

MOTION:

**March 15, 2016
Regular Meeting
Res. No. 16-**

SECOND:

**RE: COMPREHENSIVE PLAN AMENDMENT #CPA2016-00003, REMOVE
THE BICOUNTY PARKWAY – GAINESVILLE MAGISTERIAL
DISTRICT**

ACTION:

WHEREAS, this is a request to remove the Bi-County Parkway (also known as Rt. 234 Extended North) from the Thoroughfare Plan of the Comprehensive Plan; and

WHEREAS, denial of the proposed amendment supports the Transportation Policy #6 that states that the County will provide sufficient capacity to meet demand; and

WHEREAS, denial of the proposed amendment will maintain the planned roadway capacity and prevent the future LOS on Rt. 15, Prince William Parkway and numerous secondary roads from decreasing, possibly causing the need for widening of these roads; and

WHEREAS, the Bi-County Parkway would relieve traffic on Rt. 15 between Haymarket and the residential communities to the north. Additionally, the Bi-County Parkway serves as the north-south portion of the Manassas Battlefield Bypass, which will be used by traffic shifted out of the park due to the planned closures of Lee Highway (Rt. 29) and Sudley Road (Rt. 234) through Manassas National Battlefield Park; and

WHEREAS, impacts associated with the removal of the Bi-County Parkway are better addressed through the update of the Thoroughfare Plan that was initiated by the Board of Supervisors (Res 13-724); and

WHEREAS, VDOT commented that “making changes of this magnitude to the transportation element of the Comprehensive Plan without reviewing and revising other plan elements, particularly the Land Use element, is inconsistent with good comprehensive planning practice”; and

WHEREAS, Loudoun County recommends that staff from Prince William and Loudoun Counties work together with input from VDOT, the Commonwealth Transportation Board and the Northern Virginia Transportation Authority through a Comprehensive Plan Update including Transportation Elements to conduct a coordinated study of the transportation issues facing both counties and the region; and

WHEREAS, staff has reviewed the subject application and recommends denial, as stated in the staff report; and

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WHEREAS, the Planning Commission, at its public hearing on February 17, 2016, recommended approval, as stated in Planning Commission Resolution Number 16-014; and

WHEREAS, a Board of County Supervisors' public hearing, duly advertised in a local newspaper for a period of two weeks, was held on March 15, 2016, and interested citizens were heard; and

WHEREAS, the Board finds that public necessity, convenience, general welfare and good zoning practices are served by the denial of the application;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby deny Comprehensive Plan Amendment #CPA2016-00003, Remove the Bi – County Parkway.

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

For Information:

Transportation Director

ATTEST: _____
Clerk to the Board



COUNTY OF PRINCE WILLIAM

OFFICE OF EXECUTIVE MANAGEMENT

1 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6600 METRO 631-1703 FAX: (703) 792-7484

BOARD OF COUNTY SUPERVISORS

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Pete Candland, Vice Chairman
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Frank J. Principi

Christopher E. Martino
Acting County Executive

February 26, 2016

TO: Board of County Supervisors

FROM: Tom Blaser 
Director of Transportation

THRU: Christopher E. Martino
Acting County Executive

RE: Comprehensive Plan Amendment #CPA2016-00003,
Remove Rt. 234 Bypass-North (Bi-County Parkway)
(Gainesville Magisterial District)

I. Background is as follows:

- A. Request – This is a proposed amendment to remove the Rt. 234 Bypass-North (Bi-County Parkway) from the Comprehensive Plan. See Attachment A for maps and Attachment B for Comprehensive Plan text.
- B. Thoroughfare Plan –The Thoroughfare Plan in the Comprehensive Plan includes interstates, parkways, arterials and collector roads and provides information about their layout, right-of-way requirements, number of lanes, termini points and functional classifications. The Thoroughfare Plan assumes that the road improvements will be completed by the Comprehensive Plan build out year of 2030. Rt. 234 Extended North first appeared in the 1982 Thoroughfare Plan. The Thoroughfare Plan designates the Bi-County Parkway as a Principal Arterial from I-66 north to Loudoun County. This roadway would serve as the north-south portion of the Manassas Battlefield Bypass which will be used by traffic shifted out of the park due to the planned closures of Lee Highway (Rt. 29) and Sudley Road (Rt. 234). The primary function of this road will be to serve inter-county traffic between Prince William County and the Dulles Corridor in Loudoun and Fairfax Counties.
- C. Board of County Supervisors Initiation – The Board initiated a Comprehensive Plan Amendment to remove the Rt. 234 Bypass North from the Comprehensive Plan on December 3, 2013 (Res. 13-723 - See Attachment C). The motion was amended to initiate a full Thoroughfare Plan Update (Res. 13-724 - Att. C) to include the removal of the Rt. 234 Bypass North and to transfer \$100,000 to the Department of Transportation's Regional Planning Budget for the Thoroughfare Plan Update. An update to the Thoroughfare Plan involves developing alternative

highway networks, land uses and development levels so that the roadway network can support the development that the Comprehensive Plan specifies for the build out year. An update will include community input and may include an analysis to determine the transportation and land use impacts of either removing or adding roadways to the network so that the County will know the most effective mix of land use and roadways for the build out year.

- D. Board of County Supervisors Placed a Hold on Thoroughfare Plan Update – On June 17, 2014, Resolution No. 14-404 included the following language: “Be it further resolved that the approval of this resolution is contingent upon the Prince William Board of County Supervisors receiving another opportunity to vote on the study after receiving a decision from the State on Rt. 28 and the Bi-County Parkway issues” (Attachment C).
- E. Board of County Supervisors Initiation – On April 14, 2015, the Board initiated a Comprehensive Plan Amendment to remove the Rt. 234 Bypass-North from the Comprehensive Plan (Res. No. 15-251- Attachment C).
- F. Board of County Supervisors Update – On September 22, 2015, Staff presented a status report on the directives and staff work on the resolution to remove the Bi-County Parkway from the Comprehensive Plan. It was agreed that staff would schedule a public hearing on this Comprehensive Plan Amendment at the Planning Commission in Winter 2016 and to the Board in Winter/Spring 2016.

II. Current Situation is as follows:

- A. Planning Commission Recommendation – At the February 17, 2016, public hearing, twenty people spoke during the hearing both in support and in opposition to the Comprehensive Plan amendment to remove the Bi-County Parkway. The people who were in favor of the amendment were generally residents with property that would be impacted by the alignment of the Bi-County Parkway or residents who wanted to preserve the Rural Crescent. Those who spoke against the CPA and wanted to retain the Bi-County Parkway in the Comprehensive Plan were representatives of associations/agencies concerned with economic development, commercial real estate, or Metropolitan Airport Authorities. A motion was made to recommend approval of CPA2016-00003 to remove the Bi-County Parkway from the Comprehensive Plan. A friendly amendment to the motion was accepted to recommend that the Board of County Supervisors remove the hold on the Thoroughfare Plan update so that staff can immediately begin working on the Thoroughfare Plan to determine objective measures and alternative options to constructing the Bi-County Parkway.
- B. Department of Transportation Recommendation – The Department of Transportation recommends denial of the proposed Comprehensive Plan Amendment to Remove the Bi-County Parkway from the Thoroughfare Plan before completing a full Thoroughfare Plan Update.

- C. Board of County Supervisors Public Hearing – A public hearing before the Board of County Supervisors has been advertised for March 15, 2016.

III. Issues are as follows:

- A. Policy – Is the proposed amendment consistent with the applicable goals of the Comprehensive Plan and the surrounding land uses?
- B. Community Input – Have comments been received from the community on this issue?
- C. Fiscal – Will there be a fiscal impact associated with this proposal?
- D. Legal – What are the pertinent legal issues associated with the proposal?
- E. Timing – Is there a time frame for the Board of County Supervisors to take action on this proposal?

IV. Alternatives beginning with the staff recommendations are as follows:

- A. Do Not Adopt Comprehensive Plan Amendment #CPA2016-00003 to remove the Bi-County Parkway from the Comprehensive Plan until a Thoroughfare Plan Update is undertaken for the following reasons:
 - 1. Policy – Relevant policy guidance may be found in the Transportation Chapter of the Long-Range Land Use Plan. Transportation Policy #6 indicates, “*the County will provide sufficient capacity to meet demand.*”
 - a. Goal for Roads - Denial of the proposed amendment supports the goal to “*provide a safe and efficient roadway network with sufficient capacity to meet the existing and future demands of intra-county and inter-county traffic.*”
 - b. Road Policy 1 - states “*the County will evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve a minimum level of service (LOS) of D.*” Denial of the proposed amendment will maintain the planned roadway capacity and prevent the future LOS on Rt. 15, Prince William Parkway and numerous secondary roads from decreasing, possibly causing the need for widening of these roads.
 - c. Road Policy 2 - the County will “*improve roadway capacity by providing new roadway segments and widening existing segments...*” Maintaining the Bi-County Parkway in the roadway

system provides the necessary relief to Rt. 15, which is planned to be four lanes throughout the County.

- d. Road Action Strategy 2.6 - the County will “*provide improved intra-county connectivity to and from regional activity centers and within walkable communities and town centers, such as projects within centers of commerce and centers of community.*” The Bi-County Parkway would relieve traffic on Rt. 15 between Haymarket and the residential communities to the north. Additionally, the Bi-County Parkway serves as the north-south portion of the Manassas Battlefield Bypass, which will be used by traffic shifted out of the park due to the planned closures of Lee Highway (Rt. 29) and Sudley Road (Rt. 234) through the Manassas National Battlefield Park.
 - e. Road Action Policy 8 - “*Preserve integrity and enhance visitor experience at the Manassas National Battlefield Park without compromising accesses that currently exist.*” Road Action Strategy RD8.1 continues with “*As the Manassas Battlefield Bypass is completed, close Rt. 234 and Rt. 29 through the Manassas National Battlefield Park.*” The Bi-County Parkway serves as the north-south portion of the Manassas Battlefield Bypass.
 - f. Update of the Thoroughfare Plan - Impacts associated with the removal of the Bi-County Parkway are better addressed through the update of the Thoroughfare Plan that was initiated by the Board (Res 13-724) in December 2013. On June 17, 2014, the Board placed a hold on the Thoroughfare Plan Update awaiting results of the Rt. 28 Study. However, the update of the Thoroughfare Plan could be commenced immediately.
2. Community Input – A public hearing at the Planning Commission was held on February 17, 2016. A public hearing will be held at the Board on March 15, 2016. The Staff Report for this CPA was sent to VDOT, Loudoun County, Fairfax County, City of Manassas, City of Manassas Park, Town of Haymarket, Town of Dumfries and the Manassas National Battlefield Park. Comments were received from VDOT, Loudoun County and Fairfax County (Attachment D)
 3. Fiscal – Recommending denial of the proposed amendment will have no fiscal impact.
 4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with §15.2-2232 of the Code of Virginia. VDOT comments are presented in Attachment D. Other legal issues will be addressed by the County Attorney’s office.

