

MOTION:

September 5, 2017
Regular Meeting
Res. No. 17-

SECOND:

RE: INITIATION OF COMPREHENSIVE PLAN AMENDMENT TO REMOVE THE TRI-COUNTY PARKWAY/ROUTE 28 EXTENDED AND ADD GODWIN DRIVE EXTENDED NORTH TO ROUTE 28 NORTH OF BULL RUN (COLES, BRENTSVILLE, AND GAINESVILLE MAGISTERIAL DISTRICTS)

ACTION:

WHEREAS, the Prince William County Comprehensive Plan includes the Tri-County Parkway/Route 28 Bypass in the Thoroughfare Plan; and

WHEREAS, the Route 28 Corridor Feasibility Study was performed to determine the highest ranked alternative alignment/improvement in the corridor; and

WHEREAS, the Tri-County Parkway (Alternative 3A) was not considered as a viable alternative for the Route 28 Corridor in the Feasibility Study; and

WHEREAS, the Godwin Drive Extended to Route 28 North of Bull Run (Alternative 2B) was the highest ranked alternative; and

WHEREAS, the Northern Virginia Transportation Authority (NVTA) will request applications for projects for inclusion in the Fiscal Year 2019-2024 Six Year Plan in October 2017; and

WHEREAS, in order to be included in NVTA's FY2019-2024 Six Year Plan, the project must be in the jurisdiction's Comprehensive Plan and in NVTA's TransAction Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors initiates a comprehensive plan amendment to remove the Tri-County Parkway/Route 28 Bypass (Sudley Road/Route 234 to Fairfax County) and to add Godwin Drive Extended to Route 28 North of Bull Run.

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Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

For Information:

Planning Director

Transportation Director

ATTEST: _____

Clerk to the Board



Christopher E. Martino
County Executive

COUNTY OF PRINCE WILLIAM
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August 25, 2017

TO: Board of County Supervisors

FROM: Rebecca Horner, AICP, CZA
Director of Planning *Rebecca Horner*

Ricardo Canizales *RC*
Director of Transportation

THRU: Christopher Martino
County Executive

RE: Initiation of Comprehensive Plan Amendment to Remove the Tri-County Parkway and to add the Godwin Drive Extended North of Bull Run (**Coles, Brentsville and Gainesville Magisterial Districts**)

I. Background is as follows:

- A. Tri-County Parkway/Rt. 28 Extended – The proposed Tri-County Parkway/ Rt. 28 Bypass is an extension of Godwin Drive from Sudley Road (Rt. 234 Business) into Fairfax County with a terminus at the Loudoun County Parkway. Limited access is proposed for this roadway with interchanges planned at Sudley Road and Lomond Drive within Prince William County. The right-of-way for the parkway is 200 feet with a 6-lane divided section including a shared use path. Attachment A shows the location of the Tri-County Parkway in the County.
- B. Thoroughfare Plan - The Transportation Chapter of the Comprehensive Plan includes a Thoroughfare Plan that lists Prince William County's major roadways and provides information concerning their location, right-of-way requirements, lane requirements, termini points, and functional classifications. The Tri-County Parkway/Rt. 28 Bypass is included in the Thoroughfare Plan as described below.

PW-3) Tri-County Parkway/Route 28 Bypass (Sudley Road/Route 234 to Fairfax County) (200' existing) – This proposed road will be an extension of Godwin Drive from Sudley Road (Route 234 Business) into Fairfax County. Limited access is proposed for this roadway, and interchanges are planned at both Sudley Road (Route 234 Business) and Lomond Drive. The Tri-County Parkway/Route 28 Bypass will provide

substantial relief to the sections of Route 28 within Prince William County, the City of Manassas, and Fairfax County, as well as provide relief to I-66. The recommended right-of-way corresponds with existing right-of-way acquired for this road.

