

## **Corridor Strategies**

The analysis that was done as part of the congestion management process for each of the corridors has fed into the development of congestion mitigating strategies for each corridor. Many of the strategies above have been proposed for multiple corridors and sub-corridors. Each sub-corridor strategy table has the strategies organized by *Traffic Operations and Management*, *Travel Demand Management / Alternative Travel Modes*, and *Roadway Capacity*. Those strategies that are considered *Traffic Operations and Management* are shown in “blue” text, *TDM/Alternative Travel Modes* in “red”, and *Roadway Capacity* in “green”. In addition, potential strategies are suggested as either short-term or long-term.

### ***Interstate 95 Corridor***

The Interstate 95 corridor travels between the Prince William and Stafford County lines at the northern end and the Caroline and Hanover County line at the southern end of the region. The corridor travels through both rural and urban areas, with the majority of the development occurring between Spotsylvania and the Prince William County line. The corridor is a major commuter route carrying commuters into the major job centers around the greater Washington, D.C. Metropolitan Area. The corridor has a number of carpool, vanpool, and public transit services that travel between Spotsylvania, Fredericksburg, and Stafford to the Washington D.C. Metropolitan Area.

Major issues that were noted through the analysis included travel slowdowns in the morning starting around Route 610 and evening slowdowns starting at the Prince William County line and Route 610 and again just north of Fredericksburg. Higher volume to capacity ratios were noted primarily north of Fredericksburg. Higher crash rates were observed primarily around key interchanges along the corridor.

The following tables document notes, existing issues, and potential short- and long-term congestion management strategies for each sub-corridor.

Sub-Corridor		Notes	Issues
1		<ul style="list-style-type: none"> <li>❖ There are 368 vanpools, carrying roughly 4,000 people daily</li> <li>❖ There are 117 carpools, carrying roughly 350 people daily</li> <li>❖ Commuter bus trips carry approximately 700 people every weekday</li> <li>❖ VRE carried over 2.4 million passengers on the Fredericksburg Line in FY 2013</li> </ul>	<ul style="list-style-type: none"> <li>❖ AM travel speed slowdown on I-95N @ Garrisonville Rd (Route 610)</li> <li>❖ PM travel speed slowdown on I-95S between Prince William CL and Garrisonville Rd (Route 610) &amp; approach to Plank Rd (VA Route 3)</li> <li>❖ V/C Ratios above 1.2 between Courthouse Rd (Route 630) and Warrenton Rd (U.S. Route 17) in the southbound direction.</li> <li>❖ Higher crash rates were noted around the interchanges for Garrisonville Rd (Route 610), Courthouse Rd (Route 630) and Warrenton Rd (U.S. Route 17).</li> </ul>
From	To		
Prince William County Line	Jefferson Davis Hwy (U.S. Route 1)		
<b>Short-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Study the feasibility of ramp metering at the Garrisonville Road (Route 610) and Warrenton Road (U.S. Route 17) interchanges.</li> <li>❖ Install variable speed limit signs to “smooth” traffic flows</li> <li>❖ Conduct safety study of I-95 around all interchanges with special attention to Garrisonville Road (Route 610), Courthouse Road (Route 630), and Warrenton Road (U.S. Route 17). interchanges</li> <li>❖ Install variable message boards on major commuter routes leading up to I-95</li> <li>❖ Improve information available to commuters to include “next bus” technology and other real time information, such as current travel times on general use lanes vs. the new express HOT lanes</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Improve amenities associated with commuter bus and train to include wireless internet and other technologies that allow commuters to work while they travel</li> <li>❖ Increase park and ride lot capacity</li> <li>❖ Study costs and benefits of an interchange redesign at Garrisonville Road (Route 610) to improve traffic bottlenecks</li> <li>❖ Interchange relocation/reconstruction at Courthouse Road (Route 630)</li> </ul>			
<b>Long-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Increase video and sensor detection capabilities along I-95 to improve traffic monitoring for incident management and travel flows</li> <li>❖ Expand transit and commuting options currently available</li> <li>❖ Increase park and ride lot capacity</li> <li>❖ Extension of the existing 95 Express Lanes</li> <li>❖ Construction of the Rappahannock River Crossing Project</li> <li>❖ Construction of the new I-95 Rest Area interchange and Rappahannock Parkway</li> </ul>			