5. Timing – The Board of County Supervisors has until May 17, 2016, 90 days from the Planning Commission’s recommending resolution to meet the deadline for the Comprehensive Plan Amendment request.
- B. Adopt Comprehensive Plan Amendment #CPA2016-00003 to remove the Bi-County Parkway for the following reasons:
 1. Policy – Relevant policy guidance may be found within the Transportation Chapter of the Comprehensive Plan. Road Policy 1 states that the County will strive to achieve a minimum LOS D on existing and proposed roadway corridors. In addition to this policy statement, action strategies within the Transportation Chapter state that the County should be evaluating ways to increase capacity beyond widening or adding lanes where capacity is not sufficient. The removal of the Bi-County Parkway increases the demand for capacity on Rt. 15 which may necessitate widening Rt. 15 to four lanes in order to satisfy demand. Therefore the County should explore alternative solutions to future capacity issues beyond widening roadways to achieve the desired LOS D. If the County approves the amendment to remove the Bi-County Parkway, further study should be conducted to determine ways in which the 2030/2040 LOS can be improved.
 - a. Transportation Action Strategy #T9 - the County will “*ensure the capacity of the transportation network is sufficient to meet the demands placed upon it for both weekday and weekend conditions. In instances where capacity is not sufficient, identify ways of either increasing the capacity or deducing the demand by shifting to an alternative mode.*”
 - b. Road Action Strategy 1.6 - the County will “*continuously evaluate measures for improving the level of service at intersections and along roadway corridor segments beyond simply widening the roadway or adding additional lanes to the intersection. Evaluate how transit improvements can be integrated into the existing network as a way of providing additional trip capacity without necessarily widening the roadway itself.*”
 2. Community Input – A public hearing at the Planning Commission was held on February 17, 2016. A public hearing will be held at the Board on March 15, 2016. The Staff Report for this CPA was sent to VDOT, Loudoun County, Fairfax County, City of Manassas, City of Manassas Park, Town of Haymarket, Town of Dumfries and the Manassas National Battlefield Park. Comments were received from VDOT, Loudoun County and Fairfax County (Attachment D).

3. Fiscal – The County would have to study alternatives to provide planned capacity that the Bi-County Parkway previously provided, including the possible widening of secondary roads north of I-66 or increased transit alternatives.
 4. Legal – The amendment has been forwarded to the Virginia Department of Transportation for review and comment in accordance with §15.2-2232 of the Code of Virginia (see Attachment D). As part of the Statewide Transportation Plan, the Commonwealth Transportation Board (CTB) designates Corridors of Statewide Significance. The Route 234 Bypass – North is part of the north-south corridor designated as such a corridor by the CTB. Section §15.2-2232 (A) of the Code of Virginia requires localities to, at a minimum, note designated Corridors of Statewide Significance on their transportation plan maps. Other legal issues will be addressed by the County Attorney's office.
 5. Timing – The Board of County Supervisors has until May 17, 2016, 90 days from the Planning Commission's recommending resolution to meet the deadline for the Comprehensive Plan Amendment request.
- C. Adopt Comprehensive Plan Amendment #CPA2016-00003 to remove the Bi-County Parkway and to immediately commence the Thoroughfare Plan update to determine objective measures and alternative options to constructing the Bi-County Parkway for the following reasons:
1. Policy – At the February 17, 2016, public hearing, twenty people spoke during the hearing both in support and in opposition to the Comprehensive Plan amendment to remove the Bi-County Parkway. The people who were in favor of the amendment were generally residents with property that would be impacted by the alignment of the Bi-County Parkway or residents who wanted to preserve the Rural Crescent. Those who spoke against the CPA and wanted to retain the Bi-County Parkway in the Comprehensive Plan were representatives of associations/agencies concerned with economic development, commercial real estate, or Metropolitan Airport Authorities. A motion was made to recommend approval of CPA2016-00003 to remove the Bi-County Parkway from the Comprehensive Plan. A friendly amendment to the motion was accepted to recommend that the Board of County Supervisors remove the hold on the Thoroughfare Plan update so that staff can immediately begin working on the Thoroughfare Plan to determine objective measures and alternative options to constructing the Bi-County Parkway.
 - a. Update of the Thoroughfare Plan - Impacts associated with the removal of the Bi-County Parkway are better addressed through the update of the Thoroughfare Plan that was initiated by the Board (Res 13-724) in December 2013. On June 17, 2014, the Board placed a hold on the Thoroughfare Plan Update awaiting results of

the Rt. 28 Study. However, the update of the Thoroughfare Plan could be commenced immediately.

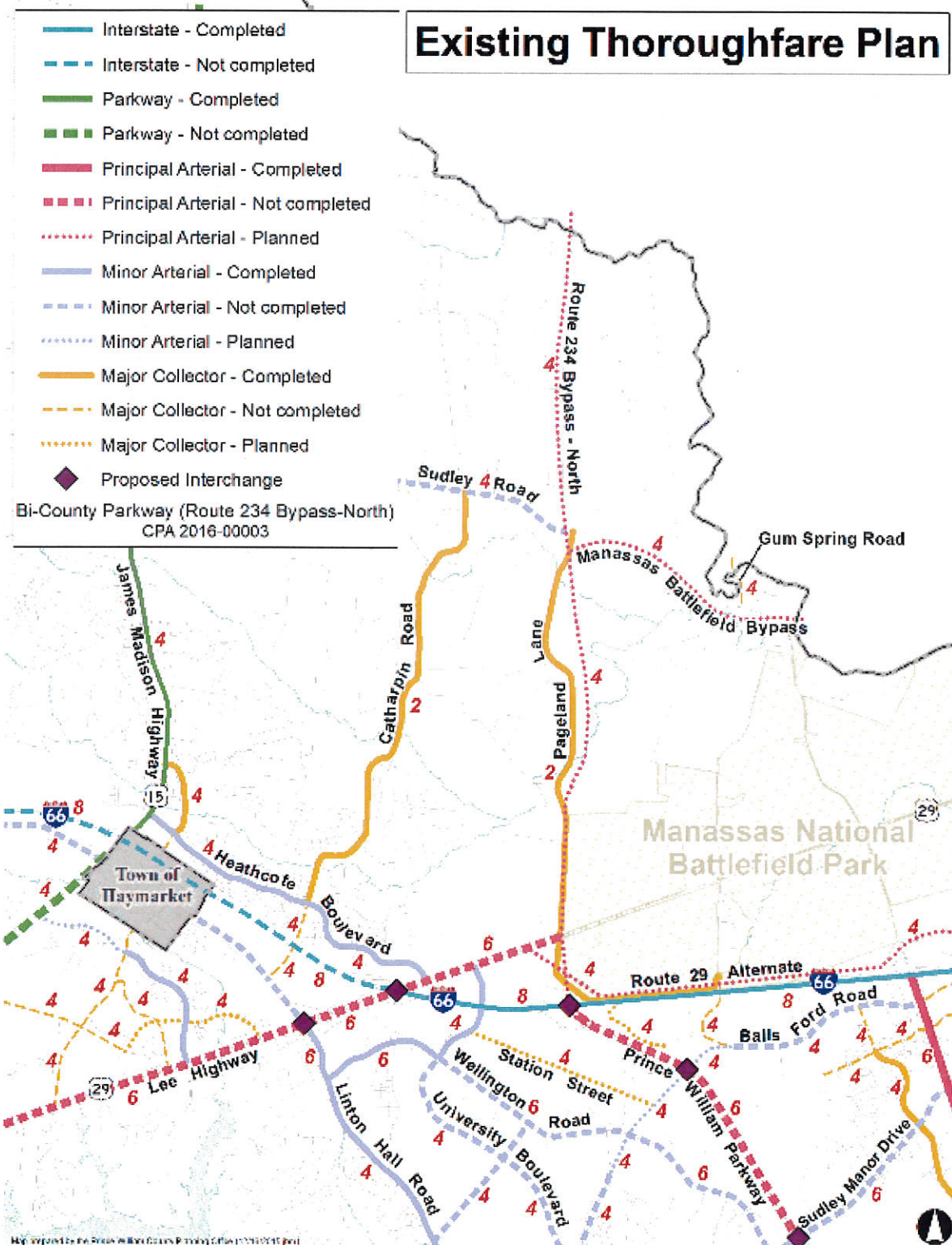
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5. Timing - The Board of County Supervisors has until May 17, 2016, 90 days from the Planning Commission's recommending resolution to meet the deadline for the Comprehensive Plan Amendment request.

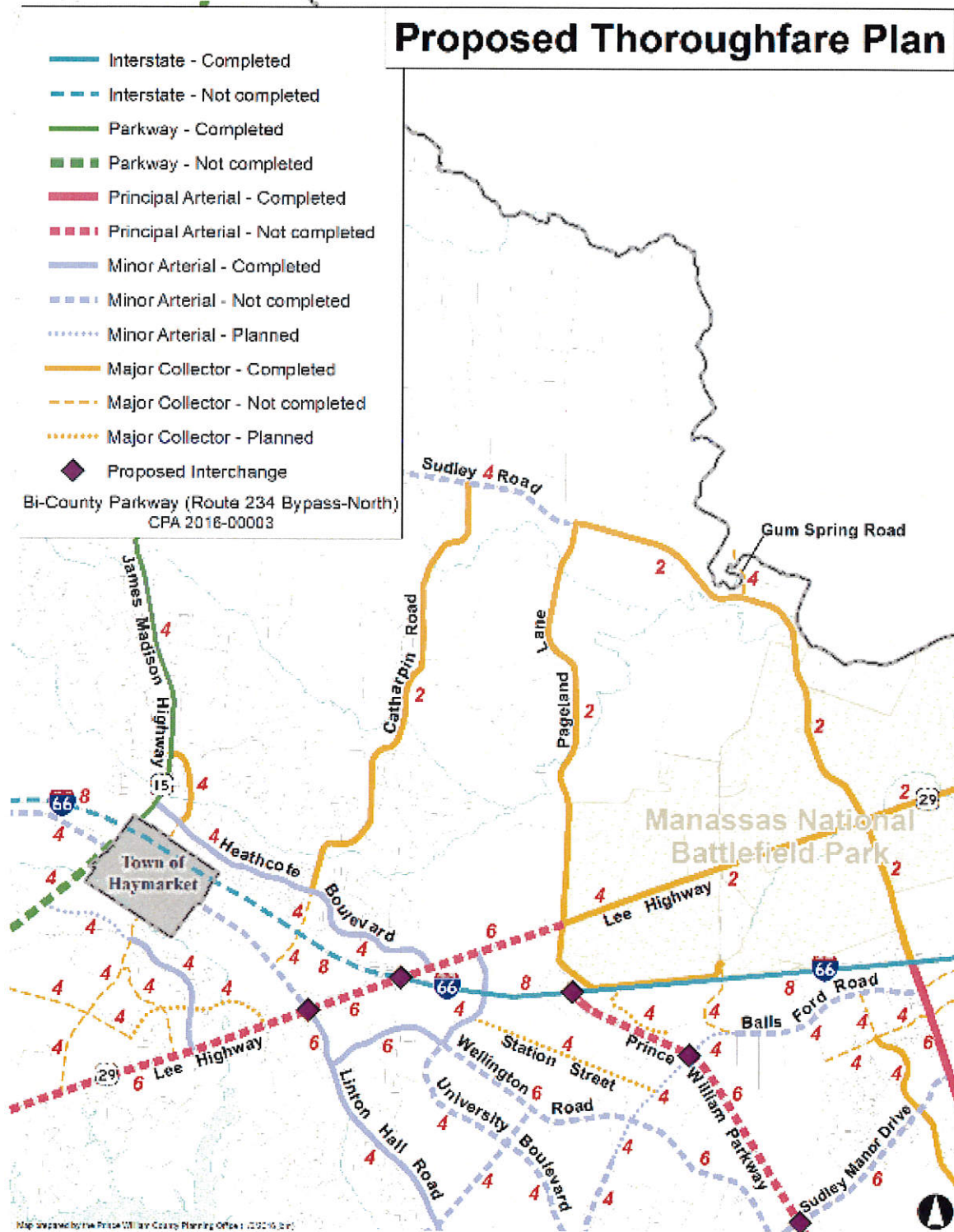
- V. **Recommendation** is that the Board of County Supervisors concurs with Alternative A and approve the attached ordinance which recommends to not adopt the removal of the Bi-County Parkway from the Comprehensive Plan until a Thoroughfare Plan Update is undertaken.