- C. Route 28 Corridor Feasibility Study – The Northern Virginia Transportation Authority (NVTa) funded a study for the City of Manassas and Prince William County to evaluate alternatives for achieving congestion relief along the Route 28 corridor. The goal of the study is to develop a preferred alternative which will be followed by an Environmental Impact Statement. The study encompassed the Rt. 28 Corridor from the Rt. 234 Bypass to Fairfax County.
- D. Technical Committee – The Technical Committee was developed by the City of Manassas and Prince William County to include representatives from all of the jurisdictions and agencies that are stakeholders in the Rt. 28 corridor. It is comprised of representatives from Virginia Department of Transportation (VDOT), City of Manassas, City of Manassas Park, Prince William County, Fairfax County, Virginia Department of Rail and Public Transportation (DRPT), NVTa, Potomac and Rappahannock Transportation Commission (PRTC), Bull Run Regional Park, Federal Highway Administration (FHWA), the Prince William County Service Authority, and the consultant. The Technical Committee studied ten alternative alignments, including Alternative 3 A, the alignment of the Tri-County Parkway plus a no-build.
- E. Study Methodology – Consultant assembled existing traffic counts on Rt. 28 from the Rt. 234 Bypass to Fairfax County to determine the most congested segments and intersections in the corridor. A travel demand model was used to forecast traffic volumes and levels of service on Rt. 28 in 2040 for the no-build alternative. This base was used to determine traffic impacts/congestion on Rt. 28 with all of the alternatives.
- F. Preliminary Performance Measures – Each of the alternatives was ranked based on traffic impacts, such as peak period congestion, annual travel time savings per vehicle and multi modal compatibility. Environmental impacts, socioeconomic/right-of-way impacts and consistency with local and regional plans were also assessed. Five alternatives were recommended for consideration from the Executive Committee. Alternative 3 A - the Tri-County Parkway was not considered for further study due to significant environmental impacts and the unlikelihood of the alignment to be approved by Federal Agencies based on the outcome of previous National Environmental Policy Act (NEPA) studies.
- G. Executive Committee – This committee was developed to inform representatives from stakeholder jurisdictions/agencies and to make recommendations about information presented by the Technical Committee. The Executive Committee is comprised of elected officials and delegates from the jurisdictions and agencies

represented in the Technical Committee plus representatives from the Virginia Commonwealth Transportation Board (CTB). The Committee met on April 3, 2017, and decided to advance four alternatives plus the no-build for further analysis.

- H. Further Screening of Alternatives – The key performance measures of traffic benefits, environmental impacts and socioeconomic/right-of-way impacts were refined to include the impact of each alternative in 2040 on congestion in Historic Manassas, the impact on existing Rt. 28, peak hour travel time, and multimodal compatibility. Environmental impacts such as the amount of disturbed floodplain, hazardous materials, noise, and impact on historic sites were assessed. Socioeconomic and right-of-way impacts such as business, church, school and residential relocations and impacts to conservation easements were studied. In addition, planning level cost estimates (in 2017 dollars) were developed.
- I. Technical Committee Highest Ranked Alternative – The results of the detailed evaluations were summed to determine the highest ranked alternative; Alternative 2 B, Godwin Drive Extended to Rt. 28 North of Bull Run from Sudley Road (Rt. 234 Business) to Rt. 28 (Centerville Road) in Fairfax County.
- J. Executive Committee Decisions – The results of the detailed analyses were presented to the Executive Committee on July 31, 2017. Alternative 2 B was the highest ranked alternative in terms of impacts and cost of improvement. See Attachment B.

II. Current Situation is as follows:

- A. Public Meeting – A public information meeting will be held at the Manassas Park Community Center on September 7, 2017, from 6:30 pm to 8:30 pm. A public information meeting will also be held in Fairfax County this fall.
- B. Staff Recommendation – Staff recommends that the Board initiate a Comprehensive Plan Amendment to remove the Tri-County Parkway from the Thoroughfare Plan of the Comprehensive Plan and add the Godwin Drive Extended to Rt. 28 North of Bull Run from Sudley Road to Rt. 28 in Fairfax County.
- C. NVTA Call for Projects – In October, 2017, NVTA will call for proposed projects to be included in the Fiscal Year 2019 - 2024 Six-Year Plan. In order to be considered for funding, projects must be in the TransAction Plan and must be in the local jurisdiction's Comprehensive Plan. The 2 B Alternative is in the Draft TransAction Plan. Contingent on the Board's direction, staff recommends submitting the Godwin Drive Extended Alternative to Rt. 28 North of Bull Run project for funding.