Sub-Corridor		Notes	Issues
2		❖ No travel speed issues along this sub-corridor	❖ V/C ratio over 1.2 on northbound section south of Spotsylvania interchange (Exit 126)
From	To		
Jefferson Davis Hwy (U.S. Route 1)	Hanover County Line		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Install variable message boards on major commuter routes leading up to I-95</li> <li>❖ Conduct safety study of I-95 around the Spotsylvania interchange</li> <li>❖ Increase marketing/ outreach of carpool, vanpool, and available transit options Improve amenities associated with commuter bus and train to include wireless internet and other technologies that allow commuter to work while they travel</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Increase park and ride lot capacity</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Increase video and sensor detection capabilities along I-95 to improve traffic monitoring for incident management and travel flows</li> <li>❖ Install variable speed limit signs to “smooth” traffic flows</li> <li>❖ Expand transit and commuting options available</li> <li>❖ Increase park and ride lot capacity</li> <li>❖ Improve bottlenecks by investigating interchange redesign possibilities, to include additional lanes on ramps and lengthening of acceleration and deceleration lanes</li> <li>❖ Construction of the new I-95 Jackson Gateway interchange between exits 126 (Spotsylvania) and 118 (Thornburg)</li> <li>❖ Construction of improvements to Spotsylvania interchange (Exit 126)</li> <li>❖ Construct improvements to Thornburg Interchange (Exit # 118)</li> </ul>			

### ***U.S. Route 1 Corridor***

The U.S. Route 1 corridor travels between the Prince William and Stafford County line at the northern end and the Caroline and Hanover County line at the southern end of the region. The corridor travels through rural, urban, and suburban areas. The roadway transitions from higher speed undivided segments with shoulders to slower speed, divided urban arterials with sidewalks. Those sections of the corridor that travel through urban areas have local public transit service. The changes in roadway design present different issues depending on the design. Many of the slowdowns noted in the travel time analysis were associated with stopping at signalized intersections. Higher volume to capacity ratios were noted in the northern portions of the corridor between the Prince William County line and Massaponax. Crash rates were highest around major intersections.

The following tables document notes, existing issues, and potential short and long-term congestion management strategies for each sub-corridor.

Sub-Corridor		Notes	Issues
1		❖ Speed data show that slowdowns are associated with signalized intersections	❖ V/C Ratio between Garrisonville Rd (Route 610) and Telegraph Rd (Route 637) is above 1.2 ❖ Higher crash rates were noted on the approach to Garrisonville Rd (Route 610)
From	To		
Prince William County Line	Garrisonville Road (Route 610)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Develop access management policies that seek to balance need for access and reduction of conflicts with the Jefferson Davis Highway (U.S. Route 1) corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis Highway (U.S. Route 1) corridor leading up to interchanges with I-95 that allow drivers to make alternative route decisions.</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information.</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Provision of public transit along this portion of Jefferson Davis Highway (U.S. Route 1)</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Work with Quantico Marine Corps Base and Prince William County to improve gate operations and interchange design at Russell Road</li> <li>❖ Widen U.S. Route 1 from 4 to 6 lanes between the Prince William County Line and Warrenton Road (U.S. Business Route 17)</li> <li>❖ Redesign/reconstruction of intersection at Garrisonville Road (Route 610)</li> </ul>			