Staff: Tom Blaser, 703-792-6825

Attachments:

- A. Proposed Map
- B. Existing Comprehensive Plan Text
- C. Board Resolutions
- D. Jurisdiction Comments
- E. Staff Memorandum
- F. Planning Commission Resolution





Attachment B
Existing Comprehensive Plan Text

Table 2 **THOROUGHFARE PLAN SUMMARY**

FACILITY	ROUTE #	TERMINI	FUNCTIONAL CLASS/TYPICAL SECTION (MAP NUMBER)	RIGHT-OF-WAY STANDARD	NUMBER OF LANES	TRAIL CLASS LOCATION
Prince William Parkway	234	I-69 to Manassas CL	Principal Arterial (PA-10)	160'	6	Class V-East
Prince William Parkway	234	Manassas CL to Brentsville Road	Principal Arterial (PA-10)	160'	6	Class V-East
Prince William Parkway	3000	Howdy Road to Catron Hill Road	Principal Arterial (PA-11)	150'	6	Class W-North
Prince William Parkway	3000	Catron Hill Road to Jefferson Davis Highway (Route 1)	Principal Arterial (PA-11)	150'	4	Class W-North
Route 20 - Alameda Route	TBD	Lee Highway (Route 20) to Fairfax CL	Principal Arterial (PA-12)	150'	4	Class W-North
Route 234 Bypass - North	234	Loudoun CL to I-66	Principal Arterial (PA-13)	200'	4	Class V-East
Sudley Road	234 Business	I-69 to Manassas CL	Principal Arterial (PA-14)	160'	6	Class W-North
Batts Ford Road	621	Wellington Road to Sudley Road (Route 234)	Minor Arterial (MA-1)	120'	4	Class U-South
Barnett Bay Drive	TBD	Gordon Boulevard (Route 123) to Palisades Street	Minor Arterial (MA-2)	120'	4	Class V-East
Bentz Fitzgerald Drive	2090	Dale Boulevard to Cardinal Drive	Minor Arterial (MA-3)	120'	4	Class W-West
Bishop Road	616	Nokesville Road (Route 28) to Dumfries Road (Route 234)	Minor Arterial (MA-4)	existing	2	Class III
Cardinal Drive	610	Minerva Road to Jefferson Davis Highway (Route 1)	Minor Arterial (MA-5)	104' - 120'	4	Class U-South
Catron Hill Road	849	Minerva Road to Prince William Parkway (Route 3000)	Minor Arterial (MA-6)	120'	4	Class U-South
Dale Boulevard	764	Howdy Road to Bentz Fitzgerald Drive	Minor Arterial (MA-7)	110' - 160' (variable)	4	Class U-South
Dale Boulevard	764	Bentz Fitzgerald Drive to Jefferson Davis Highway (Rte 1)	Minor Arterial (MA-7)	180'	6	Class U-South
Devlin Road	621	Union Hill Road to Wellington Road	Minor Arterial (MA-8)	120'	4	Class V-East
Fleetwood Drive	611	Flaquier CL to Allen Road	Minor Arterial (MA-9)	60'	2	Class III
Gordon Drive	2068	Dale Boulevard to Snickerdown Road	Minor Arterial (MA-10)	120'	6	Class V-East
Harbor Station Parkway	TBD	Cherry Hill Road to River Heritage Boulevard / Marina Access Road	Minor Arterial (MA-11)	121'	4	Class W-North

Attachment B
Existing Comprehensive Plan Text

Airport, and many of the surrounding industrial areas in the center of the County. The recommended right-of-way corresponds with the PA-1 and PA-2 standard typical sections provided within the County's DCSM.

- PA-10) Prince William Parkway/Route 234 (I-66 to Brentsville Road, excluding the City of Manassas) (160' PA-2 standard)** – This section of Route 234 provides intra-county connections to employment areas such as Innovation, as well as connections to many of the industrial areas within the Brentsville district. When linked with the section of Dumfries Road discussed in Thoroughfare Plan narrative PA-2, this roadway provides a major connection between I-95 and I-66. The recommended right-of-way corresponds with the standard PA-2 typical section provided within the County's DCSM.
- PA-11) Prince William Parkway/Route 3000 (Hoadly Road to Jefferson Davis Highway/Route 1) (156' PA-1 standard)** – This road is designed to help facilitate the large volumes of traffic going to and coming from the I-95 corridor, and provides access to the commercial areas within and surrounding Potomac Mills. The recommended right-of-way corresponds with the standard typical section provided within the County's DCSM.
- PA-12) Route 29 – Alternate Route (Lee Highway/Route 29 to Fairfax County) (156' PA-1 standard)** – In an effort to provide access to and movement for the properties on the southern side of the Manassas Battlefield, this roadway would provide an additional connection from Route 29 in Prince William County to Route 29 in Fairfax County. The right-of-way recommended for this roadway corresponds to the PA-1 standard shown in the County's DCSM.
- PA-13) Route 234 Bypass – North (Loudoun County to I-66) (200')** – This proposed roadway will be a continuation of Route 234 (discussed in Thoroughfare Plan narrative PA-10) from I-66 into Loudoun County. This extension of Route 234 is planned to relieve James Madison Highway (Route 15). Additionally, this roadway serves as the north-south portion of the Manassas Battlefield Bypass which will be used by traffic shifted due to closures of Lee Highway (Route 29) and Sudley Road (Route 234). The main function of this roadway; however, will be to serve inter-county traffic between Prince William County and the Dulles corridors in Loudoun and Fairfax Counties. The recommended right-of-way corresponds with the typical section provided within the VDOT Environmental Impact Statement.
- PA-14) Sudley Road/Route 234 Business (I-66 to City of Manassas) (160' existing)** – This road provides a main commuter route for residents accessing I-66. Additionally, this road serves a large retail area of the County. The recommended right-of-way corresponds to existing right-of-way acquired for this road.

**Attachment C
Resolutions**

MOTION: NOHE

**December 3, 2013
Regular Meeting
Res. No. 13-723**

SECOND: PRINCIPI

**RE: AMEND MOTION TO INITIATE COMPREHENSIVE PLAN
AMENDMENT TO REMOVE ROUTE 234 BYPASS NORTH FROM
THE COMPREHENSIVE PLAN**

ACTION: APPROVED

WHEREAS, a motion has been made by Supervisor May and seconded by Supervisor Candland to initiate a Comprehensive Plan Amendment to remove Route 234 Bypass North from the Comprehensive Plan; and

WHEREAS, a motion to amend the main motion has been made and seconded to substitute in place thereof the attached language;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby amend the main motion to initiate a Comprehensive Plan Amendment to remove Route 234 Bypass North from the Comprehensive Plan, by substitution of the attached substitute language.

ATTACHMENT: Proposed Language

Votes:

Ayes: Covington, Jenkins, Nohe, Principi, Stewart

Nays: Caddigan, Candland, May

Absent from Vote: None

Absent from Meeting: None

For Information:

Department of Transportation

ATTEST:


Clerk to the Board

PROPOSED LANGUAGE

WHEREAS, this request for a Comprehensive Plan amendment creates transportation system-wide effects that are best examined at broader level of analysis, as would be done with a full Thoroughfare Plan update, since Route 234 Bypass North is a Principal Arterial and classified as a primary route; and

WHEREAS, staff recommends that the proposed amendment to remove Route 234 Bypass North not be initiated and that a full update of the Thoroughfare Plan be initiated instead; and

WHEREAS, approximately \$100,000 would need to be budgeted to complete the analysis necessary to complete a full Thoroughfare Plan Update. These funds are proposed to come from the Administrative Contingency Reserve, which will leave a total of \$344,617 in the Administrative Contingency Reserve;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby initiate a full Thoroughfare Plan Update of the Comprehensive Plan, which will include the removal of the Route 234 Bypass North;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors does hereby transfer \$100,000 from the Fiscal Year 2014 Administrative Contingency Reserve to the Department of Transportation's Regional Planning budget for the Thoroughfare Plan Update.

**Attachment C
Resolutions**

ATTACHMENT
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PROPOSED LANGUAGE

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WHEREAS, staff recommends that the proposed amendment to remove Route 234 Bypass North not be initiated and that a full update of the Thoroughfare Plan be initiated instead; and

WHEREAS, approximately \$100,000 would need to be budgeted to complete the analysis necessary to complete a full Thoroughfare Plan Update. These funds are proposed to come from the Administrative Contingency Reserve, which will leave a total of \$344,617 in the Administrative Contingency Reserve;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby initiate a full Thoroughfare Plan Update of the Comprehensive Plan, which will include the removal of the Route 234 Bypass North;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors does hereby transfer \$100,000 from the Fiscal Year 2014 Administrative Contingency Reserve to the Department of Transportation's Regional Planning budget for the Thoroughfare Plan Update.

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WHEREAS, this request for a Comprehensive Plan amendment creates transportation system-wide effects that are best examined at a broader level of analysis, as would be done with a full Thoroughfare Plan update, since Route 234 Bypass North is a Principal Arterial and classified as a primary route; and

WHEREAS, staff recommends that the proposed amendment to remove Route 234 Bypass North not be initiated and that a full update of the Thoroughfare Plan be initiated instead; and

WHEREAS, approximately \$100,000 would need to be budgeted to complete the analysis necessary to complete a full Thoroughfare Plan Update. These funds are proposed to come from the Administrative Contingency Reserve, which will leave a total of \$344,617 in the Administrative Contingency Reserve;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby initiate a full Thoroughfare Plan Update of the Comprehensive Plan, which will include the removal of the Route 234 Bypass North;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors does hereby transfer \$100,000 from the Fiscal Year 2014 Administrative Contingency Reserve to the Department of Transportation's Regional Planning budget for the Thoroughfare Plan Update as follows:

Transfer Budget From:

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
690008 – Contingency Reserve Admin.	5800 – Undistributed & Miscellaneous	\$100,000

Transfer Budget To:

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
410330 – Transportation Regional Planning	3201 – Professional Services	\$100,000

**Attachment C
Resolutions**

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Votes:

Ayes: Caddigan, Candland, Jenkins, May, Nohe, Principi, Stewart

Nays: Covington

Absent from Vote: None

Absent from Meeting: None

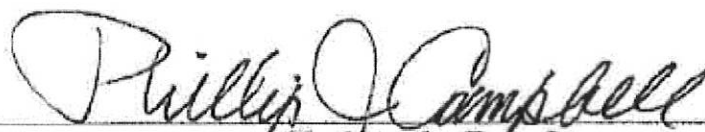
For Information:

Transportation Director

Planning Director

Maria Sinner - VDOT

ATTEST:


Clerk to the Board

**Attachment C
Resolutions**

MOTION: PRINCIPI

**June 17, 2014
Regular Meeting
Res. No. 14-404**

SECOND: NOHE

RE: BUDGET AND APPROPRIATE \$100,000 IN THE DEPARTMENT OF TRANSPORTATION'S FISCAL YEAR 2015 BUDGET FOR REGIONAL PLANNING PROFESSIONAL SERVICES IN ACCORDANCE WITH THE BOARD OF COUNTY SUPERVISORS' RESOLUTION NO. 13-724 FOR A COMPREHENSIVE PLAN AMENDMENT AND FULL THOROUGHFARE PLAN UPDATE

ACTION: APPROVED

WHEREAS, on December 3, 2013, through Resolution No. 13-724, the Board of County Supervisors initiated a Comprehensive Plan Amendment and Full Thoroughfare Plan Update and transferred \$100,000 from the FY2014 Administrative Contingency Reserve to the Department of Transportation's Regional Planning budget; and

WHEREAS, staff have prepared data and analysis for the Route 234 Comprehensive Plan Amendment initiation, requested by the Board, which included analysis for the Thoroughfare Plan Update using transportation professional services funds; and

WHEREAS, a contract utilizing the \$100,000 has not been awarded in FY2014 and the funding is needed in the FY2015 budget for an anticipated contract award date of October 2014; and

WHEREAS, in order to compete the analysis, funding is needed in FY2015 budget;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby budget and appropriate \$100,000 in the Department of Transportation's Fiscal Year 2015 budget for regional planning professional services in accordance with the Board of County Supervisors' Resolution No. 13-724 for a Comprehensive Plan Amendment and Full Thoroughfare Plan Update as follows:

Decrease FY2014 Budget:

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
410330 – Safety & Regional Planning	3201 – Professional Services	\$100,000

Increase FY2015 Budget:

<u>OCA</u>	<u>OL3</u>	<u>Amount</u>
410330 – Safety & Regional Planning	3201 – Professional Services	\$100,000

**Attachment C
Resolutions**

**June 17, 2014
Regular Meeting
Res. No. 14-404
Page Two**

BE IT FURTHER RESOLVED that the approval of this resolution is contingent upon the Prince William Board of County Supervisors receiving another opportunity to vote on the study after receiving a decision from the State on Route 28 and the Bi-County Parkway issues.