- D. Board Action Requested - Initiate a Comprehensive Plan Amendment to remove the Tri-County Parkway and add the Godwin Drive Extended to Rt. 28 North of Bull Run (Alignment 2 B) from Sudley Road to Rt. 28 in Fairfax County, in order to qualify this alternative for funding.

III. Issues are as follows:

- A. Tri-County Parkway and Godwin Drive Extended (Alt. 2 B) – What effect will the Board’s action have on the possible funding of the highest ranked Rt. 28 Alternative – the Godwin Drive Extended project North of the Bull Run?
- B. Comprehensive Plan – Are the proposed amendments consistent with the applicable goals of the Comprehensive Plan and the surrounding land uses?
- C. Strategic Plan – Do the proposed amendments aid in achieving the stated outcomes within the Strategic Plan?
- D. Community Input – Have comments been received from the community on this issue?
- E. Legal – What legal requirements should guide decisions to initiate or not initiate proposed Comprehensive Plan Amendments?
- F. Fiscal Impact – What are the fiscal impacts?
- G. Timing – Is there a time frame for BOCS action?

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

- A. Initiate a CPA to remove the Tri-County Parkway and add the Godwin Drive Extended alternative North of Bull Run from Sudley Road to Rt. 28 in Fairfax County.
 - 1. Tri-County Parkway and Godwin Drive Extended (Alt. 2 B) – In order to be considered for funding from NVTA in the FY 2019-2024 Six Year Plan, projects must be in the TransAction plan and must be in the local jurisdiction’s Comprehensive Plan. Staff recommends submitting the Godwin Drive Extended Alternative with a North Bull Run Crossing project for funding when NVTA calls for project applications on October 15, 2017.
 - 2. Comprehensive Plan - Initiation of this CPA will help the county achieve the goal of the Roadway Plan to “provide a safe and efficient roadway network with sufficient capacity to meet the existing and future demands of intra- and inter-county traffic.”

- a) Level of Service (LOS) – Initiation of the CPA will aid in meeting the policy to evaluate the LOS of existing and proposed roadway corridors and intersections to achieve a minimum LOS of D.
 - b) Environmental Sensitivity – Initiation of the CPA will further the policy to plan for new and widened roadways to be sensitive to environmental features and cultural resources and the action strategy to evaluate functional plans and designs for proposed construction projects to identify cultural or environmental issues.
3. Strategic Plan - The removal of the Tri-County Parkway from the Comprehensive Plan and the addition of Godwin Drive Extended to Rt. 28 North of the Bull Run satisfies the Strategic Outcome to Decrease Congestion and Travel Time. Due to significant environmental impacts and the unlikelihood of the Tri-County alignment to be approved by Federal Agencies based on the outcome of previous National Environmental Policy Act (NEPA) studies, it is unlikely that this roadway could be constructed through Fairfax County. The proposed Godwin Drive Extended to Rt. 28 North of the Bull Run avoids many of the environmental issues associated with the Tri-County alignment in Fairfax County. In addition, it satisfies a regional need and has the potential to qualify for funding through the NVTA grant program.
 4. Community Input – Comments will be received during the public information meetings in Manassas Park and in Fairfax County in September 2017.
 5. Legal – Initiation of a CPA does not mean that the Board must approve the CPA after it is studied; instead it begins the process for consideration. Other legal issues will be addressed by the County Attorney’s office.
 6. Fiscal Impact – In addition to staff resources from the Department of Transportation, all consultant costs associated with running the transportation model and analyzing the alternatives will be covered by existing Transportation Department study with NVTA funding.
 7. Timing – The Board must remove the Tri-County Parkway and add the Godwin Drive Extended to Rt. 28 North of Bull Run project as soon as possible in order for the project to qualify for funding through NVTA’s FY 2019-2024 Six Year Plan.
- B. Take No Action
1. Do Not Initiate a CPA to Remove the Tri-County Parkway and Add Godwin Drive Extended to Rt. 28 North of Bull Run – The Godwin Drive Extended project will not be eligible for funding from NVTA in the FY 19-24 Six Year Plan.

