24.2 miles of streets and highways) |

Source: Planning Department, City of Manassas Park and VDOT DVMT by Maintenance Jurisdiction All Roads-2002
http://www.virginiadot.org/projects/resources/VMT_2210_MainJurAllRoads_2002.pdf).

| Table 12.2 Average Daily Traffic (Vehicles) | |
|---|--------------|
| Location | AADT* |
| VA Route 28 from Liberia Avenue (City of Manassas) ¹⁰ Prince William County line | 46,000 |
| Manassas Drive from Cabbell Dr. to VA Route 28 | 10,000 |
| Manassas Drive from Baker St. to Cabbell Dr. | 7,300 |
| Manassas Drive from VA Route 28 to Euclid Avenue | 22,000 |
| Signal View Drive | 13,000 |

*AADT is the estimate of the Annual Average Daily Traffic, i.e., the total annual traffic estimate divided by the number of days in the year.

Source: VDOT; from its “Traffic Turning Movement Counts” database, its “Commonwealth of Virginia Department of Transportation Average Daily Traffic Volumes with Vehicle Classification Data on Interstate, Arterial and Primary Routes” and its “Virginia Department of Transportation Daily Traffic Volumes Including Vehicle Classification Estimates” for the year 2002 and Planning Department, Manassas Park Also see http://www.virginiadot.org/comtravel/resources/AADT_152_Manassas%20Park_Short_2003.pdf.

| Table 12.3 Levels of Service (LOS) Definitions | |
|--|--|
| Level | Traffic flow |
| A | Free flow |
| B | Stable flow-presence of other users becomes noticeable |
| C | Stable flow-beginning to be significantly affected by interactions with others |
| D | High density, but stable flow |
| E | At or near capacity, low speed, but relatively uniform |
| F | Forced or breakdown flow; queues form |

Source: From “Planning the Built Environment”, Larz T. Anderson, 2000, American Planning Association, pages 98-99.

In addition to VA Route 28 (Centreville Road) and Manassas Drive (see Figure 12.1), other highways or streets providing access to Manassas Park include Old Centreville Road, Signal View Drive, Euclid Avenue, Mathis Avenue, Rugby Road and a few minor side streets.

The City has significantly improved its street network and continues to upgrade local streets to modern standards. With the cooperation and support of the Virginia Department of Transportation (VDOT), major improvements have been made to improve traffic flow and safety throughout the City.



Figure 12.2 – Intersection of VA Route 28 (Centreville Road) and Manassas Drive (Looking eastward on Manassas Drive)

The City’s major intersection at VA Route 28 and Manassas Drive was completely reconstructed in 2000 (see Figure 12.2).

A measure of the ability of traffic to flow along city streets and highways is given by its level of service (see Table 12.3). At minimum, the goal of level of service D should be aimed at whenever technically and financially feasible. During morning and evening rush hours,

levels E and F may be acceptable if the costs of providing better levels of service are prohibitive.

The existing and expected future levels of service for major streets and highways in the City are provided in Table 12.4.

| Table 12.4 Future Levels of Service for Major Streets and Highways with Planned Development | | |
|--|--|---|
| Street or Intersection | Level of Service (at AM and PM Peaks) | |
| | Existing (2005) | 2009 |
| Euclid Avenue/Manassas Drive | D or better | B or better with re-design/construction |
| Manassas Drive-Railroad Drive | D or better | B or better |
| Manassas Drive/Digital Drive | C or better | B or better with traffic signal |
| Manassas Drive/Signal View Drive/Andrew Drive | C or better | B or better |

Source: Walker Station Traffic Impact Analysis, July 15, 2005, p. 23-24.

*Streets and Highways –
Regional Approach*

Congestion is a major concern throughout the Washington DC metropolitan area. Traffic volumes continue to increase even with the availability of various mass transit options.

As residential, commercial and industrial development continue to grow, the region as a whole must address congestion concerns.

It is critical that the city continue to actively participate in regional organizations such as the Metropolitan Washington Council of Government (MWCOG), and the Potomac and Rappahannock Transportation Commission (PRTC) to help minimize congestion and its sources.

An area of primary concern is the congestion along the VA Route 28 corridor passing through the City. In cooperation with neighboring communities, and where feasible, the city should continue to study alternative accesses to or bypasses around VA Route 28. In particular, the city should work with Prince William County to improve and extend Euclid Avenue north into the county.