Votes:

Ayes: Caddigan, Candland, Covington, Jenkins, May, Nohe, Principi, Stewart

Nays: None

Absent from Vote: None

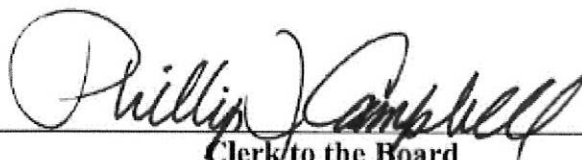
Absent from Meeting: None

For Information:

Transportation Director

Planning Director

ATTEST: _____


Clerk to the Board

**Attachment C
Resolutions**

MOTION: CANDLAND

**April 14, 2015
Regular Meeting
Res. No. 15-251**

SECOND: CADDIGAN

**RE: INITIATE A COMPREHENSIVE PLAN AMENDMENT TO REMOVE
THE ROUTE 234 BYPASS – NORTH FROM THE PRINCE WILLIAM
COUNTY COMPREHENSIVE PLAN**

ACTION: APPROVED

WHEREAS, under Section 15.2-2229 of the Virginia Code, the Board of County Supervisors may consider amendments to the Comprehensive Plan; and

WHEREAS, the Prince William Comprehensive Plan currently designates the Route 234 Bypass – North as a continuation of Route 234 from I-66 into Loudoun County for the planned purpose of relieving James Madison Highway (Route 15), to serve as the north-south portion of the Manassas Battlefield Bypass, and primarily to serve inter-county traffic between Prince William County and the Dulles corridors in Loudoun and Fairfax Counties; and

WHEREAS, the Prince William Comprehensive Plan calls for existing road infrastructure to be enhanced to reduce existing congestion and explore ways to capitalize within the development area on land use and transit solutions to accommodate future growth; and

WHEREAS, the Prince William Comprehensive Plan Transportation Policy is to ensure that the County's transportation network (whether proposed new infrastructure or upgrades to existing facilities) is consistent with land use plans to minimize projected trip demand; and

WHEREAS, the construction of Route 234 Bypass – North, located in a rural, sparsely-developed area, will remove needed focus from concentrating on enhancing existing road infrastructure in the development area; and

WHEREAS, the Prince William Comprehensive Plan Transportation Policy is to ensure that the County's transportation network (whether proposed new infrastructure or upgrades to existing facilities) minimizes conflicts with environmental and cultural resources; and

WHEREAS, one of the Prince William Comprehensive Plan Transportation Action Strategies is to attempt to provide the most environmentally/cultural resource sensitive solution to transportation problems (T4); and

**Attachment C
Resolutions**

April 14, 2015
Regular Meeting
Res. No. 15-251
Page Two

WHEREAS, one of the Prince William Comprehensive Plan action strategies calls for the evaluation of functional plans and designs for proposed construction projects to identify cultural or environmental issues. Where there are conflicts, identify alternatives to construction of the roadway and alternative alignments (RD5.1); and

WHEREAS, one of the Prince William Comprehensive Plan action strategies calls for the review of all proposed road construction projects, including those designed or built by the County, to eliminate or minimize conflicts with cultural and environmental resources (RD5.2); and

WHEREAS, the proposed route of the Route 234 Bypass – North would run through an area of extreme cultural significance, including the Manassas Battlefield Park and historically significant surrounding properties; and

WHEREAS, one of the Prince William Comprehensive Plan action strategies calls for promoting the connectivity of roadways throughout the transportation network where it does not adversely affect adjacent communities (RD2.4);

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby initiate a Comprehensive Plan Amendment to remove the Route 234 Bypass – North from the Prince William County Comprehensive Plan.

Votes:

Ayes: Caddigan, Candland, Jenkins, Lawson, May, Nohe, Principi, Stewart

Nays: None

Absent from Vote: None

Absent from Meeting: None

ATTEST:



Clerk to the Board

Attachment D
Jurisdictional Comments



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Charlie A. Kilpatrick, P.E.
COMMISSIONER

4975 Alliance Drive
Fairfax, VA 22030

February 08, 2016

TO: Rick Canizales
Department of Transportation, Prince William County, Virginia

FROM: Richard W. Burke
Virginia Department of Transportation – Prince William Land Use Section
703-259-2966 Richard.Burke@VDOT.Virginia.gov

SUBJECT: CPA 2016-00003/PLN 2014-00201 Bi-County Parkway and Route 234 (Dumfries Road) Comprehensive Plan Amendments

Thank you for your submission of January 07, 2016. In accordance with the Virginia Traffic Impact Analysis Regulations, 24VAC30-155, your proposed comprehensive plan amendment was submitted because it was anticipated that the adjustment would create a substantial impact or substantial change to the existing transportation network of state highways.

VDOT has reviewed this proposed comprehensive plan amendment and prepared a report with our written comments. The report presents a summary of our key findings as well as comments on the future transportation improvements that will be needed to support the current and planned development of the County. Our report and comments are attached to assist the Planning Director, the Planning Commission and the Board of Supervisors in their decision-making process regarding the comprehensive plan amendment. In addition, our comments provided to the County in a January 22, 2014 letter addressing proposed changes included in PLN2014-00201 are still valid.

Please have VDOT's comments included in the locality's official public records. This letter, VDOT's report and written comments should be placed in the official file for the comprehensive plan amendment. VDOT will make these documents available to the general public through various means such as posting them on our website.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Burke".

Richard Burke

VDOT Land Use Director – Prince William County

CC. Helen Cuervo, VDOT
Renée Hamilton, VDOT
Maria Sinner, VDOT
Tom Fahrney, VDOT
Ricky Barker, Loudoun County

VirginiaDot.org
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Attachment D Jurisdictional Comments

Tom Biesiadny- Fairfax County
Bruce Goudarzi, City of Manassas
James Johnson Jr., City of Manassas Park
Holly Montague, Town of Haymarket
Richard West, Town of Dumfries
Monica Backmon, NVT

Attachment D Jurisdictional Comments

VDOT NoVA Transportation Planning Section Comments: Proposed Comprehensive Plan Amendments PLN2014-00201 and CPA2016-00003

Proposed Amendments

Prince William County has jointly submitted two proposed comprehensive plan amendments to VDOT for review. The proposed amendments would: 1) reduce the number of planned lanes on Route 234 (Dumfries Road) from six to four between Brentsville Road and Country Club Drive (PLN2014-00201), and 2) remove the Bi-County Parkway from the Comprehensive Plan (CPA2016-00003). Currently, the Prince William County Comprehensive Plan designates Route 234, between Brentsville Road and Country Club Drive as a 6-lane Principal Arterial with a recommended right-of-way of 160 feet, consistent with the County's Design and Construction Standards Manual and the VDOT engineering plans for this section of the roadway. The Bi-County Parkway (Route 234 Bypass) is designated as a Principal Arterial from I-66 north to Loudoun County. It is noted that the staff report for these two proposed amendments recommends against making these changes to the Comprehensive Plan.

VDOT Comments

The proposed amendment to reduce the number of planned lanes on Route 234 from six to four between Brentsville Road and Country Club Drive was previously submitted to the VDOT for review on December 13, 2013. VDOT comments made at the time are still valid, but have been expanded upon to reflect the addition of the proposed removal of the Bi-County Parkway:

1. Be advised that federal law and regulations in 23 USC 102(b) and 23 CFR 630.112 require that once a preliminary engineering (PE) project is authorized, it must advance to the right of way (RW) or construction (CN) phase within 10 years. The state may be required to reimburse FHWA for expenditures incurred on projects if the delay cannot be justified.
2. VTRANS, the Commonwealth Transportation Board's official long range plan, designates a 14.7 mile segment of Route 234, from Route 1 to Route 234 Business, for a 6-lane Urban cross-section with median. The proposed change is inconsistent with the VTRANS designation. Chapter 729 of the 2012 Virginia Acts of Assembly requires VDOT to notify the Commonwealth Transportation Board if a locally adopted comprehensive plan transportation element is inconsistent with the VTRANS designation for a significant roadway. The planned Bi-County Parkway is a component of the "North-South" Corridor of Statewide Significance as designated by the Commonwealth Transportation Board and documented in VTRANS. The proposed amendment would also cause the Prince William County Comprehensive Plan to be inconsistent with the VTRANS designation for a significant roadway. As noted for the proposed amendment to Route 234 between Brentsville Road and Country Club Drive, Chapter 729 of the 2012 Virginia Acts of Assembly requires VDOT to notify the Commonwealth Transportation Board if a locally adopted comprehensive plan transportation element is inconsistent with the VTRANS designation for a significant roadway. The CTB may take action to try and encourage consistency between the state plans and the local transportation plan. In accordance with the code of Virginia, § 33.2-214, The CTB may:
 - a. Request the locality to change the comprehensive plan to be consistent with VTRANS.
 - b. Reallocate funds to projects in plans that are not changed to be consistent

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Jurisdictional Comments

- c. Require reimbursement for expended Preliminary Engineering, Right of Way, Construction funds
- 3. Route 234 is part of the National Highway System (NHS). United States Code (USC) 23 Part 109 requires that NHS projects be designed to “adequately serve the existing and planned future traffic of the highway in a manner that is conducive to safety, durability and economy of maintenance.” A minimum design criteria level of service (LOS) of “C” has been designated for Route 234. Deviation from this design standard would require approval of a design waiver by the VDOT District Administrator.
- 4. It is important to note that, when Route 234 was widened to 4 lanes, VDOT purchased right of way to accommodate the ultimate planned cross-section of 6 lanes. Section 33.7 of the Virginia Code would enable the Commonwealth to require reimbursement for the excess right of way.
- 5. The proposed changes are also inconsistent with the regional Constrained Long Range Plan (CLRP) developed by the Capital Region Transportation Planning Board. The proposed changes would have to be reflected in the CLRP.
- 6. It is also noted that Northern Virginia Transportation Authority, NVTA’s adopted TransAction 2040 Plan assumes Route 234 from Brentsville Road to Country Club Drive to be 6 lanes in the future, and also assumes the Bi-County Parkway (referred to under its previous designation, the Tri-County Parkway) to be in place. The TransAction 2040 Plan was developed to represent a regional plan that identifies the transportation improvement needs of the region with the buy-in of most (if not all) NoVA localities, including Prince William County. These proposed amendments, if adopted, will be inconsistent with the adopted Plan and will require an amendment of the Plan.
- 7. In the opinion of VDOT staff, making changes of this magnitude to the transportation element of the Comprehensive Plan without reviewing and revising other plan elements, particularly the Land Use element, is inconsistent with good comprehensive planning practice. The nature, character and extent of development proposed in the Land Use Plan should be based, in part, on the availability of transportation services. Removing two lanes of the transportation capacity of a principal arterial road would probably have a significant impact on the transportation network’s ability to handle traffic generated by the ultimate land development plan. If the development proposed in the Land Use Plan is “scaled” to the capacity of a 6-lane Route 234, it is also possible that plans for utilities and community facilities have been based on the higher level of development that could be supported by a 6-lane arterial, and these facilities may be significantly “oversized” for the development supported by a 4-lane arterial. As with the proposed change to Route 234 between Brentsville Road and Country Club Drive, removing the planned Bi-County Parkway will likely have a significant impact on the transportation network’s ability to handle traffic generated by the ultimate land development plan; this impact is only increased when combined with the proposed change to Route 234.
- 8. Travel demand modeling conducted by the Prince William County staff identified the following impacts of reducing the design cross-section for Route 234 from 6 lanes divided to 4 lanes divided:
 - a. The Prince William County travel demand model indicates that Route 234 operates at Level of Service (LOS) “C” during the peak period, carrying over 42,000 vehicles per day in 2010.

