

MOTION:

**February 20, 2024
Regular Meeting**

SECOND:

Res. No. 24-

RE:

AUTHORIZE SUBMISSION OF GRANT APPLICATIONS FOR THE NATIONAL CAPITAL REGION'S TRANSPORTATION PLANNING BOARD'S FISCAL YEAR 2025 REGIONAL ROADWAY SAFETY PROGRAM - VARIOUS MAGISTERIAL DISTRICTS

ACTION:

WHEREAS, the National Capital Region's Transportation Planning Board's (TPB) Regional Roadway Safety Program provides up to \$80,000 for planning projects and up to \$100,000 for design projects that address roadway safety issues; and

WHEREAS, the funds are available to member jurisdictions who submit applications and are selected through a competitive process; and

WHEREAS, the Prince William County Department of Transportation (Transportation) has identified and prioritized three studies and one project that support shared local and regional safety priorities for submission to this program; and

WHEREAS, the Hoadly Road Pedestrian and Bicycle Connections feasibility study requests \$80,000 to perform a study to provide safe, accessible pedestrian and bicycle facilities along the corridor and create a data-driven approach to prioritizing segments for implementation; and

WHEREAS, the Pedestrian and Bicycle Connectivity at Interstates feasibility study requests \$80,000 to identify all roadway interstate (66 and 95) crossings in the County without adequate pedestrian and bicyclist facilities, evaluate alternatives for providing connectivity, and provide 10 percent of the designs for recommended alternatives; and

WHEREAS, the Hedges Run Drive and Cotton Mill Drive Roundabout feasibility study requests \$80,000 to perform a study and provide a conceptual-level design to improve the safety at the intersection of Hedges Run Drive and Cotton Mill Drive; and

WHEREAS, the Rixlew Lane Safe School Crossing Project requests \$100,000 in technical assistance to provide preliminary engineering designs for an unsignalized crosswalk with a rapid flashing beacon in front of Unity Reed High School. Transportation recently completed a safety audit, which showed a clear preference of the student walkers to cross Rixlew Lane from the front of Unity Reed High School instead of using the existing crosswalk on Ashton Avenue, saving students several minutes on their commute; and

WHEREAS, the four applications request a total of \$340,000 in technical assistance and there is no local match requirement; and

WHEREAS, the application deadline is March 8, 2024, for submittal to the TPB;

February 20, 2024

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Res. No. 24-

Page Two

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby authorizes the County Executive, or their designee, to submit the applications and to execute all other documents necessary to secure funding from the Fiscal Year 2025 Regional Roadway Safety Program, administered by the National Capital Region's Transportation Planning Board, for the projects identified herein by the Department of Transportation staff.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

For Information:

Director of Transportation

ATTEST: _____

Clerk to the Board



STAFF REPORT

Board Meeting Date:	February 20, 2024
Agenda Title:	Authorize Submission of Grant Applications for the National Capital Region’s Transportation Planning Board’s Fiscal Year 2025 Regional Roadway Safety Program
District Impact:	Various Magisterial Districts
Requested Action:	Authorize submission of grant applications.
Department / Agency Lead:	Department of Transportation
Staff Lead:	Ricardo Canizales, Director

EXECUTIVE SUMMARY

The Regional Roadway Safety Program (Program) was established by the National Capital Region’s Transportation Planning Board (TPB) in July 2020. The Program provides short-term consultant services to member jurisdictions and agencies for planning or preliminary engineering projects that address roadway safety. Up to \$80,000 for planning projects and up to \$100,000 for design projects are available for selected projects; no local match is required. Applications are due March 8, 2024.

Prince William County Department of Transportation (Transportation) has identified three studies and a project that qualifies for the Program and requests \$340,000 in technical assistance.

It is the recommendation of County staff that the Prince William Board of County Supervisors (Board) authorize the submission of grant applications to the National Capital Region’s TPB’s Fiscal Year (FY) 2025 Program.

BACKGROUND

In July 2020, the TPB approved the Program via Resolution R3-2021. The FY 2025 application period began on January 5, 2024, and is the fifth funding cycle of the Program. The Program provides short-term consulting services for planning or design engineering transportation projects that address roadway safety. Program priorities include improving road user behavior, identifying and designing safety countermeasures, understanding safety data, and making cross-jurisdictional safety improvements. The Program also encourages addressing traffic fatalities and injuries in Equity Emphasis Areas. TPB member jurisdictions and agencies can apply for up to \$80,000 for planning projects and up to \$100,000 for design projects. TPB is responsible for procurement and oversight of the consulting services. Selected projects will be awarded in the spring and completed in the fall of 2024.