Sub-Corridor		Notes	Issues
2		❖ V/C ratios are below 0.8 for this entire sub-corridor.	❖ Travel speed slowdowns between 11 – 15 mph during peak periods for entire length of sub-corridor  ❖ High crash rates observed in multiple locations
From	To		
Garrisonville Road (Route 610)	Courthouse Road (Route 630)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Jefferson Davis Highway (U.S. Route 1) corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis Highway (U.S. Route 1) corridor leading up to interchanges with I-95 that allow drivers to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study of Jefferson Davis Highway (U.S. Route 1) between Austin Run Boulevard and Courthouse Road (Route 630) (includes Hope Road (Route 687)) to examine design improvements to reduce crash rates</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options</li> <li>❖ Widen Jefferson Davis Highway (U.S. Route 1) from 4 to 6 lanes between the Prince William County Line and Warrenton Road (U.S. Business Route 17)</li> </ul>			

Sub-Corridor		Notes	Issues
3		❖ V/C Ratios remain below 0.8 for this entire sub-corridor	<ul style="list-style-type: none"> <li>❖ Travel speed slowdowns in AM and PM Layhill Rd (Route 624) and Centreport Pkwy (Route 8900)</li> <li>❖ Higher than average crash rates observed near Routes Courthouse Rd (Route 630), American Legion Rd (Route 628), and Warrenton Rd (U.S. Route 17)</li> </ul>
From	To		
Courthouse Road (Route 630)	Warrenton Road (U.S. Business Route 17)		
<b>Short-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Jefferson Davis Highway (U.S. Route 1) corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis Highway (U.S. Route 1) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study of Jefferson Davis Highway (U.S. Route 1) as it approaches Warrenton Road (U.S. Business Route 17) to examine design improvements to lessen crash rates</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Intersection improvements at Warrenton Road (U.S. Business Route 17) /Butler Road (VA Route 218)</li> </ul>			
<b>Long-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options</li> <li>❖ Turn lane improvements at the Jefferson Davis Highway (U.S. Route 1) and American Legion Road (Route 628) intersection</li> <li>❖ Turn lane improvements at the U.S. Route 1 and Potomac Creek Drive intersection</li> <li>❖ Widen U.S. Route 1 from 4 to 6 lanes between the Prince William County Line and Warrenton Road (U.S. Business Route 17)</li> </ul>			

Sub-Corridor		Notes	Issues
4		❖ No significant congestion noted in the speed data	❖ V/C ratio of 0.8 to 1.2 observed between Princess Anne St (U.S. Business Routes 1/17) and Warrenton Rd (U.S. Route 17)  ❖ High crash rates observed along entire sub-corridor
From	To		
Warrenton Road (U.S. Business Route 17)	Plank Road (VA Route 3)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the U.S. Route 1 corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis Highway (U.S. Route 1) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Perform signal optimization of traffic signals within the City of Fredericksburg and continue optimization efforts after initial retiming</li> <li>❖ Conduct safety studies to identify causes and mitigation for high crash rate locations</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options</li> <li>❖ Upgrade Jefferson Davis Highway (U.S. Route 1) with turn lanes and intersection improvements between the Stafford County line and Plank Road (VA Route 3)</li> <li>❖ Replace the Falmouth Bridge with a 6 lane bridge that includes pedestrian and bicycle facilities</li> </ul>			

Sub-Corridor		Notes	Issues
5		❖ No significant congestion noted in the speed data	❖ V/C ratio is above 1.0 between the Fredericksburg CL and Plank Rd (VA Route 3) ❖ Higher crash rates observed between Fredericksburg CL and Courthouse Rd (VA Route 208)
From	To		
Plank Rd (VA Route 3)	Courthouse Rd (VA Route 208)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Jefferson Davis Highway (U.S. Route 1) corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis Highway (U.S. Route 1) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Perform signal optimization of traffic signals within the City of Fredericksburg and continue optimization efforts after initial retiming</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options</li> <li>❖ Widen Route 1 from 4 to 6 lanes with pedestrian improvements between Harrison Road (Route 620) and Southpoint Parkway</li> </ul>			