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Jurisdictional Comments

- b. The travel demand model forecasts that, with a four-lane cross-section, the road will operate at LOS "F", with 80,000 vehicles per day, in 2030.
 - c. With the six lane cross-section proposed by the current Comprehensive Plan, the model forecasts that Route 234 will operate at LOS "E" in 2030 with 93,000 vehicles per day.
 - d. The County travel model also indicates the change from six to four lanes would impact other roadways, with increases of traffic up to 20% on secondary roads including Joplin Road, Spriggs Road, Waterway Road, Delaney Road, and Hoadly Road. The model forecasts a traffic increase of up to 8% (over 6,000 additional vehicles per day) on Prince William Parkway. The model indicates that shifting traffic to these secondary roads would increase delay by 3,000 hours per day.
9. Travel Demand Modeling conducted by the Prince William County staff identified the following impacts from the removal of the Bi-County Parkway from the Comprehensive Plan:
- a. Traffic shifts to Route 15 north of I-66, and also shifts to secondary roads north of I-66 such as Pageland Drive, Gum Spring Road, Sudley Road and Lee Highway. Removal of the Bi-County Parkway alone is projected to result in a 54.1 % increase in average daily traffic on Route 15, as well as over a 600% increase in traffic on Pageland Drive, and an 89.6% increase on Gum Spring Road.
 - b. Daily delay increases by 3,000 hours; when combined with the proposed reduction of Route 234 from six lanes to four, daily delay is increased by 5,000 hours over the Comprehensive Plan network.
10. The proposed amendment makes no proposals for mitigating the impacts of the proposed changes. There are no recommendations on the need for improvements such as widening the primary and secondary roadways to which the additional traffic will be diverted, or addition of new links to the network to mitigate the impacts of the change. No other transportation alternatives, such as enhanced transit services are proposed, and there are no proposals for making better use of available capacity through travel demand management or operational improvements.
11. The study as submitted does not provide any recommendations on the need for reducing the land use densities in order to mitigate the impacts of this change to achieve a balance between land use and transportation.
12. If the County proceeds with the effort to adopt the proposed amendments, the County should mitigate the transportation impacts by making some combination of the following additional changes to the Comprehensive Plan:
- a. Revise the Land Use Plan to reduce the character, extent and density of future land development, thereby lessening transportation impacts.
 - b. Identify improvements on other parallel routes to accommodate excess traffic from Route 234 and the shifted traffic from the Bi-County Parkway.
 - c. Provide mass transit alternatives to reduce vehicular traffic on the road network
 - d. Utilize Transportation Demand Management (TDM) techniques to reduce peak period vehicle trips.
 - e. Make additional changes to the Plan to make it consistent with the transportation goals and policies contained in the County's adopted Comprehensive Plan.

The County should further demonstrate that these changes would mitigate the transportation impacts of the plan amendment. However, even with these changes, there is still the problem of

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Jurisdictional Comments

- being inconsistent with VTRANS. The County would need to seek the concurrence of the Commonwealth Transportation Board.
13. The County should identify any rezonings, subdivisions and site plans that have been approved along the Route 234 and Bi-County corridors, as well as related intersections with secondary roads, to determine the impact of "pipeline" developments on the transportation system.
 14. Traffic operations for the affected secondary roads should be fully examined in order to understand the impact of reducing the number of lanes on Rt. 234 and removing the Bi-County Parkway.
 15. Chapter 770 of the 2012 Acts of the Virginia Assembly requires VDOT to comment on any congestion impacts resulting from a plan amendment that restricts mobility during a homeland security emergency. We have the following comments on this topic:
 - a. Route 234 is identified as a significant evacuation corridor in the regional evacuation plans. As noted above reducing the number of lanes to 4 will result in Level of Service F during peak conditions in the future. This is indicative of the fact that in case of evacuation when traffic volumes are likely to equal the peak hour volumes, the corridor's ability to move people will be impacted versus the currently planned 6 lanes on Route 234. It is therefore suggested that the proposed change should be coordinated by the County staff with appropriate VDOT and local/state emergency personnel as it impacts the emergency evacuation planning.
 - b. Route 234 is a unique corridor connecting I-95 with I-66. The northern section of the corridor is planned for 6 lanes in the future. The southern section near I-95 is currently a 6 lane facility. Therefore, the proposed change will create a bottleneck in the section in between which is in contrast to the purpose of evacuation corridors where the main goal is to reduce the bottlenecks/choke points.
 16. Loudoun County recently commented on the proposed amendment to the Bi-County Parkway. In addition to indicating that the County Board of Supervisors continues to support this planned roadway, Loudoun County also suggested that, given the two Counties would be updating their Comprehensive Plans and Transportation Elements in the next year or so, both jurisdictions conduct a coordinated study of the transportation issues they are facing along with future land use plans for which they are advocating. Loudoun further suggests that the Commonwealth be brought into the discussion as a major stakeholder, particularly in light of the fact that these proposed amendments directly and significantly impact one of the state's Corridors of Statewide Significance. VDOT supports with this approach and would be more than willing to participate and assist in the process as warranted. At a minimum, to fully assess the impact of the proposed changes on the regional transportation network, Prince William County should include this proposal with the Countywide Thoroughfare Plan review being initiated by the County, rather than an independent amendment. This would allow further analysis of impacts from the proposed amendments on the local/regional transportation network.

Attachment D Jurisdictional Comments



Loudoun County, Virginia

www.loudoun.gov

Department of Planning and Zoning

1 Harrison Street, S.E., 3rd Floor, P.O. Box 7000, Leesburg, VA 20177-7000

703/777-0246 • Fax 703/777-0441

February 1, 2016

Christopher Price, Planning Director
Prince William County
Development Services Building
5 County Complex Court, Suite 210
Prince William, VA 22192-9204

Subject: *CPA 2016-00003 – Bi-County Parkway – Comprehensive Plan Amendment to remove Bi-County Parkway, Gainesville Magisterial District*

Dear Chris:

Loudoun County staff has reviewed your proposed comprehensive plan amendment and is providing our initial feedback to you to share with the Prince William County Planning Commission and others, as you deem appropriate

On October 16, 2013, the Loudoun County Board of Supervisors authorized Chairman Scott York to write to Virginia Department of Transportation (VDOT) to confirm the Board's position on the Bi-County Parkway based on VDOT's release of the draft "Reevaluation of the Draft Environmental Impact Statement for the Bi-County Parkway Location Study." Chairman York's letter (Enclosure), and I paraphrase, asked VDOT to make some changes to their alignment such that it would follow Loudoun's Countywide Transportation Plan (CTP) alignment for Route 659 Relocated (Northstar Boulevard), and, should VDOT build the Bi-County Parkway, build it in accordance with Loudoun's CTP and avoid existing and planned developments and schools. Our CTP description of this road stated that the road should (in its ultimate condition) be constructed as a six lane divided highway with controlled access that would follow portions of VA Route 705 (Lightridge Farm Road) alignment. The road would connect with an extension of the VA Route 234 Bypass in Prince William County.

As you are aware, on January 1, 2016, a new Loudoun County Board of Supervisors took office. Five of the nine Supervisors are new to the Board, including a new Chair, Phyllis Randall. However, as part of its 2016 legislative agenda, the new Board continued to support the bi-county parkway between Prince William and Loudoun Counties, as called for in the Loudoun Countywide Transportation Plan. The parkway is needed to foster the region's economic development, reduce existing traffic congestion and accommodate planned residential growth. In addition, by greatly improving both passenger and commercial cargo access to the Dulles International Airport, the bi-county parkway will produce tangible quality of life and economic benefits for the entire Commonwealth.

Staff has the following feedback:

1. Both Loudoun and Prince William Counties will be updating their Comprehensive Plans and Transportation Elements in the next year or so. The plan update process would seem to be the

Attachment D Jurisdictional Comments

Page Two
Christopher Price, Planning Director

appropriate time and venue to conduct a coordinated study of the transportation issues facing both counties together with the land use plans we will both be advocating for the future. This would allow for public input and analysis.

2. The Commonwealth still has the North South Corridor of Statewide Significance (COSS), which advocates major transportation changes connecting our two counties. We believe that the Commonwealth, through the CTB and VDOT, is a major stakeholder and should be brought into the conversation, and if warranted, this COSS should be reevaluated as it relates to both Counties' long range plans.
3. One of our regional planning agencies, Northern Virginia Transportation Authority (NVTa), is currently developing the next TransAction Plan, which is scheduled to be completed in 2017. The Bi-County Parkway is in NVTa's existing plan (Transaction 2040). Actions such as the proposed plan amendment should not be considered in isolation, but should be evaluated as part of the TransAction update or County long range planning efforts so that regional effects can be better understood. The TransAction update process would also be an opportunity for the planning staff members from both Counties to get together and coordinate the transportation needs for the region.

In conclusion, our staff recommendation would be to have staff from both Counties work together to solve regional transportation needs. As we have learned, travel demand does not necessarily respect borders. It reflects the traveling public's desire to get from Point A to Point B. Developing the roadway network to get travelers to their desired destinations is the goal of the regional cooperation and planning efforts by our respective planning staff members. Thank you for this opportunity to comment on the proposed comprehensive plan amendment.

Sincerely,

Ricky W. Barker

Ricky Barker, AICP
Director of Planning & Zoning

Enclosure

1. Chairman York's letter (dated October 17, 2013)

cc: *Board of Supervisors, Loudoun County*
Tim Hemstreet, County Administrator, Loudoun County
Kenny Young, Assistant County Administrator, Loudoun County
Charles Yudd, Assistant County Administrator, Loudoun County
Rick Canizales, Prince William County, Department of Transportation
Joe Kroboth, III, PE, Loudoun County, Transportation and Capital Infrastructure
Helen Cuervo, PE, District Administrator, VDOT
Farid Bigdeli, PE, Assistant District Administrator, VDOT
Tom Biesiadny, Fairfax County, Department of Transportation
Monica Backman, NVTa

Attachment D
Jurisdictional Comments



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Wednesday, October 16, 2013 at 4:00 p.m.

IN RE: BOARD MEMBER INITIATIVE: REQUEST FOR LETTER CONFIRMING LOUDOUN COUNTY'S POSITION ON THE ALIGNMENT OF THE BI-COUNTY PARKWAY (DULLES/BLUE RIDGE)

(This item was initiated by Mr. Letourneau.)

Mr. Letourneau moved that the Board of Supervisors suspend the rules.

Seconded by Mr. Reid.