2. Comprehensive Plan – The existing Rt. 28 corridor cannot meet the goal to “provide a safe and efficient roadway network with sufficient capacity to meet the existing and future demands of intra- and inter-county traffic.”
 - a) Level of Service – Existing traffic counts and level of service calculations on existing Rt. 28 indicate that seven signalized intersections in the AM peak hour and eight signalized intersections in the PM peak hour currently operate at LOS E or worse. Under the no-build alternative in 2040 fourteen signalized intersections in the AM peak hour and twelve signalized intersections in the PM peak hour on Rt. 28 will operate at LOS E or worse.
3. Strategic Plan - Keeping the Tri-County Parkway in the Comprehensive Plan does not satisfy the Strategic Outcome to Decrease Congestion and Travel Time. Due to significant environmental impacts and the unlikelihood of the Tri-County alignment to be approved by Federal Agencies based on the outcome of previous National Environmental Policy Act (NEPA) studies, it is unlikely that this roadway could be constructed through Fairfax County. In addition, it is unlikely that the Tri-County Parkway would have the potential to qualify for funding through the NVT A grant program.
4. Community Input – Comments will be received during public information meetings in the Rt. 28 Corridor (Manassas Park and Fairfax County).
5. Legal –Legal issues will be addressed by the County Attorney’s office.
6. Fiscal Impact – There is no fiscal impact.
7. Timing – The Godwin Drive Extended project will not be eligible for funding from NVT A in the FY 19-24 Six Year Plan if the CPA is not initiated.

V. Recommendation is that the Board concur with Alternative A and approve the attached resolution.

Staff: Ricardo Canizales; 703-792-6825

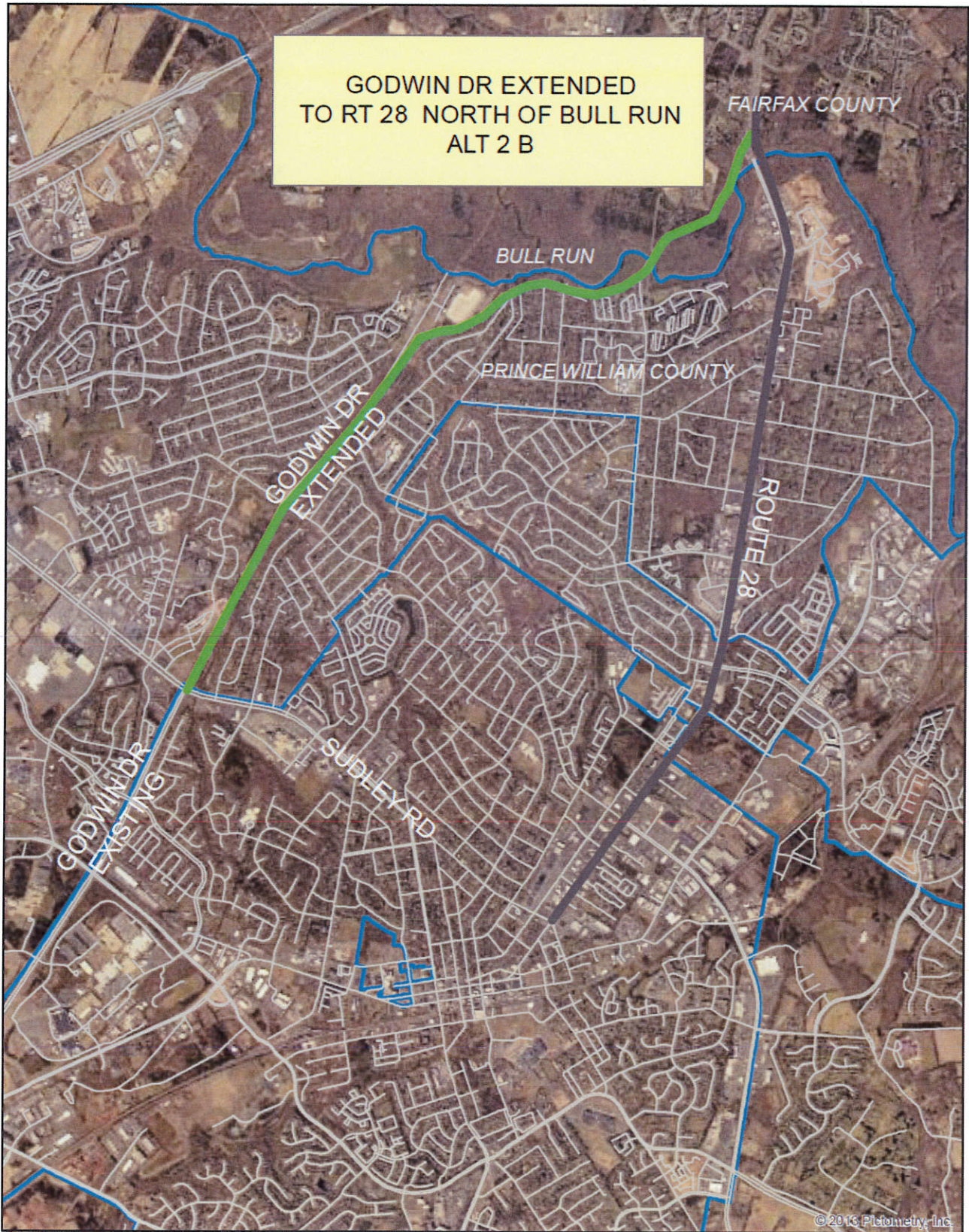
Attachments:

- A. Tri-County Parkway Alignment – 2008 Comprehensive Plan
- B. Godwin Drive Extended to Rt. 28 North of Bull Run

Attachment A – Tri-County Parkway Alignment – 2008 Comprehensive Plan



Attachment B – Godwin Drive Extended to Rt. 28 north of Bull Run





Prince William County Government
Board of County Supervisors

**Comprehensive Plan Amendment
Remove Tri-County Parkway/
Add Godwin Dr. Ext. to Rt. 28 (Alt 2B)**
(Coles, Brentsville and Gainesville Magisterial Districts)

*Rick Canizales
Department of Transportation
September 5, 2017*

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BACKGROUND

- The Comprehensive Plan designates the Tri-County Parkway as a 6-lane Parkway as Godwin Drive Extended from Sudley Road north parallel to Rt. 28 through Fairfax County.
- The Rt. 28 Corridor Feasibility Study
 - ◆ The Northern Virginia Transportation Authority (NVTA) funded a study for the City of Manassas and Prince William County to evaluate alternatives for achieving congestion relief along the Rt. 28 Corridor.
 - ◆ Ten alternatives including the Tri-County Parkway alignment underwent a preliminary analysis to determine the highest ranked alternatives.
 - ◆ After the preliminary analysis, the Tri-County Parkway alignment was not recommended for further study due to significant environmental impacts and the unlikelihood of the alternative to be approved by Federal Agencies based on the outcome of previous NEPA studies.

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BACKGROUND

- ◆ The Godwin Dr. Extended to Existing Rt. 28 North of Bull Run alignment (Alt 2B) was the highest ranked alternative among the four alternatives that received further analysis for Traffic Benefits, Environmental Impacts, Socioeconomic/ROW Impacts, Policy Consideration and Planning Level Cost Estimates.
- ◆ In order for a project to be considered for funding from NVTA in the FY19-24 Six Year Plan, projects must be in the TransAction Plan and the local jurisdiction must provide a resolution supporting the project/ be in the Comprehensive Plan.

■ Timing

- ◆ NVTA will call for projects in October to include in the FY 19-24 Six Year Plan with applications and supporting Board resolutions due in December. NVTA will release a draft program in April 2018, with final approval in June 2018.

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TRI-COUNTY PARKWAY & GODWIN DR. EXT TO RT. 28 (2B)

The map displays an aerial view of a suburban area with several roads highlighted. A yellow line represents the 'TRICOUNTY PARKWAY 2008 COMP PLAN'. A red dashed line indicates the 'GODWIN DR EXTENDED TO ROUTE 28 NORTH OF BULL RUN'. A black line shows 'ROUTE 28'. Other roads labeled include 'SUDLEY RD', 'GODWIN DR', and 'BULL RUN'. The map also shows the boundaries of 'FAIRFAX COUNTY' and 'PRINCE WILLIAM COUNTY'.

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