Sub-Corridor		Notes	Issues
6		❖ V/C ratios are less than 0.8 except in the vicinity of the Spotsylvania interchange	<ul style="list-style-type: none"> <li>❖ Travel speed slowdown in the AM northbound direction between Spotsylvania Pkwy and Courthouse Rd (VA Route 208)</li> <li>❖ Travel speed slowdown in the PM southbound direction between the Courthouse Rd (VA Route 208) and south of I-95 interchange</li> <li>❖ Higher than average crash rates observed throughout the corridor</li> </ul>
From	To		
Courthouse Rd (VA Route 208)	Spotsylvania Parkway		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Jefferson Davis Highway (U.S. Route 1) corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis (U.S. Route 1) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/ carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options available</li> <li>❖ Widen Jefferson Davis Highway (U.S. Route 1) from 4 to 6 lanes with pedestrian improvements between Harrison Road (Route 620) and Southpoint Parkway</li> </ul>			

Sub-Corridor		Notes	Issues
7		❖ V/C ratios remains below 0.8 throughout sub-corridor	❖ Higher than average crash rates observed near the intersections with Robert E. Lee Dr (Route 608), Mudd Tavern/Morris Rd (Route 606), and Ladysmith Rd (Route 639)
From	To		
Spotsylvania Parkway	Hanover County Line		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Jefferson Davis Highway (U.S. Route 1) corridor.</li> <li>❖ Install variable message boards at key locations along the Jefferson Davis Highway (U.S. Route 1) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Safety study of Jefferson Davis Highway (U.S. Route 1) approaches to Robert E. Lee Drive (Route 608)</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Construct intersection improvements at Jefferson Davis (U.S. Route 1) and Mudd Tavern/ Morris Road (Route 606)</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Widen Route 1 from 4 to 6 lanes between Spotsylvania Parkway and Massaponax Church Road (Route 608)</li> </ul>			

### ***U.S. Route 17 Corridor***

U.S. Route 17 is a primary arterial that travels through the GW Region from the Fauquier and Stafford County line to the Caroline and Essex County line. Portions of the corridor are concurrent with both Interstate 95 and U.S. Route 1. The corridor travels through rural and urban areas; transitioning from a high-speed, divided multilane highway to a moderate-speed, multilane undivided highway, and then to a high-speed, undivided two-lane facility.

The majority of the slowdowns noted from the travel time study were observed between the Interstate 95 interchange at Falmouth and International Parkway. Similarly, speed slowdowns were noted between U.S. Route 1 and Tidewater Trail. Volume to capacity ratios were highest between Interstate 95 and Cardinal Drive on the northern portion of U.S. Route 17. Major intersections tended to have higher crash rates throughout the corridor.

Sub-Corridor		Notes	Issues
1		<ul style="list-style-type: none"> <li>❖ No significant congestion issues noted in the speed data</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> <li>❖ No transit service available</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher crash rates observed near the intersection with Poplar Rd (Route 616)</li> </ul>
From	To		
Fauquier County Line	Village Parkway		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Perform safety study of the approaches and intersection of Warrenton Rd (U.S. Route 17) and Poplar Rd (Route 616)</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Widen Warrenton Rd (U.S. Route 17) from 4 to 6 lanes divided with paved shoulders between Berea Church Rd (Route 654) and Hartwood Rd (Route 612)</li> </ul>			

Sub-Corridor		Notes	Issues
2		❖ V/C ratios below 1.2 throughout sub-corridor	<ul style="list-style-type: none"> <li>❖ Travel speed slowdowns in the eastbound and westbound directions between International Pkwy (Route 700) and I-95</li> <li>❖ Higher crash rates observed throughout the sub-corridor, with the highest rates observed between Litchfield Blvd and I-95.</li> </ul>
From	To		
Village Parkway	I-95		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Warrenton Road (U.S. Route 17) corridor.</li> <li>❖ Install variable message boards at key locations along the Warrenton Road (U.S. Route 17) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety studies for Warrenton Road (U.S. Route 17) between Litchfield Boulevard and I-95</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Widen Warrenton Rd (U.S. Route 17) from 4 to 6 lanes divided with sidewalks between McLane Dr and Stafford Lakes Pkwy</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> </ul>			