One alternative already under consideration for relieving congestion and helping traffic bypass VA Route 28 is the Tri-County Parkway (see separate discussion below). In addition, the City should encourage the City of Manassas, Prince William County and the Commonwealth of Virginia to add

additional lanes to VA Route 28 to further ease congestion along this important highway. The City must ensure any new access point to VA Route 28 will not further impede flow along that highway.

Streets and Highways – Tri-County Parkway

The Virginia Department of Transportation (VDOT), in cooperation with local jurisdictions, the Federal Highway Administration (FHWA), and other interested organizations and citizens finalized a study for the possibility of building a Tri-County Parkway. Two of the primary goals are to alleviate traffic congestion along the VA Route 28 corridor and to provide a new or improved major north-south route in the area.

A number of alternatives, including the alternative of doing nothing, were considered. One of the proposals, known as the “Comprehensive Plan” alternative, would pass through the City of Manassas and Prince William County approximately one-half mile northwest of the City of Manassas Park (see Figure 12.4). The Commonwealth Transportation Board (CTB) endorsed the “West Two” alignment in November 2005. Because a final decision has not yet been made, and due to the proximity of the “Comprehensive Plan” alternative to the City of Manassas Park, the city must continue to track and participate in the decision-making process.

For details on options that were considered and a schedule of upcoming events, go to the Internet web page of the “Tri-County Parkway Location Study” (<http://www.virginiadot.org/projects/tcp.asp>).

Regardless of the alternative chosen, the impact on traffic flow within the City of Manassas Park may be significant. The city must carefully plan to benefit from whichever alternative is chosen.

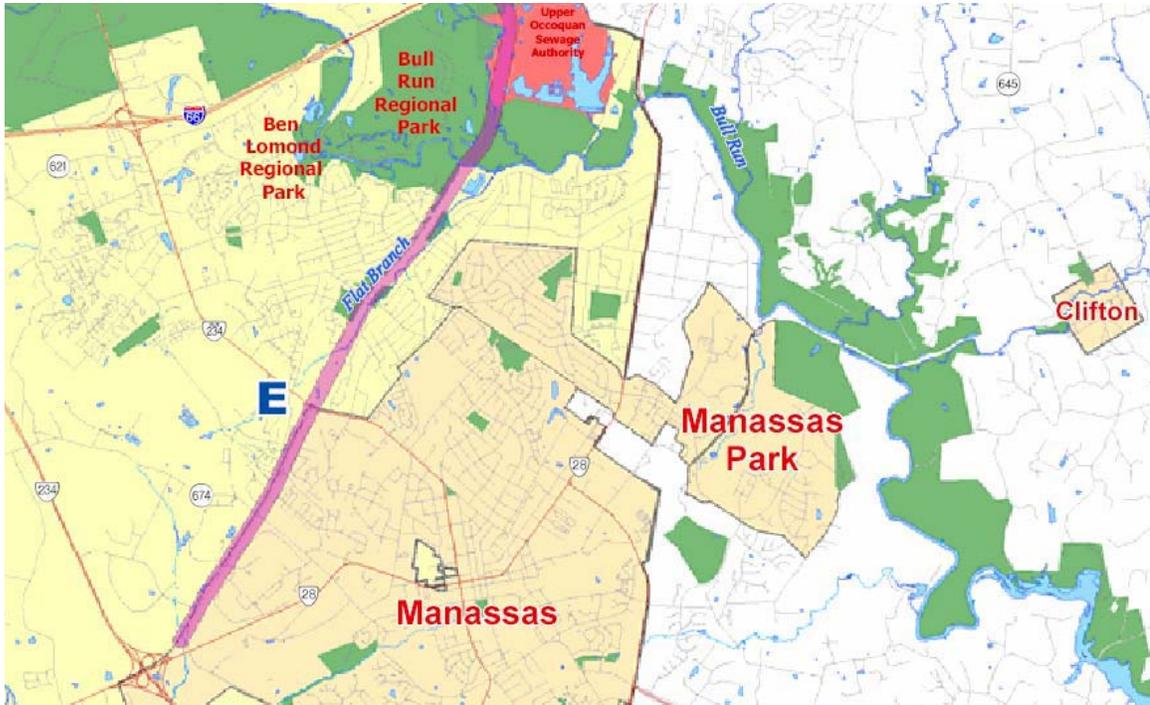


Figure 12.4 “Comprehensive Plan” Alternative being considered for the Tri-County Parkway near Manassas Park