Voting on the Motion: Supervisors Buona, Clarke, Delgaudio, Higgins, Letourneau, Reid, Williams and York – Yes; None – No; Supervisor Volpe – Absent for the Vote.

Mr. Letourneau moved that the Board of Supervisors request that a letter be drafted by Chairman York to VDOT confirming Loudoun County's position that the alignment of the Bi-County Parkway should follow the planned alignment of Northstar Boulevard and that no existing school facilities and existing homes are impacted by the path of the proposed roadway.

Seconded by Mr. Williams.

Mr. Letourneau accepted Mr. York's friendly amendment to the motion to change the language of "existing homes" to state "to existing planned community housing."

Voting on the Motion, As Amended: Supervisors Buona, Clarke, Delgaudio, Higgins, Letourneau, Reid, Williams and York – Yes; None – No; Supervisor Volpe – Absent for the Vote.


DEPUTY CLERK FOR THE LOUDOUN
COUNTY BOARD OF SUPERVISORS

(14-BOARD MEMBER INITIATIVE: REQUEST FOR LETTER CONFIRMING LOUDOUN COUNTY'S POSITION ON THE ALIGNMENT OF THE BI-COUNTY PARKWAY)

Attachment D Jurisdictional Comments



Loudoun County, Virginia

www.loudoun.gov

Chairman Scott K. York

Board of Supervisors

1 Harrison Street, S.E., 5th Floor, MSC #01, Leesburg, VA 20175

703.777.0204 • Fax 703.777.0421 • email: Scott.York@loudoun.gov

October 17, 2013

Mr. Tom Fahrney
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

RE: Loudoun County Comments on the Draft Reevaluation of the Draft Environmental Impact Statement for the Bi-County Parkway Location Study: State project Number: R000-96A-102, PE-101, UPC 52405

Dear Mr. Fahrney:

At the October 16, 2013 Loudoun County Board of Supervisors (BOS) meeting a motion was approved to send this letter to the Virginia Department of Transportation as the County's official comments on the Draft Reevaluation of the Draft Environmental Impact Statement for the Bi-County Parkway Location Study.

As indicated in the Draft Reevaluation, on October 4, 2005 the Loudoun County Board of Supervisors approved a motion to recommend the Commonwealth Transportation Board (CTB) support the "West Two Alternative" as the preferred alignment. The Reevaluation goes on to state that the "West Two Alternative" in Loudoun County is the Northstar Boulevard corridor in the DEIS. The "West Two Alternative" is what the Board of Supervisors has established as the alignment for this planned roadway and that is consistent with our Countywide Transportation Plan (CTP), as adopted in 2001 updated in 2010, and most recently revised in 2012.

Subsequently, the following land development applications have been approved that have established the location of Route 659 Relocated/Northstar Boulevard:

- Moon Glade Farm: SBPL 2011-0008, approved 2/17/2012 - provides for a 120-foot right-of-way reservation for future Route 659 Relocated / Northstar Boulevard.
- Stone Ridge: ZMAP 2002-0013, approved 12/6/2005 - dedicated 120 feet of right-of-way to the County for Route 659 Relocated / Northstar Boulevard from Tall Cedars Parkway.
- CD Smith: ZMAP 2002-0003, approved 10/11/2005 - dedicated 120 feet of right-of-way for Route 659 Relocated / Northstar Boulevard.
- Braddock Crossing: ZMAP 2003-0012, approved 6/21/2005 - dedicated 120 feet of right-of-way for Route 659 Relocated / Northstar Boulevard.
- Kirkpatrick West: ZMAP 2002-0001, approved 12/6/2005 - dedicated 120 feet of right-of-way both on- and off-site for Route 659 Relocated / Northstar Boulevard.

Attachment D
Jurisdictional Comments



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

January 14, 2016

Ms. Angelica Gonzalez
Department of Planning
Prince William County
5 County Complex Court
Prince William, Virginia 22192

Reference: Proposed Comprehensive Plan Amendment CPA2016-00003 – Bi-County Parkway and PLN2014-00201 Dumfries Road

Dear Ms. Gonzalez:

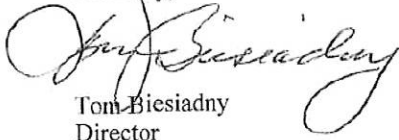
This letter is in response to information dated December 17, 2015, sent to Fairfax County for inter-jurisdictional review regarding the above-referenced proposed Comprehensive Plan Amendments. Due to the timing of this request, it was not possible to prepare comments for consideration by the Board of Supervisors. Therefore, the Board has not taken a position on the proposed amendment.

With respect to removing the Bi-County Parkway from the Thoroughfare Plan, it appears from the enclosed September 22, 2015, status report that a work session is planned in winter/spring 2016 to present results of an analysis that would identify impacts of such a change. No information on the impacts of removing the Bi-County Parkway from the Plan are contained in this referral. Consequently, we have no basis upon which to provide comments.

Fairfax County staff did an assessment recently and concluded that the main impacts of not building the Bi-County Parkway would be on Route 15 and Gum Spring Road in Prince William and Loudoun Counties. There was a more modest impact on Route 28 and Pleasant Valley Road in Fairfax County.

With respect to PLN2014-00201 (reducing the number of planned lanes on Dumfries Road from six to four between Brentsville Road and Country Club Drive), we have no comment as this is a substantial distance from the county line.

Sincerely,



Tom Biesiadny
Director

cc: Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcountv.gov/fcdot



Attachment D

Jurisdictional Comments

Ms. Angelica Gonzales
January 14, 2016
Page 2 of 2

Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Fred Selden, Director, Department of Planning and Zoning
Denise James, Department of Planning and Zoning
Ric Canizales, Prince William County Department of Transportation



**Attachment E
Staff Memorandum**

COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF
TRANSPORTATION

Thomas Blaser
Director

MEMORANDUM

To: Board of County Supervisors

From: Tom Blaser
Director of Transportation

Date: February 26, 2016

Re: #CPA2016-00003 (Remove Bi-County Parkway)

This memorandum documents the input of land uses to reflect the most recent approved demographics used in updating the County travel demand model, the impacts of the proposed amendments to the Comprehensive Plan on both primary and secondary roads, and the limitations of making amendments to the 2030 Thoroughfare Plan without analyzing the economic and land use changes that would be reviewed in a full Thoroughfare Plan Update.

County Travel Demand Model

The County began using a travel demand model that would estimate future traffic volumes by link in 1998. The County model uses the same software as the model used by the Metropolitan Washington Council of Governments (MWCOC) that is used to forecast regional traffic demand. MWCOC has divided the metropolitan area into 3,675 traffic analysis zones (TAZ). Prince William County has further subdivided the MWCOC zones within the county into 690 TAZ (including Manassas and Manassas Park) for use in the travel demand model. This additional detail provides more accurate traffic forecasts on roadways within the County.

The County travel model was used between July 2013 and May 2015 to prepare 2030 forecasts to analyze a series of highway network scenarios. The networks included nine roadway alternatives including the removal of the Bi-County Parkway in addition to Tri-County Parkway alternatives. These forecasts used Round 8.1 land use data in the County and Round 8.0 data in the rest of the Washington region. The base highway network represented the most recent County Comprehensive Plan as of August 2013.

Attachment E

Staff Memorandum

The County travel model was used in December 2015 with Round 8.4 land use to forecast traffic demand for the removal of the Bi-County Parkway. The December travel model runs included a re-run of the Comprehensive Plan 2030 for purposes of comparison and all of these model runs incorporated land use changes that were adopted in October 2015.

Land Use

The land use inputs to the travel model consist of the number of dwelling units, population, and employment within the traffic analysis zones. This data is developed by the County Planning Office and the County Demographer for each five year period between 2015 to 2040 in conjunction with the MWCOG forecasts. It should be emphasized that MWCOG doesn't prepare the land use information for each jurisdiction. Its main role is to collect the forecasts from each major jurisdiction and to host the cooperative forecasting process, in which the figures for each jurisdiction are reconciled with each other and with other forecasts (e.g., Census, statewide). In October 2015, the MWCOG Board of Directors approved the Round 8.4 Cooperative Forecasting Demographics.

Round 8.4 increased the regional population slightly (+1.1%), mainly in DC and Loudoun Co., while employment dropped slightly (-1.3%), mainly in Montgomery and Frederick Counties. Within Prince William Co. proper, there was no change in employment, but there was a drop within the City of Manassas. Also, there was a noticeable drop in population county-wide (-7.2%), especially in the Wellington, Lake Ridge, and Woodbridge areas. The change in population, households and employment decreased the vehicle miles traveled in 2030 by 6% and delay was reduced by 27% by using the Round 8.4 land use figures compared to the previous 2030 land use data.

Thoroughfare Plan Update

The current Thoroughfare Plan was developed in 2010 with 2030 as the goal year. Both VDOT and MWCOG now use 2040 as the goal year for planning purposes, and as such, the County's Comprehensive Plan should also be updated to 2040. The Department of Transportation has not yet initiated an update of the Thoroughfare Plan to 2040 as several corridor studies, ie. the Rt. 66 corridor study and the Rt. 28/Tri-County Parkway corridor study will impact the County's future roadway network. DOT plans to update the Thoroughfare Plan when the results of these studies are available.

An update to the Thoroughfare Plan involves developing alternative highway networks, land uses and development levels. Each of these variables could be changed to produce different roadway networks. Initially, DOT will meet with each supervisor to determine what changes to the current Thoroughfare Plan are important to them and their constituents. Members of the public would be able to voice their opinions in community meetings to determine what residents and business owners want to see in the 2040 Comprehensive Plan. The County would coordinate with representatives of the Manassas National Battlefield Park to determine how the removal of the Bi-County Parkway

Attachment E Staff Memorandum

impacts the park's master plan. In addition, the County would discuss how removing the Bi-County Parkway impacts Loudoun County's Thoroughfare Plan given that the Bi-County Parkway (aka North Star Pkwy.) is shown as a 6-lane facility from Prince William County northward. It should be noted that segments of the North Star Pkwy. have already been constructed in Loudoun County.

Through discussions with the supervisors and the County's Office of Economic Development, it will be determined whether a consultant should be hired to prepare a fiscal impact analysis to determine the economic impact that removing a planned roadway or increasing/reducing the planned number of lanes on a roadway has on the County. By conducting a fiscal impact statement as part of the planning process the County will know what the most effective mix of land use is and whether the proposed land use plan will generate revenue that is equal to required expenditures. This analysis will also determine whether the construction of a new roadway benefits residents of the County primarily or persons who are only traveling through the county.

Level of Service Standards

Road Policy 1 in the 2030 Comprehensive Plan states "Evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve level of service D." Development creates demands on the County roadways and intersections that affect the ability of these facilities to meet the County-established level of service standards. Therefore it is important that new roadways, upgrades and improvements to existing roadways be provided to address this demand. LOS D indicates that travel speeds are about 40% of free flow speed and intersection delays are common on approaches even though the overall intersection may still be functional. LOS E is considered to be "capacity" of a facility – it's characterized by significant delays and low average travel speeds of about one third of the free flow speed. LOS E at an intersection indicates high average delays and traffic is approaching gridlock. LOS F is the worst level of service and it indicates extremely low speeds, high delays and extensive queuing.

Travel Demand Model Results

The model produces a number of factors to assist in the evaluation of changes to the 2030 road network. The Level of Service by functional classification of the roadways, the daily vehicle miles of travel on key roadways, the total hours of delay per day and average congested speed for the Comprehensive Plan network and the proposed networks are presented in Table 1. The table shows that the total number of lane miles per day decreases from the Comp Plan network for all alternatives due to the removal of roadways (and lane miles) from the network. However, the total number of lane miles that are at LOS E/F increases over the Comp Plan for all alternatives because there are fewer roadways to accommodate the traffic. The removal of the Bi-County Pkwy. results in an additional 3,000 hours of delay. It should be noted that the Tri-County Parkway and the Rt. 29 Bypass are included in the 2030 Comp Plan network and all alternative networks for both of the amendments.