Sub-Corridor		Notes	Issues
3		❖ No significant congestion or V/C ratio issues along this sub-corridor	❖ Higher than average crash rates observed on the west end of this sub-corridor between U.S. Route 1 and the I-95 overpass
From	To		
Jefferson Davis Hwy (U.S. Route 1)	Tidewater Trail (VA Route 2)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Complete signal optimization</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Mills Drive (U.S. Route 17) corridor.</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study of entire sub-corridor with emphasis placed on Germanna Point Drive, Cosners Driver, Lee Hill School Drive (Route 635), and Tidewater Trail (VA Route 2)</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Extend the left-turn lane from Mills Drive (U.S. Route 17) onto Germanna Point Drive</li> <li>❖ Improve Intersection of U.S. Route 17 and Thorton Rolling/Jim Morris Rd.</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options available</li> <li>❖ Widen Mills Drive (U.S. Route 17) from 2 to 4 lanes divided with sidewalk and shared use trail between the I-95 bridge and Tidewater Trail (VA Route 2)</li> </ul>			

Sub-Corridor		Notes	Issues
4		<ul style="list-style-type: none"> <li>❖ No congestion issues noted in the speed data</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher than average crash rates observed at the ends of this sub-corridor near the intersections of Tidewater Trail (VA Route 2) and A.P. Hill Blvd (U.S. Route 301)</li> </ul>
From	To		
Tidewater Trail (VA Route 2)	A.P. Hill Blvd (U.S. Route 301)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study around the intersection of Tidewater Trail (VA Route 2) and A.P. Hill Boulevard (U.S. Route 301)</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/ carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Widen from 2 to 4 lanes from Tidewater Trail to U.S. Route 301</li> </ul>			

Sub-Corridor		Notes	Issues
5		<ul style="list-style-type: none"> <li>❖ No congestion issues noted in the speed data</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher crash rates observed near the intersection with A.P. Hill Blvd (U.S. Route 301)</li> </ul>
From	To		
A.P. Hill Blvd (U.S. Route 301)	Essex County Line		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study around the intersection of A.P. Hill Boulevard (U.S. Route 301)</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> </ul>			

### **U.S. Route 301 Corridor**

U.S. Route 301, also called the James Madison Parkway, is classified as a Rural Other Principal Arterial and has a four-lane divided cross-section between VA Route 3 and the Harry Nice Bridge. Since the Nice Bridge over the Potomac River is only two lanes, U.S. Route 301 tapers down to two lanes at Barnsfield Road on the northbound approach to the bridge. This entire length of U.S. Route 301 is planned to be widened from 4 to 6 lanes.

Corridor		Notes	Issues
US Route 301		<ul style="list-style-type: none"> <li>❖ No congestion issues noted in the speed data, although there can be slowdowns in the northern portion of the corridor immediately south of the Nice Bridge</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher than crash rates observed near the intersections at Dahlgren Road, Eden Drive, Ridge Road and Kings Highway.</li> </ul>
From	To		
VA Route 3	Nice Bridge		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety studies around the intersections with higher than average crash rates</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Widen U.S. Route 301 from 4 to 6 lanes from VA Route 3 to the Nice Bridge (very long-term)</li> </ul>			

### ***VA Route 3 Corridor***

The VA Route 3 corridor travels through both rural and urban areas as it travels through Spotsylvania County, the City of Fredericksburg, Stafford County, and King George County. The highway, depending on the surrounding development patterns, may be divided or undivided and transitions from high speeds of 55 mph to lower speeds of 35 mph. There is public transit on the portions of VA Route 3 closest to the City of Fredericksburg. Travel slowdowns occurred in both the eastbound and westbound directions. The biggest slowdowns occurred during the evening peak period, especially between Interstate 95 and Willow Oaks drive in the westbound direction. Volume to capacity ratios were highest between Gordon Road and Interstate 95. Highest crash rates were observed around major intersections and along approached to Interstate 95.