Source: Taken from the full map of the Candidates Build Alternatives, Tri-County Parkway Location Study, October 24, 2003, <http://www.virginiadot.org/projects/resources/tcp-CBA-MAP-11-03-new.pdf>

Bicycle and Pedestrian Travel

Bicycle travel within the City is primarily on the street system, and to a lesser extent, its sidewalk and limited trail system. Bicycle trail systems in Prince William and Fairfax Counties are accessible by using local and regional highway systems connected to the City. Naturally, bicycles can be used both as a means of transportation as well as a form of recreational exercise equipment.

Manassas Park participated in the planning efforts of the Northern Virginia Regional Bikeway and Trail Network Study (November 19, 2003, see Figure 12.4 or go to <http://www.fhriplan.com/novabike/index.htm>). The Study proposed providing new lane lines on VA Route 28 in Manassas Park (and Manassas) to allow room for bicycle traffic within the existing right-of-way. The proposal recommended dividing the 64-foot wide pavement into two travel lanes in each direction with a center turn lane, each 11 feet wide. This would allow room for a 4-foot shoulder on each side of the highway to permit bicycle travel (see Figures 12.6 and 12.7).

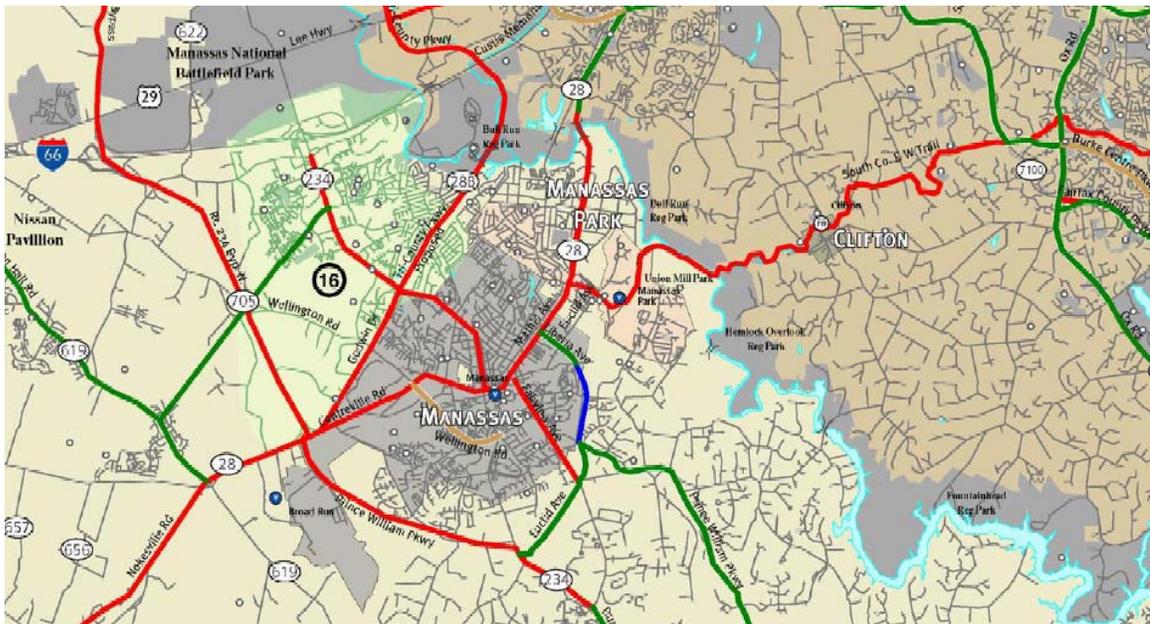


Figure 12.5 Proposed Northern Virginia Regional Bikeway and Trail Network near Manassas Park

Source: Taken from full map of Northern Virginia Regional Bikeway and Trail Network, Proposed, November 19, 2003, <http://www.fhriplan.com/novabike/documents/ProposedBikeway-November03.pdf>

| | | | | |
|------|------|-----------|------|------|
| | | Turn Lane | | |
| 13.5 | 12.5 | 12 | 12.5 | 13.5 |

