

Mobility Committee Recommended Comprehensive Plan Text
TRANSPORTATION CHAPTER

<p>figures on federal/State grant funds, county funds, private funding and on tax assessments.</p>	
<p>ACTION STRATEGY:</p>	
<p>TR 8.1. Estimate the cost of all transit modes planned. This model should provide cost estimates per county area, per community and down to a per capita LOS.</p>	
<p style="text-align: center;">Table 3 - Transit Improvement Plan</p> <p>Not all of the areas identified as potential new "centers" can be served, cost-effectively, by current or planned transit infrastructure. Proposed "center" development in areas already planned RCC, REC and CEC will have higher priority for receiving new transportation infrastructure than new centers focused on other land use categories.</p> <p>The highest priorities for Enhancing Transit Services will be:</p> <ul style="list-style-type: none"> - In "Potomac Communities" within 1 mile of VRE stations or within 1 mile I-95 interchanges, and within 1 mile of I-95 interchanges in the area west of I-95 - Within the 1/2 mile corridor on either side of Route 28 north of Manassas - Within 1/2 mile of new VRE station between Rixlew and Sudley Manor (Innovation's station) - Within 1/4 mile from new VRE station between Lee Highway (Route 29) and Route 234 Bypass - Within 1/2 mile of Potomac Mills and "in-line" BRT station on I-95 High Occupancy Toll (HOT) lanes - Within ¼ mile of Sudley Road (Business 234) from the City of Manassas to Manassas Campus of the Northern Virginia Community College <p>Areas greater than 20 acres where projects will be developed at Transit-Density Development levels and willing to provide feeder bus service should also be considered as priorities for enhancing transit services</p>	