Sub-Corridor		Notes	Issues
1		<ul style="list-style-type: none"> <li>❖ No transit service</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Travel speed slowdown near Willow Oaks Dr in both the EB and WB directions in the AM</li> <li>❖ Higher crash rates observed near the intersections with Constitution Hwy (VA Route 20), Brock Rd, Old Plank Rd/Ely's Ford Rd (Rte 610)</li> </ul>
From	To		
Orange County Line	Willow Oaks Drive		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Germanna Highway (VA Route 3) corridor.</li> <li>❖ Install variable message boards at key locations along the Germanna Highway (VA Route 3) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Increase marketing/outreach of carpool, vanpool, available and transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/ carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Perform safety studies around intersections of Germanna Highway (VA Route 3) and Brock Road and Old Plank Road/Ely's Ford Rd (Route 610)</li> </ul>			

Sub-Corridor		Notes	Issues
2		❖ This sub-corridor has significant congestion issues due to high volumes and multiple signals	<ul style="list-style-type: none"> <li>❖ Travel speed slowdown in the AM eastbound and westbound directions from Willow Oaks Dr to I-95</li> <li>❖ Travel speed slowdown in the PM eastbound and westbound directions from Jefferson Davis Hwy (U.S. Route 1) to Gateway Blvd and from I-95 to Salem Church Road (Route 639)</li> <li>❖ V/C ratio is higher than 1.2 for entire sub-corridor</li> <li>❖ Higher than average crash rates throughout sub-corridor</li> </ul>
From	To		
Willow Oaks Drive	Jefferson Davis Hwy (U.S. Route 1)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Develop access management policies that seek to balance need for access and reduction of conflicts with the Plank Road (VA Route 3) corridor.</li> <li>❖ Install variable message boards at key locations along the Plank Road (VA Route 3) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Perform safety study of Plank Road (VA Route 3) between Single Oak Road (Route 688) and I-95</li> <li>❖ Expand transit and commuting options, to include park and ride locations</li> <li>❖ Widen Route 3 from 4 to 6 lanes from Gateway Blvd. to William St.</li> </ul>			
Sub-Corridor		Notes	Issues
3		❖ V/C ratios are below 0.8 throughout the sub-corridor	❖ Travel speed slowdowns and higher than average crash rates along the western end of the sub-corridor, near U.S. Route 1
From	To		
Jefferson Davis Hwy (U.S. Route 1)	Kings Highway (VA Route 3)		
Short-term Strategies			

- ❖ Install variable message boards at key locations along the Blue and Gray Parkway (VA Route 3) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions
- ❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information
- ❖ Perform a signal optimization of traffic signals within the City of Fredericksburg
- ❖ Increase marketing/outreach of carpool, vanpool, and available transit options
- ❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling

#### Long-term Strategies

- ❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)
- ❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents
- ❖ Expand transit and commuting options, to include park and ride locations

Sub-Corridor		Notes	Issues
4		❖ V/C Ratios are below 0.8 for entire sub-corridor	<ul style="list-style-type: none"> <li>❖ Travel speed slowdown in the AM westbound direction from Hudson Ln (Route 1214) to Ridgeway Dr (Route 637)</li> <li>❖ Higher crash rates observed near intersections with Dahlgren Rd (VA Route 206) and between Hudson Rd (Rte 638) and Indiantown Rd (Route 610)</li> </ul>
From	To		
Kings Highway (VA Route 3)	James Monroe Pkwy (U.S. Route 301)		
<b>Short-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Install variable message boards at key locations along the Kings Highway (VA Route 3) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/ carpooling</li> </ul>			
<b>Long-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Perform safety study along Kings Highway (VA Route 3) between Dahlgren Road (VA Route 206) and Hudson Road (Route 638)</li> <li>❖ Expand transit and commuting options, to include park and ride locations</li> </ul>			