The first grant application (in no priority order) is for the Hoadly Road Pedestrian and Bicycle Connections feasibility study. This study requests \$80,000 to seek technical assistance in developing a corridor plan, creating a conceptual-level design for providing safe, accessible pedestrian and bicycle facilities along the corridor, and creating a data-driven approach to prioritizing segments for implementation. With its key location and significant number of pedestrian generators, there has been substantial public demand and County support for a consistent facility along Hoadly Road, as called for in the Comprehensive Plan. Tying in existing and new segments along this 4.7-mile corridor with the existing roadway and land use is a complex and expensive endeavor.

The second grant application is for the Pedestrian and Bicycle Connectivity at Interstates feasibility study. This study requests \$80,000 to identify all roadway interstate crossings in the County without adequate pedestrian and bicyclist facilities, evaluate alternatives for providing connectivity, and provide 10 percent of the designs for recommended alternatives. Interstates 95 and 66 bisect entirely the northern and eastern portions of the County, creating a significant hindrance to pedestrian and bicyclist crossings. Creating safe connections across interstates has a unique set of considerations regarding limited access controls, pedestrian and bicyclist comfort levels, and interactions with roadway traffic.

The third grant application is for the Hedges Run Drive and Cotton Mill Drive Roundabout feasibility study. This study requests \$80,000 to evaluate the feasibility of implementing a roundabout at the intersection and the conceptual-level design for the recommended alternative. The intersection has a history of accidents, and the County is exploring the potential of replacing the four-way stop, which research shows can increase the severity of crashes, with a roundabout, a proven safety countermeasure.

The fourth grant application is for the Rixlew Lane Safe School Crossing project. This project requests \$100,000 to design an unsignalized crosswalk with a rapid flashing beacon at Unity Reed High School's entrance to facilitate safe, direct access to Ashton Avenue. Transportation recently completed a safety audit, which showed a significant student pedestrian crossing on Rixlew Lane at the school entrance, where no crosswalk facilities exist. The existing crosswalk on Rixlew Lane is located at the intersection with Ashton Avenue, approximately 920 feet from the school entrance. Using the current pedestrian facilities, a student traveling between the school and the Ashton Glen Apartments, which generates the most student walkers, would travel a total distance of at least half a mile. However, by crossing Rixlew Lane at the school entrance and using a well-established trail at the church campground across the street, students can access the apartments in less than a 0.2-mile walk. The results of this project will be utilized as a template for other mid-block crosswalks throughout the County.

STAFF RECOMMENDATION

It is the recommendation of County staff that the Board authorize the submission of grant applications to the FY 2025 Program administered by the National Capital Region's TPB for technical assistance for the three studies and one project.

Service Level / Policy Impact

Strategic Plan: Authorization of the RRS Program funding request will impact the following Transportation and Mobility (TM), Resilient Economy (RE), and Sustainable Growth (SG) objectives in the Prince William County Strategic Plan:

- TM1:C – Enhance local, state, regional, and federal partnerships to identify resources and leverage funding mobility projects and initiatives.
- TM2:A – Improve connectivity of sidewalks and trails (paved and unpaved) for pedestrians and cyclists.
- TM2:D – Implement strategies and plans to reduce mobility-related fatalities and injuries.
- TM3:C – Identify and prioritize infrastructure projects that improve accessibility and connection to transit.
- RE1:B – Develop opportunities for self-contained lifestyle, recreation, residential, entertainment, and town center developments with an emphasis on creating accessible, walkable, live/work/play destinations that include parks, trails, and green spaces.
- RE1:C – Expand transportation options that make it easier to travel into, out of, and around Prince William County.

Comprehensive Plan: Authorization of the RRS Program funding request is consistent with the following policies in the Prince William County Comprehensive Plan:

- Mobility Policy 1 – Ensure that the County's transportation network prioritizes safety for all mode users, including motorists, transit riders, pedestrians, including students, and bicyclists.
- Mobility Policy 2 – Prioritize equity and access when planning for mobility projects.
- Mobility Policy 3 – Promote sustainability and resiliency when proposing new infrastructure or upgrading existing facilities that impact environmental and cultural resources.
- Mobility Policy 4 – Maximize cost-effectiveness of all multimodal projects through strategic project planning, programming, procurement, and delivery.