Figure 12.6 Existing Roadway Cross-Section

Source: Northern Virginia Regional Bikeway and Trail Network Study, page 92, November 19, 2003, see <http://www.fhiplan.com/novabike/index.htm>, distances in feet.

| | | | | | | |
|---|----|-----------|----|----|----|---|
| | | Turn Lane | | | | |
| 4 | 11 | 11 | 11 | 11 | 11 | 4 |

Figure 12.7 Recommended Roadway Cross-Section (with 4 foot shoulder for bicycle traffic each direction)

Source: Northern Virginia Regional Bikeway and Trail Network Study, page 92, November 19, 2003, see <http://www.fhiplan.com/novabike/index.htm>, distances in feet.

Options were very limited due to the built-up nature of this area. The Cities of Manassas and Manassas Park requested an additional route along Euclid Avenue between Liberia Avenue in the City of Manassas and Manassas Drive. Shared-use paths were also requested

along Signal View Drive and linking roads between Manassas Drive and Liberia Avenue. The requested routes will require further study and were not included as recommendations by the Study.

Finally, the Study included a map showing the proposed bike and trail network and included one alternative following Manassas Drive and then paralleling the Norfolk-Southern Railroad tracks across Bull Run into Fairfax County. The use of railroad or utility line rights-of-way for trail systems will need further study to determine feasibility.

The city recently completed construction of a sidewalk on Manassas Drive between Euclid Drive and Park Center Court, which was funded by a federal grant. As opportunities present themselves the City has continued to expand its trail and sidewalk systems for both transportation and recreation purposes (also see Chapter 6, Parks and Recreation).

| Table 12.5 Planned Sidewalk Completion Schedule | | |
|--|---------------|-------------------|
| Street | Linear Feet | Construction Date |
| Price, Martin, Alpine, Colfax, Evans | 8,220 | FY 06 |
| Adams, Drake, Forrest, Morton, Pierce, Runyon, Scott, Yost | 17,144 | FY 07 |
| Signal View Drive Trail/Sidewalk | 600 | FY 07 |
| Total | 25,964 | |

Source: Department of Public Works

Rail and Bus Services

The VRE provides commuter rail access to the city on weekdays and on special occasions throughout the year (see Figure 12.8). The VRE links to other passenger transportation systems in the Washington DC metropolitan area: Metrorail; Metrobus; Ronald Reagan Washington National Airport; MARC Train Service to Maryland; AMTRAK trains nationwide; and regional/national bus services such as the Fairfax Connector, Arlington ART Bus, DASH/Alexandria Transit Company, and the Greyhound and Trailways bus systems.

The VRE is operated by the Potomac and Rappahannock Transportation Commission (PRTC) in partnership with the Northern Virginia Transportation Commission (NVTC) to provide commuter rail service along the Manassas and Fredericksburg railroad lines. The VRE station in the city is a significant regional transportation hub, drawing riders from the city and neighboring communities such as Prince William and Fairfax Counties and the City of Manassas.

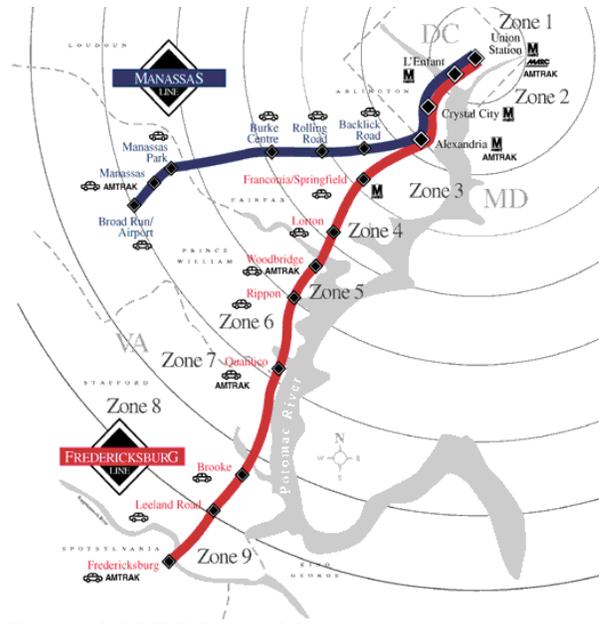


Figure 12.8 VRE Station Map

Source: VRE Station Map, 2000, <http://www.vre.org/service/systmmp.htm>

The City is a member of the PRTC which is a multi-jurisdictional agency representing Prince William and Stafford Counties and the cities of Manassas, Manassas Park and Fredericksburg. In addition to the VRE, the PRTC also provides commuter bus service along the I-95 and I-66 corridors to points north (OmniRide), and local bus services in Prince William County and the cities of Manassas and Manassas Park (OmniLink) and other public transportation options.