Sub-Corridor		Notes	Issues
5		<ul style="list-style-type: none"> <li>❖ No congestion issues noted in the speed data</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher crash rates observed near the intersections with Big Timber Rd (Route 647) and Dickinson's Corner Rd (Route 625)</li> </ul>
From	To		
James Monroe Pkwy (U.S. Route 301)	Westmoreland County Line		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Perform safety studies along Kings Highway (VA Route 3) and intersections with Big Timber Road (Route 647) and Dickinson's Corner Road (Route 625)</li> </ul>			

### ***VA Route 2 Corridor***

The VA Route 2 corridor travels primarily through rural areas. The portions that travel through the Town of Bowling Green and on the approach into the City of Fredericksburg between Mills Drive and the City become more urban in character. Except for portions closest to the City of Fredericksburg, VA Route 2 is an undivided facility. Speeds vary from 25 mph to 55 mph depending on the surrounding level of development.

Few issues were noted along the VA Route 2 corridor. The volume to capacity ratio only rose above 1.0 between Mansfield Drive and the City line. Travel slowdowns occurred during the morning between River Meadows Way and Benchmark Road in the northbound direction. They were also observed in the southbound direction between Pepmeier Hill Road and Long Branch Road during the evening. Higher crash rates were observed in the industrial area near Lansdowne Road and also around Pepmeier Mill Road.

Sub-Corridor		Notes	Issues
1		<ul style="list-style-type: none"> <li>❖ No congestion issues noted in the speed data</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher than average crash rates observed near the intersection with Lansdowne Rd (Route 638)</li> </ul>
From	To		
Blue and Gray Parkway (VA Route 3)	Mills Drive (U.S. Route 17)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Complete signal optimization</li> <li>❖ Perform a signal optimization study for traffic signals within the City of Fredericksburg</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study of Tidewater Trail (VA Route 2) as it approaches Lansdowne Road (Route 638) to examine design improvements to lessen crash rates</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Construct intersection improvements at Tidewater Trail (VA Route 2) and Lansdowne Road (Route 638)</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options available</li> <li>❖ Widen Tidewater Trail/Dixon Street (VA Route 2) from 2 to 4 lanes with sidewalks and paved shoulders between Mills Drive (U.S. Route 17 Bypass) and the Fredericksburg City line</li> <li>❖ Widen Dixon Street (VA Route 2) northbound from 1 to 2 lanes between the Fredericksburg City line and Mayfield Avenue</li> </ul>			

Sub-Corridor		Notes	Issues
2		❖ V/C ratios remains below 0.8 throughout sub-corridor	<ul style="list-style-type: none"> <li>❖ Travel speed slowdown in the PM southbound direction from Pepmeier Hill Rd (Route 610) to Long Branch Rd (Route 668)</li> <li>❖ Higher crash rates observed near the intersections with Pepmeier Hill Rd (Route 610) and Dawn Rd. The Town of Bowling Green also has higher crash rates</li> </ul>
From	To		
Mills Drive (U.S. Route 17)	Hanover County Line		
<b>Short-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study of Fredericksburg Turnpike (VA Route 2) as it approaches Pepmeier Hill Road (Route 610) and Dawn Road to examine design improvements to lessen crash rates</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/ carpooling</li> </ul>			
<b>Long-term Strategies</b>			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Conduct safety study of Richmond Turnpike (VA Route 2) in the Town of Bowling Green</li> </ul>			

### ***Route 610 Corridor***

The Route 610 corridor is the shortest study corridor. Route 610 travels from a rural area at its terminus at the Fauquier and Stafford County line to an urban area at the eastern terminus with U.S. Route 1. Route 610 transitions from a high-speed, undivided two-lane facility to a four-lane divided facility, with six lanes near I-95. The corridor has some public transit service as well as commuter bus routes that access park and ride lots located along the corridor.