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Staff Memorandum

The percentage of vehicle trips that pass through the County from I-95 to Loudoun County on Rt. 234, Rt. 234 Bypass and Rt. 234 Extended North decreases considerably when the Bi-County Parkway is removed – from 55.0% to 48.5%. The travel demand model shifts local traffic to the secondary roadways and assigns the external traffic traveling through the county on Rt. 234 for the entire route.

Table 2 shows the Average Daily Traffic (ADT) on primary (2a) and secondary (2b) roads impacted by the removal of the Bi-County Parkway in the 2030 Comprehensive Plan. The ADT on the Rt. 234 Bypass between I-66 and Country Club Drive is reduced significantly when the Bi-County Parkway is not constructed. Some of the traffic that originates on I-95 that has a destination of Loudoun County or western Fairfax County is diverted to continue on I-95 to its ultimate destination or uses the Tri- County Parkway. However, a significant volume of traffic uses a four-lane Rt. 15 to go to Loudoun County – the ADT on Rt. 15 increases by 54% when the Bi-County Pkwy. is removed from the Comp Plan network. The secondary roads that are alternative parallel routes such as Pageland Drive and Gum Springs Road will also carry a significant volume of traffic. If the Bi-County Parkway is removed from the 2030 network, it will be necessary to widen secondary roads in order to provide adequate capacity to this corridor.

Conclusion

An update to the Thoroughfare Plan would analyze various network alternatives with widening various secondary roads to provide the capacity or reducing the amount of development that the Comprehensive Plan specifies. A Thoroughfare Plan update involves a comprehensive methodology of planning for the County's future land use and roadway network. The County would coordinate with representatives with the Manassas National Battlefield Park and Loudoun County to determine how the removal of the Bi-County Parkway impacts their master plans. Analyzing the removal of a planned future roadway or changing the number of lanes on a planned roadway in isolation without assessing land use, fiscal, regional network wide impacts and community impacts is not the customary method used to analyze the impacts of removing a roadway or reducing the planned number of lanes on a roadway.

Attachment E
Staff Memorandum

Table 1 – 2030 Alternative Networks
Using Land Use Round 8.4

	2030 Comprehensive Plan	Remove Bi-County Pkwy.
Level of Service D - Lane Miles	158	144
- Freeway/Principal Arterial	81	62
- Minor Arterial/Major Collector	53	57
- Minor Collector/Local Streets	24	26
Level of Service E/F - Lane Miles	190	205
- Freeway/Principal Arterial	85	88
- Minor Arterial/Major Collector	62	71
- Minor Collector/Local Streets	43	46
TOTAL LANE MILES (Includes LOS A, B and C)	2,115	2,074
Daily Vehicle Miles of Travel on Selected Roads		
- U.S. 29	336,000	347,000
- U.S. 15	248,000	347,000
- VA. 28	536,000	545,000
- VA. 234 (Dumfries Road)	1,037,000	1,468,000
- VA. 234 (Bypass)	1,184,000	619,000
- Prince William Pkwy.	1,114,000	1,102,000
- I-66	1,452,000	1,516,000
Total Daily Vehicle Miles of Travel (Countywide)	15,961,000	15,765,000
Daily Delay (Aggregate Hours)	52,000	55,000
Average Congested Speed	40 mph	40 mph
External to External Trips on VA 234	55.00%	48.50%

Attachment E
Staff Memorandum

Table 2a
2030 Average Daily Traffic
Remove Bi-County Parkway

Primary Roadways	2030 Comp Plan	2030 Remove Bi-County	% Difference Compared to 2030 Comp Plan
Rt. 15 (I-66 to Sudley Road)	29,200 (4)	45,000 (4)	54.1
Tri-County Parkway (Sudley Rd. to Fairfax C.L.)	82,000 (6)	91,400 (6)	11.5
Rt. 234 (I-66 to Sudley Manor)	90,400 (6)	54,300 (6)	-39.9
Rt. 234 (Sudley Manor to Rt. 28)	117,400 (6)	94,400 (6)	-19.6
Rt. 234 (Rt. 28 to Brentsville)	99,600 (6)	85,600 (6)	-14.1
Rt. 234 (Brentsville to Hoadly)	80,300 (6)	76,300 (4)	-5.0
Rt. 234 (Hoadly to Minnieville)	88,800 (6)	85,900 (4)	-3.3
Rt. 234 (Minnieville to C. Club)	67,900 (6)	64,700 (4)	-4.7
Prince William Parkway (Manassas CL to Hoadly)	72,700 (6)	71,200 (6)	-2.1
Prince William Parkway (Hoadly to Minnieville)	64,600 (6)	63,900 (6)	-1.1
Prince William Parkway (Minnieville to I-95)	77,400 (6)	77,200 (6)	- 0.3

Average Daily Traffic (Number of Lanes)
MWCOG Round 8.4 Forecasts input for Households, Population and Employment

Attachment E
Staff Memorandum

Table 2b
2030 Average Daily Traffic
Remove Bi-County Parkway

Secondary Roadways	2030 Comp Plan	2030 Remove Bi-County	% Difference Compared to 2030 Comp Plan
Pageland Drive (North of Rt. 29)	1,100 (2)	8,000 (2)	627.3
Gum Springs Road (N. of Battlefield Pkwy)	7,700 (4)	14,600 (4)	89.6
Joplin Road (South of Aden)	10,300 (2)	11,500 (2)	11.7
Bristow Road (South of Brentsville)	25,100 (2)	26,500 (2)	5.6
Waterway Road (South of Cardinal)	9,800 (4)	9,900 (4)	1.0
Spriggs Road (South of Minnieville)	23,900 (4)	23,000 (4)	-3.8
Purcell Road (East of Dumfries Rd.)	15,600 (2)	15,100 (2)	- 3.2
Hoadly Road (East of Dale)	23,700 (4)	23,400 (4)	- 1.3
Dale Blvd. (West of Delaney)	28,400 (4)	28,400 (4)	0.0
Delaney Road (North of Minnieville)	4,600 (2)	4,600 (2)	0.0
Sudley Road (Thru Manassas Bat. Park)	NA	20,500 (2)	-----
Lee Highway (Thru Manassas Bat. Park)	NA	6,300 (2)	----

Average Daily Traffic (Number of Lanes)

MWCOG Round 8.4 Forecasts input for Households, Population and Employment

Attachment F
Planning Commission Resolution

PLANNING COMMISSION RESOLUTION

MOTION: BERRY

February 17, 2016
Regular Meeting
Res. No. 16-014

SECOND: FRY

**RE: COMPREHENSIVE PLAN AMENDMENT #CPA2016-00003, ROUTE 234
BYPASS-NORTH (BI-COUNTY PARKWAY)
GAINESVILLE DISTRICT**

ACTION: RECOMMEND ADOPTION

WHEREAS, this is a request to amend the Transportation Chapter of the Prince William County Comprehensive Plan by removing Route 234 Bypass-North (Bi-County Parkway) between the Loudoun County line and Interstate 66; and

WHEREAS, adoption of the proposed amendment allows County staff to further consider the needs and desires of the community as it relates to the siting of a major north-south thoroughfare road through the update of the Thoroughfare Plan; and

WHEREAS, adoption of the proposed amendment maintains the current LOS on Rt. 15, Prince William Parkway and numerous secondary roads; and

WHEREAS, impacts associated with the removal of the Bi-County Parkway are better addressed through the update of the Thoroughfare Plan that was initiated by the Board of County Supervisors (Res 13-724); and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on February 17, 2016, at which time public testimony was received and the merits of the above-referenced request were considered; and

WHEREAS, the Prince William County Planning Commission believes that public general welfare as well as good planning practices are served by the adoption of this request;

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Planning Commission does hereby recommend adoption of Comprehensive Plan Amendment #CPA2016-00003, Route 234 Bypass-North (Bi-County Parkway) to amend the Transportation Chapter of the Prince William County Comprehensive Plan by removing Route 234 Bypass-North (Bi-County Parkway) between the Loudoun County line and Interstate 66 provided that staff include objective measures and alternative options with the Thoroughfare Plan update which should be taken off hold and commence immediately.

Attachment F
Planning Commission Resolution

February 17, 2016
Regular Meeting
Res. No. 16-014
Page Two

Votes:

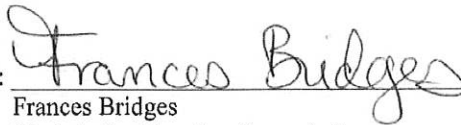
Ayes: Berry, Bryant, Fry, Holley, McKay, Milne, Taylor, Vanegas

Nays: None

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

Attest: 
Frances Bridges
Clerk to the Planning Commission

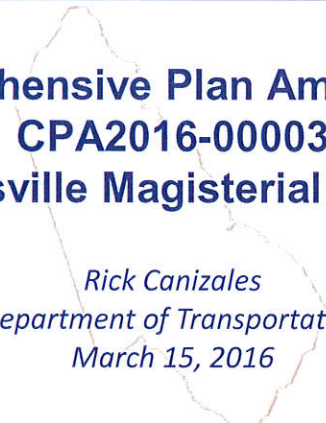


Prince William County Government
Board of County Supervisors



Comprehensive Plan Amendment CPA2016-00003 (Gainesville Magisterial District)

*Rick Canizales
Department of Transportation
March 15, 2016*



11

BACKGROUND



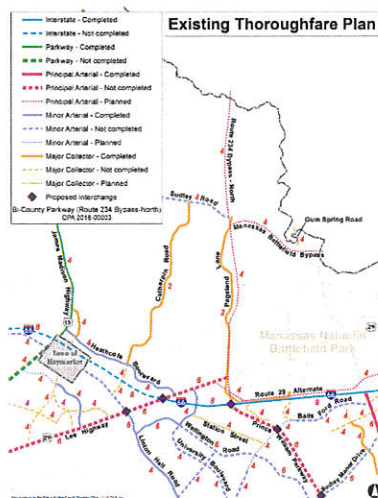
- The Comprehensive Plan designates the Bi-County Parkway as a 4-lane Principal Arterial from I-66 north to Loudoun County.
- **Timeline**
 - ◆ December 3, 2013 – The Board initiated a full Thoroughfare Plan Update.
 - ◆ June 17, 2014 – The Board placed the Thoroughfare Plan update on hold pending completion of Route 28 Long-Term Improvement Study.
 - ◆ April 14, 2015 – The Board initiated a CPA to remove the Bi-County Parkway from the Thoroughfare Plan.
 - ◆ December 2015 - The County's Travel Demand Model was updated in October 2015. The model was run assuming the removal of the Bi-County Pkwy. from the 2030 road network to determine the impacts caused by this action.

March 15, 2016

Gainesville Magisterial District

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EXISTING THOROUGHFARE PLAN BI-COUNTY PARKWAY



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Gainesville Magisterial District

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COUNTY TRAVEL DEMAND MODEL

- Travel Demand Modeling in the Metropolitan Washington area is based upon the model developed by the Transportation Planning Board of the Metropolitan Washington Council of Governments (MWCOC).
- VDOT derives its Northern Virginia District model from the MWCOC model, which is the basis for the traffic model used in Prince William County.
- The MWCOC model and the VDOT model use a roadway network and demographic data to generate 24 hour, average weekday daily traffic (AWDT) for the entire region.
- The County's travel demand model supports the Thoroughfare Plan in the Comprehensive Plan including Interstate, Primary and Secondary roads.
- The County model is used to simulate the effect of placing future traffic generated by land uses specified in the Comprehensive Plan on a future road network.
 - ◆ The four main steps in the travel demand modeling process are: trip generation, trip distribution, mode choice and traffic assignment.
 - ◆ The model generates a Level of Service (LOS) for each roadway segment which is a ratio of volume to capacity.
 - ◆ The Comprehensive Plan states that the minimum acceptable level of service for roadways and intersections is LOS D, with LOS E considered to be at capacity.
 - ◆ A LOS D can be achieved through additional roadway capacity on a new road, widening an existing road, adding turn lanes, signalization or reducing traffic demand on the network.