Fiscal Impact

The total funding request for the four applications is \$340,000. Authorizing the submission of these four grant applications will provide an opportunity for the County to secure external funds and technical assistance for multimodal transportation improvement projects within the County. The County will not incur any costs; no local match will be required if the projects are selected.

Legal Impact

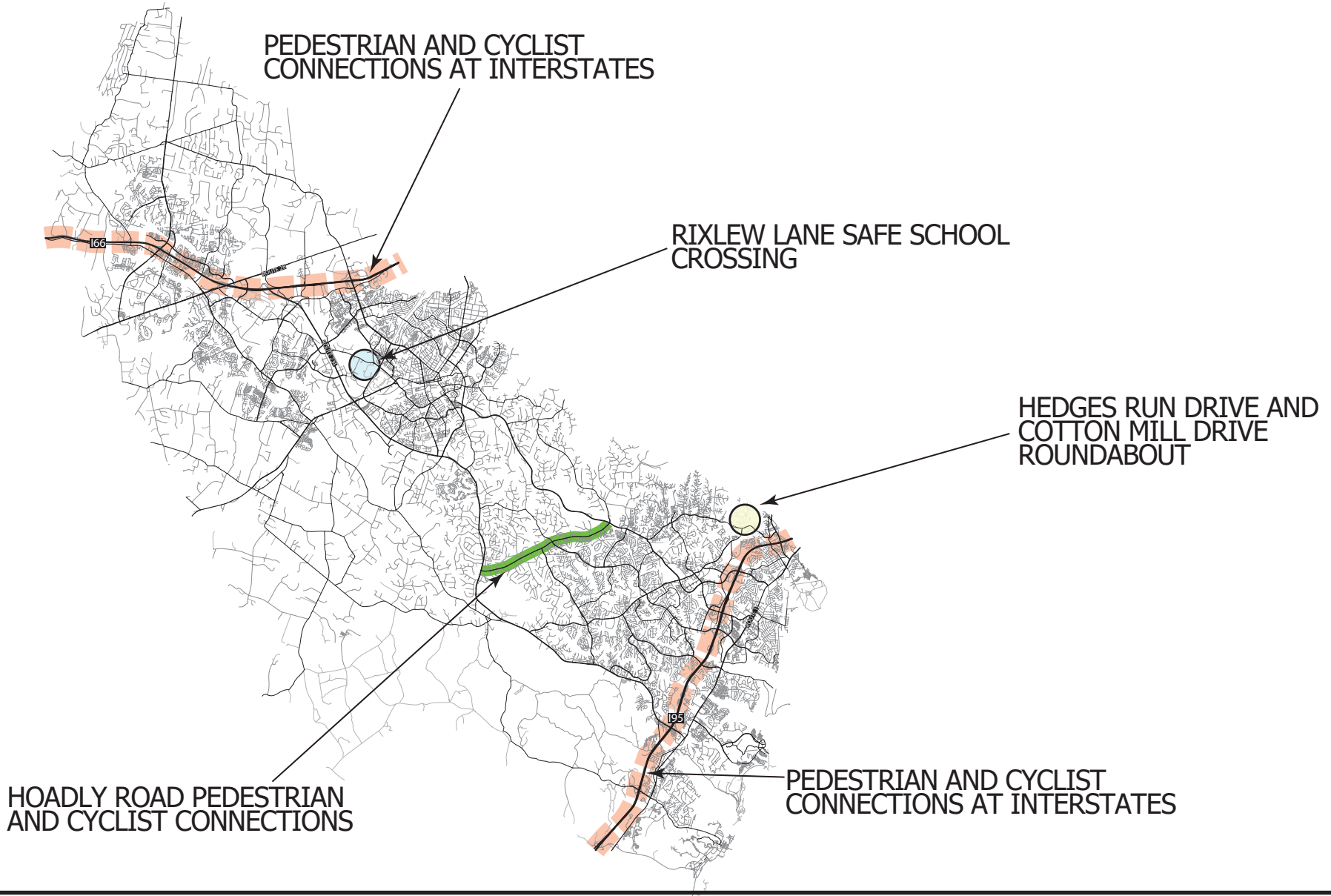
The Board has the legal authority to authorize the submission of applications to the National Capital Region TPB to secure grant funding. However, it is not legally required to do so.

STAFF CONTACT INFORMATION

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ATTACHMENT

Vicinity Map



FY2025 REGIONAL ROADWAY SAFETY PROGRAM (RRSP) PROJECTS

VARIOUS MAGISTERIAL DISTRICTS
 FEBRUARY 20, 2024