Norfolk Southern Railroad tracks pass through the City and cross Manassas Drive near Railroad Drive. Access to major freight carrier rail operations is available throughout the region. Norfolk Southern tracks link to other major nationwide rail systems and are used by passenger trains such as the VRE commuter rail system and AMTRAK.

Improvement of the railroad crossing of Manassas Drive was recently completed to enhance safety for vehicles and pedestrians. The Norfolk Southern Railroad right-of-way was in the jurisdiction of Prince William County until 2004. The right-of-way is now within the jurisdiction of the city thus giving the city more input into the maintenance of this important railroad crossing.

The feasibility of a grade separation at this crossing should be studied in an effort to enhance the safety of this important crossing near the center of the city. In the interim, improved control of the crossing arms must be pursued to minimize needless delays to the traveling public each time a southbound VRE train stops at the station without crossing Manassas Drive. In addition, the ability of emergency equipment to quickly reach locations on both sides of the city must not be excessively hampered by train traffic.

The “Northern Virginia 2020 Transportation Plan – Transit” of VDOT (<http://virginiadot.org/projects/nova/nv2020/imprvmnts/2020transit.htm>) has listed light rail as a possibility between the City of Manassas and Dulles Airport along the VA Route 28 corridor for the year 2020. The City of Manassas Park will need to actively participate in any discussions considering such an option.

Taxicab Service

Private taxicab companies provide service to and from the city, the region and its major airports and railways.

Airport Service

Washington Dulles International Airport, about 16 miles to the north, and Baltimore/Washington International – Thurgood Marshall Airport, about 67 miles to the northeast, provide national and international passenger and cargo transportation. Ronald Reagan Washington National Airport, about 30 miles east of the city, serves as a "short-haul" airport, offering mostly nonstop service to destinations no further than 1,250 miles from Washington, DC and connections to more distant destinations. Manassas Regional Airport, as a “reliever airport” about 5 miles to the southwest, provides access for smaller, private aircraft.

Waterway Service

Potomac River and Chesapeake Bay facilities in Washington, DC, about 30 miles to the east, as well as in Annapolis and Baltimore, Maryland, about 67 miles to the northeast, provide links to water transportation and shipping destinations regionally, nationally and worldwide.

Parking

Parking for vehicles throughout the city varies depending on the area and time of day. Most residential single-family homes have adequate parking,

but multiple-vehicle homes have contributed to parking shortages. Townhouse and apartment parking often create overflow parking needs. Garages were considered parking space for planning purposes, but in reality many people do not use their garages for parking purposes, further contributing to existing parking shortages.

Commercial and industrial areas usually have sufficient parking for their purposes. The VRE parking lot is near capacity and overflow parking will become a greater concern as more riders choose this mode of transportation (see Figure 12.4). The city needs to pursue the use of off-site parking agreements with commercial entities such as the Park Center development to help resolve this problem. In return, the VRE lot could be used for overflow parking from events held at the Park Center. It may be desirable to make similar arrangements with the Manassas Park Shopping Center. The city could also use Signal Hill Park as an additional source for overflow parking.

Another, probably more expensive, option for expanding the parking at the VRE parking lot would be to provide a parking deck. The City would need to apply for federal funding for such an undertaking and the project would need to compete with those of other jurisdictions for the funds.



Figure 12.9 VRE Train Station and Parking Lot

The city needs to limit the parking of large trucks and recreational vehicles on residential streets, and needs to continue removing abandoned vehicles and vehicles that are unlicensed or without current inspections.

Other Future Needs and Services

To ensure that adequate transportation services and facilities are available to residents, the city must coordinate all transportation policies with current and future land use policies. New developments and redevelopments in the city need to encourage the use of mass transit as well as pedestrian and other non-motorized modes of transportation. The city must minimize the adverse impacts of development and redevelopment on the local transportation system.