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IMPACTS

- The Travel Demand Model indicates that removing the Bi-County Parkway impacts principal roadways such as Rt. 15 as well as the secondary road system by increasing traffic delay by 3000 hours per day in 2030 on a Countywide basis.
- Removing the Bi-County Parkway impacts principal roadways such as Rt. 15 where forecasted daily traffic increases by 54.1% north of I-66. Traffic increases by 11.5 % on the Tri-County Parkway – a road that may have to be removed from the Comprehensive Plan depending on on-going planning studies.
- Traffic would also increase significantly on Pageland Drive (627%) and Gum Springs Road (89.6%).
- The number of forecasted trips that have an origin and destination other than Prince William County that use Rt. 234 between I-95 and Brentsville Rd. decreases from 55.0% to 48.5% when the Bi-County Pkwy. is removed from the roadway network.

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[5]

COMMENTS FROM AGENCIES AND JURISDICTIONS

- The Staff Report was sent to VDOT, Loudoun Co., Fairfax Co., Cities of Manassas and Manassas Park, Towns of Haymarket and Dumfries and the Manassas National Battlefield Park. Comments were received from VDOT, Loudoun Co. and Fairfax Co.
- VDOT
 - The planned Bi-County Pkwy. is a component of the "North-South" Corridor of Statewide Significance as documented in VTRANS, the Commonwealth Transportation Board's official long range plan. Removal of the Bi-County Pkwy. would cause the County Comprehensive Plan to be inconsistent with VTRANS. In accordance with the Code of Virginia, §33.2-214, the CTB may:
 - a) request the locality to change the comprehensive plan to be consistent with VTRANS;
 - b) reallocate funds to projects in plans that are not changed to be consistent and/or
 - c) require reimbursement for expended Preliminary Engineering, Right of Way and Construction Funds.
 - The Bi-County Pkwy. is included in the regional Constrained Long Range Plan and in the Northern Virginia Transportation Authority's adopted TransAction2014 Plan.
 - In VDOT's opinion, "making changes of this magnitude to the transportation element of the Comprehensive Plan without reviewing and revising other plan elements, particularly the Land Use element, is inconsistent with good comprehensive planning practice."

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Gainesville Magisterial District

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COMMENTS FROM AGENCIES AND JURISDICTIONS (CONT.)

■ Loudoun County

- Loudoun County recommends that staff from Prince William and Loudoun Counties work together with input from VDOT, the Commonwealth Transportation Board and the Northern Virginia Transportation Authority through a Comprehensive Plan update including Transportation Elements to conduct a coordinated study of the transportation issues facing both counties and the region.

■ Fairfax County

- Fairfax County staff did an assessment to determine the impacts of not constructing the Bi-County Pkwy. and concluded that the main impacts would be on Rt. 15 and Gum Spring Road in Prince William and Loudoun Counties. There was a modest impact on Rt. 28 and Pleasant Valley Rd. in Fairfax County.

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Gainesville Magisterial District

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STAFF RECOMMENDATION

- Staff recommends that the Board of County Supervisors not adopt CPA2016-00003 to remove the Bi-County Parkway from the Comprehensive Plan until a Thoroughfare Plan Update is undertaken.
 - VTRANS, Commonwealth Transportation Board's official long range plan designates the Bi-County Parkway as a Corridor of Statewide Significance (COSS). Chapter 729 of the 2012 Virginia Acts of Assembly requires VDOT to notify the CTB if a locally adopted comprehensive plan element is inconsistent with the VTRANS designation.
 - In accordance with the Code of Virginia, the CTB may take action to try and encourage consistency between the state plans and the local transportation plan.
 - Decisions from the Route 28 Study may affect the 2030 and/or 2040 road network. Waiting for the results from this study will give the County a better idea of what the future roadway network should include.

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Gainesville Magisterial District

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STAFF RECOMMENDATIONS (CONT.)

- A recommendation to deny the proposed amendment would be consistent with the Virginia Department of Transportation's preliminary recommendation to include the removal of the Bi-County Parkway in an update of the Thoroughfare Plan.
- Comprehensive Plan Road Action Strategy RD8.1 states "As the Manassas Battlefield Bypass is completed, close Rt. 234 and Rt. 29 through the Manassas National Battlefield Park." The disposition of the Manassas Battlefield Bypass, Sudley Road and Lee Highway through the Manassas National Battlefield Park must be coordinated with the National Park Service.
- Planning Commission Recommendation
 - The Planning Commission held a public hearing on February 17, 2016. The commissioners recommended approval of #CPA2016-00003 to remove the Bi-County Parkway from the Comprehensive Plan. A friendly amendment was added for staff to provide objective measures and alternative options within the Thoroughfare Plan Update, which should be commenced immediately.

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Gainesville Magisterial District

[9]

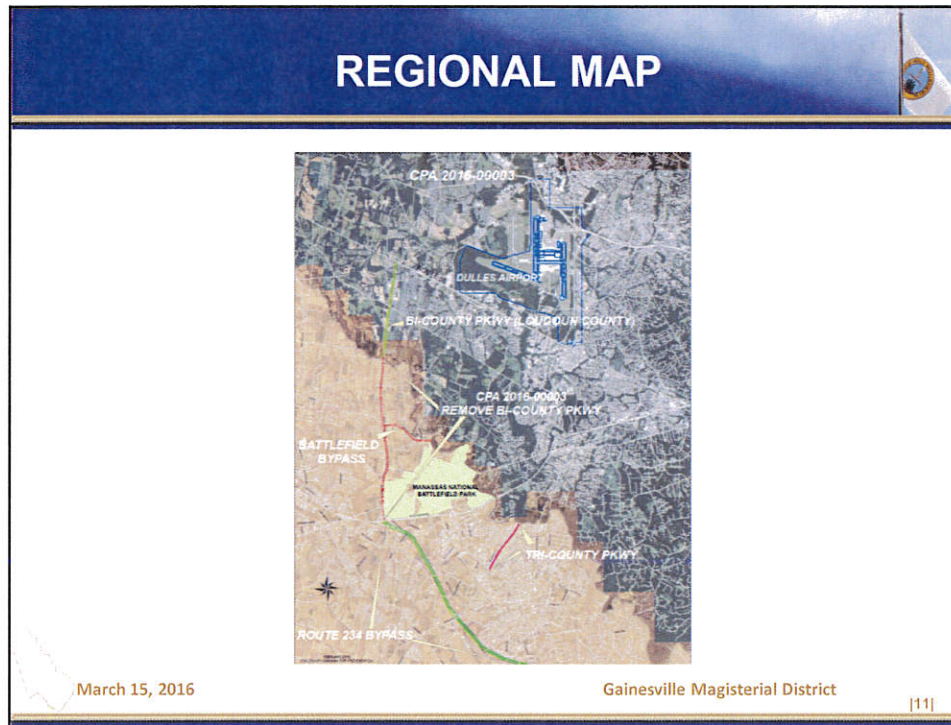
2030 THOROUGHFARE PLAN



March 15, 2016

Gainesville Magisterial District

[10]



TRAFFIC DATA FOR THE CPA

	2030 Comprehensive Plan	2030 Remove Bi-County Pkwy.
Level of Service D - Lane Miles	158	144
- Freeway/Principal Arterial	81	62
- Minor Arterial/Major Collector	53	57
- Minor Collector/Local Streets	24	26
Level of Service E/F - Lane Miles	190	205
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- Minor Collector/Local Streets	43	46
TOTAL LANE MILES (Includes LOS A, B and C)	2,115	2,074
Daily Vehicle Miles of Travel on Selected Roads		
- U.S. 29	335,000	347,000
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- VA. 234 (Darnley Road)	1,037,000	1,468,000
- VA. 234 (Bypass)	1,134,000	619,000
- Prince William Pkwy.	1,114,000	1,102,000
- I-66	1,452,000	1,516,000
Total Daily Vehicle Miles of Travel (Countywide)	15,961,000	15,765,000
Daily Delay (Aggregate Hours)	52,000	55,000
Average Congested Speed	40 mph	40 mph
External to External Trips on VA 234	55.00%	48.50%

March 15, 2016

Gainesville Magisterial District [12]

REMOVE BI-COUNTY PKWY PRIMARY ROAD IMPACTS

Primary Roadways	2030 Comp Plan	2030 Remove Bi-County	% Difference Compared to 2030 Comp Plan
Rt. 15 (I-66 to Sudley Road)	29,200 (4)	45,000 (4)	54.1
Tri-County Parkway (Sudley Rd. to Fairfax C.L.)	82,000 (6)	91,400 (6)	11.5
Rt. 234 (I-66 to Sudley Manor)	90,400 (6)	54,300 (6)	-39.9
Rt. 234 (Sudley Manor to Rt. 28)	117,400 (6)	94,400 (6)	-19.6
Rt. 234 (Rt. 28 to Brentsville)	99,600 (6)	85,600 (6)	-14.1
Rt. 234 (Brentsville to Hoadly)	80,300 (6)	76,300 (4)	-5.0
Rt. 234 (Hoadly to Minnieville)	88,800 (6)	85,900 (4)	-3.3
Rt. 234 (Minnieville to C. Club)	67,900 (6)	64,700 (4)	-4.7
Prince William Parkway (Massachusetts C.L. to Hoadly)	72,700 (6)	71,200 (6)	-2.1
Prince William Parkway (Hoadly to Minnieville)	64,600 (6)	63,900 (6)	-1.1
Prince William Parkway (Minnieville to I-95)	77,400 (6)	77,200 (6)	-0.3

Average Daily Traffic (Number of Lanes)
 NWCOG Road 8.4 Forecasts input for Households, Population and Employment

March 15, 2016

Gainesville Magisterial District

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REMOVE BI-COUNTY PKWY SECONDARY ROAD IMPACTS

Secondary Roadways	2030 Comp Plan	2030 Remove Bi-County	% Difference Compared to 2030 Comp Plan
Papeland Drive (North of Rt. 29)	1,100 (2)	8,000 (2)	627.3
Gum Springs Road (N. of Battlefield Pkwy)	7,700 (4)	14,600 (4)	89.6
Joplin Road (South of Aden)	10,300 (2)	11,500 (2)	11.7
Bristow Road (South of Brentsville)	25,100 (2)	26,500 (2)	5.6
Waterway Road (South of Cardinal)	9,800 (4)	9,900 (4)	1.0
Springs Road (South of Minnieville)	23,900 (4)	23,000 (4)	-3.8
Pruett Road (East of Dunfries Rd.)	15,600 (2)	15,100 (2)	-3.2
Hoadly Road (East of Dale)	23,700 (4)	23,400 (4)	-1.3
Dole Blvd. (West of Delaney)	28,400 (4)	28,400 (4)	0.0
Delaney Road (North of Minnieville)	4,600 (2)	4,600 (2)	0.0
Sudley Road (Thru Massachusetts Bat. Park)	NA	20,500 (2)	----
Lee Highway (Thru Massachusetts Bat. Park)	NA	6,300 (2)	----

Average Daily Traffic (Number of Lanes)
 NWCOG Road 8.4 Forecasts input for Households, Population and Employment

March 15, 2016

Gainesville Magisterial District

[14]