Travel speed slowdowns occurred in the eastbound direction during the morning and in the westbound direction during the evening. Most slowdowns can probably be attributed to the high number of signalized intersections in the urban areas of the corridor. Volume to capacity ratios never exceeded 1.0 anywhere along the corridor, indicating that capacity is not the issue that contributes to any observed congestion problems. Higher crash rates were observed around the intersection of Route 610 with Rock Hill Church Road, Arrowhead Drive, Joshua Road, Shelton Shop Road, and Eustace Road.

Sub-Corridor		Notes	Issues
1		<ul style="list-style-type: none"> <li>❖ No congestion issues noted in the speed data</li> <li>❖ V/C ratios remains below 0.8 throughout sub-corridor</li> </ul>	<ul style="list-style-type: none"> <li>❖ Higher crash rates observed near the intersections with Rock Hill Church Rd (Route 644) and Arrowhead Dr</li> </ul>
From	To		
Fauquier County Line	Joshua Road (Route 643)		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Conduct safety study of Garrisonville Road (Route 610) as it approaches Rock Hill Church Road (Route 644), and Arrowhead Drive to examine design improvements to lessen crash rates</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Increase marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade Garrisonville Road (Route 610) with paved shoulders, turn lanes, and intersection improvements between the Fauquier County line and Joshua Road (Route 643)</li> </ul>			

Sub-Corridor		Notes	Issues
2		❖ V/C ratio is above 0.8 near the I-95 interchange and U.S. Route 1, but below 0.8 throughout the remainder of the sub-corridor	<ul style="list-style-type: none"> <li>❖ Travel speed slowdown in the AM eastbound direction from Toluca Rd (Route 675) to Raintree Blvd</li> <li>❖ Travel speed slowdown in the PM westbound direction from Jefferson Davis Hwy (U.S. Route 1) to Stafford Quarry Road</li> <li>❖ Higher crash rates observed near the intersections with Joshua Rd (Route 643) and Shelton Shop Rd (Route 648). Also the segment between Eustace Rd (Route 751) and I-95</li> </ul>
From	To		
Joshua Road (Route 643)	U.S. Route 1		
Short-term Strategies			
<ul style="list-style-type: none"> <li>❖ Continue signal optimization process</li> <li>❖ Implement access management policies that seek to balance need for access and reduction of conflicts with the Garrisonville Road (Route 610) corridor.</li> <li>❖ Install variable message boards at key locations along the Garrisonville Road (Route 610) corridor leading up to interchanges with I-95 that allow driver's to make alternative route decisions</li> <li>❖ Expand and promote the traveler information system to include more information about commuting options, park-and-ride locations/availability, travel information, incidents, construction, weather updates, lanes closures, and emergency information</li> <li>❖ Conduct safety study of Garrisonville Road (Route 610) as it approaches Shelton Shop Road (Route 648), Joshua Road (Route 643), and I-95 to examine design improvements to lessen crash rates</li> <li>❖ Increased marketing/outreach of carpool, vanpool, and available transit options</li> <li>❖ Increase use of work related policies aimed at promoting telecommuting, flexible work hours, and incentives for using transit/carpooling</li> <li>❖ Construct left turn lanes to and from Onville Road (Route 641) and Garrisonville Road (Route 610)</li> </ul>			
Long-term Strategies			
<ul style="list-style-type: none"> <li>❖ Increase incident management capabilities through integration of CAD systems and communications linkages with all parties involved (VDOT, VSP, Local law enforcement, Fire/EMS)</li> <li>❖ Upgrade corridor signals to include signal preemption to improve response times of first responders to incidents</li> <li>❖ Expand transit and commuting options available</li> </ul>			