The city receives funding for transportation projects from several Commonwealth and regional sources. For example, the City received funding through the Urban Construction Funds, which are administered by the Virginia Department of Transportation, to complete a major improvement to the intersection of VA Route 28 and Manassas Drive several years ago. The city will not have further access to this funding source until 2008. This has been reflected in the City's Capital Improvement Program.

The city also receives about \$500,000 annually from the Motor Fuels Fund. The city receives 2% of taxes paid on fuel sold by commercial establishments within the city. The income from this fund has increased dramatically in the past five years. Previously, its payments barely covered the city's share of OmniLink and VRE expenses. Those two items will amount to about \$300,000 in Fiscal Year 2005.

In the past several years the Motor Fuels Fund has paid for: sidewalks in the west side of the city (currently \$130,000 annually); the two most recent traffic signals (about \$250,000); the local matching funds

for sidewalks along Manassas Drive, from Euclid Avenue to the proposed Park Center (about \$100,000); improved railroad crossing and sidewalks along Manassas Drive between Andrew Drive and the proposed Park Center (approximately \$215,000). In the Fiscal Year 2007 budget, an additional \$200,000 is recommended for expanding the city's paving program. These funds have been an extremely effective resource for "transportation related" improvements. Any efforts at controlling the development of new gas stations in the city need to keep this in mind and to consider methods for reducing the impacts of new stations so that the city will continue to benefit from these funds.

The Park Center concept plan proposes to expand the platform at the VRE station to both sides of the track and to provide a pedestrian overpass to link the station with the Park Center project. This improvement would greatly improve access to the VRE for residents.

Current plans for street rehabilitation are provided in Table 12.6.

| Table 12.6 Planned Street Rehabilitation Schedule | | | |
|--|-------------|-------------------|---------------------------|
| Street | Linear Feet | Construction Date | Comment |
| Alpine, Baker, Cabbel, Colfax, Evans, Upper Kent, Mace, Martin, Polk, Price, Travis | 16,000 | FY 06 | Milling and resurfacing |
| Adams, Courtney, Denver, Drake, Forrest, Holden, Luxor, Manassas (east), Mathis, Meeker, Morton, Mosby Court, Mosby Drive, Pierce, Runyon, Scott, Sheldon, Tremont, Waldon, Yost | 29,500 | FY 07 | Milling and resurfacing |
| Remaining streets in Western Manassas Park | 10,000 | FY 07 | Sealing and crack filling |

Goals, Objectives & Action Strategies

Goal T1

The city will maintain a high quality, efficient, safe and accessible transportation system that is coordinated with the city’s current and future land use plans. Traffic will move freely throughout the city while avoiding excessive speeds and traffic noise. Access to and from the city by a wide variety of transportation alternatives will be encouraged.

Objective T1.1

Ensure the adequate maintenance of the city’s transportation system.

Action Strategy T1.1.1 Maintain the city’s streets and rights-of-way to ensure the safety of the public.

Action Strategy T1.1.2 Study ways to minimize costs on maintaining transportation facilities and take advantage of economies of scale, e.g., by bundling small projects together to obtain better prices.

Action Strategy T1.1.3 Anticipate future transportation needs to support Capital Improvement Program (CIP) decisions.

Action Strategy T1.1.4 Monitor and eliminate safety problems related to the city’s transportation system.

Action Strategy T1.1.5 Provide adequate maintenance of transportation vehicles and facilities.

Action Strategy T1.1.6 Maintain the structural integrity of quality streets by decreasing the loss of bituminous products and decreasing moisture absorption into the sub-grade through using industry standards.

Action Strategy T1.1.7 Maintain the structural integrity of the existing streets through an on-going maintenance program that will permit rehabilitating and resurfacing all city streets at an acceptable frequency.

Action Strategy T1.1.8 Develop a street maintenance and rehabilitation plan with anticipated schedules for accomplishing such work throughout the city.

Action Strategy T1.1.8 Pursue and promote an “Adopt – A – Highway” program

OBJECTIVE T.1.2

Protect residential neighborhoods from adverse impacts of commuter and commercial traffic.

Action Strategy T1.2.1 Synchronize traffic signals to enhance safety and traffic flow.

Action Strategy T1.2.2 Encourage carpooling and mass transit commuting.

Action Strategy T1.2.3 Identify problem areas that are in need of traffic calming solutions, which may include increasing fines.

Action Strategy T1.2.4 Adopt standards for the application of traffic calming techniques and apply them where appropriate.

Action Strategy T1.2.5 Ensure adequate parking for new developments or redevelopments in the commercial sections of the city.

Action Strategy T1.2.6 Pursue the use of off-site parking agreements to allow overflow parking for VRE.

Action Strategy T1.2.7 Limit parking of large trucks and recreational vehicles on residential streets.

Action Strategy T1.2.8 Continue enforcing laws against abandoned, unlicensed and uninspected vehicles.

Action Strategy T1.2.9 Support fixed route and on-demand transportation options such as OmniRide and OmniLink between commercial and industrial areas, shopping areas, the VRE, and residential areas.

Action Strategy T1.2.10 Require new development and redevelopment proposals to provide safe and easy pedestrian access.

Action Strategy T1.2.11 Develop parking plans and controls in mixed land use areas to encourage public transit and carpooling.

Action Strategy T1.2.12 Study ways to expand parking for the VRE station, to include providing a parking structure.

Action Strategy T1.2.13 Provide a street network level of service as high as practicable. At a minimum, level of service D should be provided where feasible.

Objective T1.3

Seek and develop new mechanisms for funding transportation system improvements.

Action Strategy T1.3.1 Study alternative ways of financing projects. Use the city's CIP to plan when, where, and how to construct transportation projects. Encourage use of private sector resources to assist in the costs of construction.

Action Strategy T1.3.2 Monitor and support legislation relating to impact fees and other alternative funding sources for street construction and maintenance projects.

Action Strategy T1.3.3 Design bike and pedestrian ways to parallel or share road access. Consider pedestrians when making road design decisions, including pavement widths and turning radius. Coordinate with VDOT.

Objective T1.4

Work with other local governments, regional and federal agencies, VDOT, and the private sector on transportation issues and the development of new transportation facilities and systems.

Action Strategy T1.4.1 Support and actively participate in all local, state, and federal transportation planning organizations.

Action Strategy T1.4.2 Promote and encourage use of commuter facilities, such as sheltered community bus and train stops, shuttle services, ridesharing programs, pedestrian walkways.

Action Strategy T1.4.3 Encourage major private development, to provide protected access to public transit stops and employer-established and funded ridesharing programs such as Metrochek.

Action Strategy T1.4.4 Encourage telecommuting and similar programs to reduce regional transportation demand.

Action Strategy T1.4.5 Support the transit services of PRTC: VRE, OmniRide, OmniLink, OmniMatch, Metro Direct and Commuter Programs such as Guaranteed Ride Home and Metrochek.

Action Strategy T1.4.6 Study the feasibility of a grade separation at the railroad crossing at Manassas Drive to improve the safety of this important intersection near the center of the city.

Action Strategy T1.4.7 Improve control of the railroad crossing arms to minimize needless delays to the motoring public each time a VRE train stops at the station.

Action Strategy T1.4.8 Ensure the ability of emergency equipment to quickly access locations on both sides of the city without excessive interference by train traffic.

Action Strategy T1.4.9 Work with the City of Manassas, Prince William County and VDOT to improve traffic flow along VA Route 28, e.g., by widening and adding additional lanes.

Action Strategy T1.4.10 Study options for providing alternative access to or bypass of VA Route 28, such as extending Euclid Avenue north into Prince William County, and additional possible crossings of Bull Run in cooperation with neighboring communities.

Action Strategy T1.4.11 Support regional plans to develop new and improved highways, e.g., the Tri-County Parkway, to alleviate congestion within the city.

Action Strategy T1.4.12 Ensure that the city receives the most transportation benefits from whatever alternative is chosen for the Tri-County Parkway.

Action Strategy T1.4.13 Actively participate in any discussions relating to a light rail service between the City of Manassas and Dulles Airport in the VA Route 28 corridor for the year 2020 as set forth in the Northern Virginia 2020 Transportation Plan.

Action Strategy T1.4.14 Identify road improvement projects that are currently planned and revise plans, where appropriate, to include parallel bicycle/pedestrian access consistent with industry standards.

Action Strategy T1.4.15 Study the feasibility of providing of a train platform along the west side of the Norfolk Southern railroad tracks, to tie into the pedestrian overpass to be constructed as part of Park Center, to give passengers another access to the VRE trains.

Goal T2

The city will provide safe and convenient access to existing bicycle, pedestrian and other forms of non-automotive transportation and recreation to minimize congestion, enhance local and regional air quality and provide healthy recreational opportunities for the public.

Objective T2.1

Encourage the use of sidewalks and existing trails as alternate transportation between mass transit system access points (e.g., VRE, bus stops), high-density residential and commercial areas, public facilities and other employment areas.

Action Strategy T2.1.1 Establish a network of sidewalks to link residential neighborhoods with commercial services, shopping areas, public and private recreational facilities, the VRE station, schools, major public facilities and the Park Center.

Action Strategy T2.1.2 Designate the following as potential shared-use (bicycle and pedestrian) paths to enable the city to obtain federal funding:

1. VA Route 28 corridor
2. Manassas Drive between Signal View Drive and VA Route 28
3. Signal View Drive between Manassas Drive and past Signal Hill Park
4. Euclid Avenue from Prince William County line to Manassas Drive
5. Norfolk-Southern Railroad right-of-way between Manassas Drive and Bull Run in Fairfax County
6. Any existing or planned paths within the City, such as South Whitt Drive to Cougar Elementary, connecting developments to the VRE parking lot.

Action Strategy T2.1.3 Provide outreach about the trail system within the development or redevelopment so that anyone moving to such an area is aware of the existence of the trail system within its boundaries.

Action Strategy T2.1.4 New trails should be added only when obvious usage has occurred by foot traffic, as indicated by an absence of previous plantation, and is supported by the community.

Action Strategy T2.1.5 Require commercial developments, redevelopments, and public facilities to provide safe and easy access for pedestrians, bicyclists and the mobility-impaired.

Action Strategy T2.1.6 Provide sidewalks on both sides of streets in commercial areas, if practicable.

Action Strategy T2.1.7 Provide sidewalks on at least one side of all residential streets.

Action Strategy T2.1.8 Minimize conflicts between pedestrian, bicycle and motor vehicle traffic.

Action Strategy T2.1.9 Create a trail network based on a primary configuration that utilizes Park Center as a hub and Manassas Drive as the major route in which to radiate service to all parts of the City.

Action Strategy T2.1.10 Design the trail network, utilizing existing trails and sidewalks, to link modes of activity, including city parks, schools, commerce centers, and commuting facilities.

Action Strategy T2.1.11 Provide connecting routes to existing trail networks and bicycle systems in the City of Manassas, Prince William County and Fairfax County.

Action Strategy T2.1.12 Amend the Zoning Ordinance to require all new commercial and industrial uses to provide bicycle parking facilities.

Objective T2.2

Provide trails that are well maintained, safe, direct and convenient to use.

Action Strategy T2.2.1 Develop a system of trail network graphics that clearly identifies designated bike routes and instructions regarding their proper use.

Action Strategy T2.2.2 Prepare appropriate mapping of the trail system and encourage the dissemination of maps to interested citizens and users.

Action Strategy T2.2.3 Provide for secure bicycle-parking facilities at all public facilities, tourist attractions and public transportation nodes.

Action Strategy T2.2.4 Develop an “Adopt-a-Trail” program to involve citizens and to provide for clean-up along the trails.

Goal T3

The city will maintain high quality transportation access to all land uses within the city.

Objective T3.1

Coordinate all transportation policies with current and future land use policies.

Action Strategy T3.1.1 Require relatively high-density residential development in mixed use centers, such as Park Center, to provide features that encourage use of mass transit and pedestrian facilities.

Action Strategy T3.1.2 Require all new developments and redevelopments to explore means for minimizing adverse impacts upon the city's transportation system.

Action Strategy T3.1.3 Encourage all new developments and redevelopments to provide features that facilitate the use of mass transit.

Action Strategy T3.1.4 Enhance natural areas and open space through responsible land planning and the use of carefully thought out and designed pathways as set forth in Action Strategy T2.1.4. Preservation of natural features should be sought through dedication of public land or permanent conservation easements. Incorporate bikeways and pedestrian trails into these areas and development of a citywide “greenway” system.

Action Strategy T3.1.5 Strengthen the site plan review process to assure the integration of pedestrian trails and bikeways into new development projects with appropriate linkages to community activity centers.