



Bi-County Parkway

Evaluation of Impacts on Fairfax County Roads

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Board Transportation Committee
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Overview

- Board Request
- Background
- Purpose and Need
- Evolution of Tri-County to Bi-County Parkway
- Bi-County Parkway Alignment
- Bi-County Parkway 2040 Forecasts
- Impacts on Fairfax County Roads



Supervisor's Frey Board Matter

- Requested staff to evaluate Bi-County Parkway and impacts, both of building or not building the Bi-County Parkway on Fairfax County
- Present Results at a Board Transportation Committee



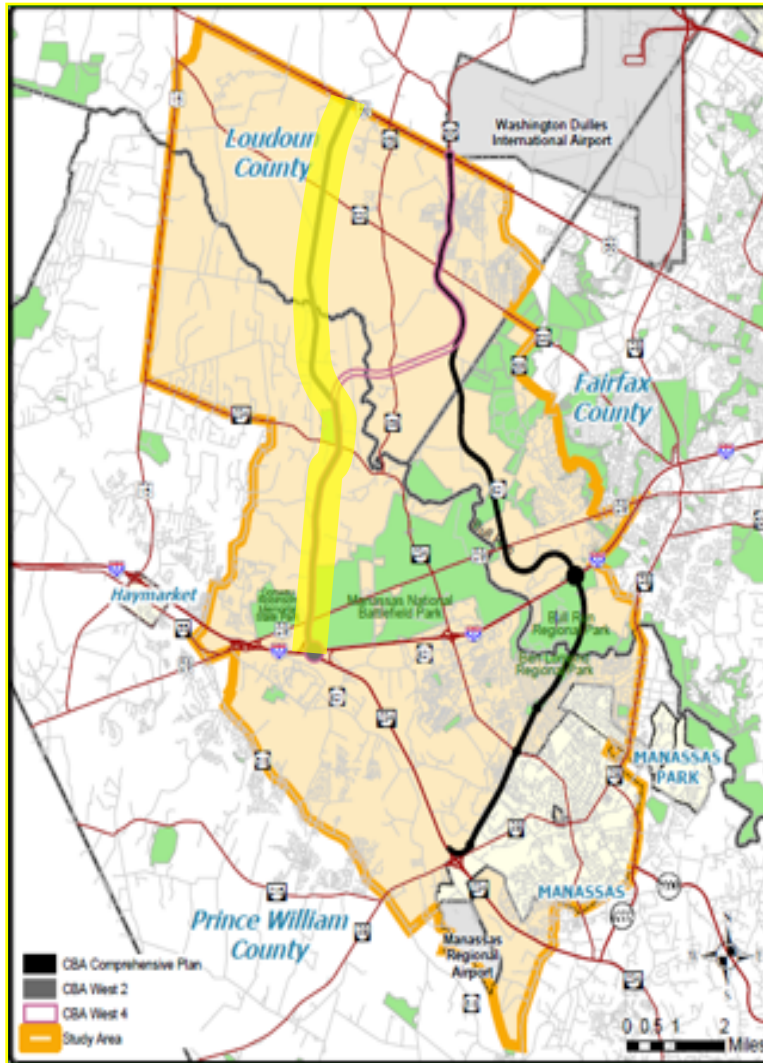
Background

- Tri-County Parkway EIS conducted 2002-2005
- Alternative West Two (in Prince William and Loudoun Counties only) selected as preferred alternative and approved by CTB in 2005, despite objections from the Fairfax County Board of Supervisors
- Tri-County Parkway remains on Fairfax County's Transportation Plan



Need for the Project

- Current lack of north-south linkages that connect Manassas, I-66, Dulles Airport, Dulles Toll Road and Dulles Greenway
 - East of US 15, the only north-south principal urban arterials are Routes 28, the Fairfax County Parkway, Route 123 and the Beltway
 - Congestion on these facilities is expected to increase in the future
 - Allows closure of Route 234 and Route 29 through Manassas National Battlefield Park, along with construction of Manassas National Battlefield Bypass
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- Source: Tri-County Parkway Location Study (2005)



Tri-County Parkway EIS

- Study Area located in Prince William, Loudoun and Fairfax Counties
- Extended from VA 28 & VA 234 to US 50
- Candidate Build Alternatives
 - Comprehensive Plan
 - West Two (Highlighted)
 - West Four



Evolution of Tri-County to Bi-County Parkway

- North-South connection considered for years by Prince William, Fairfax, and Loudoun Counties
- Different names have been used for such a road:
 - Route 28 Bypass
 - Loudoun County Parkway
 - Tri-County Parkway
 - Tri-County Connector
- Alternative West Two (Only in Prince William and Loudoun Counties) approved by the CTB in 2005. Now called Bi-County Parkway
- Prince William County is currently evaluating whether or not to remove Bi-County Parkway from Comprehensive Plan



County Parkway alignment

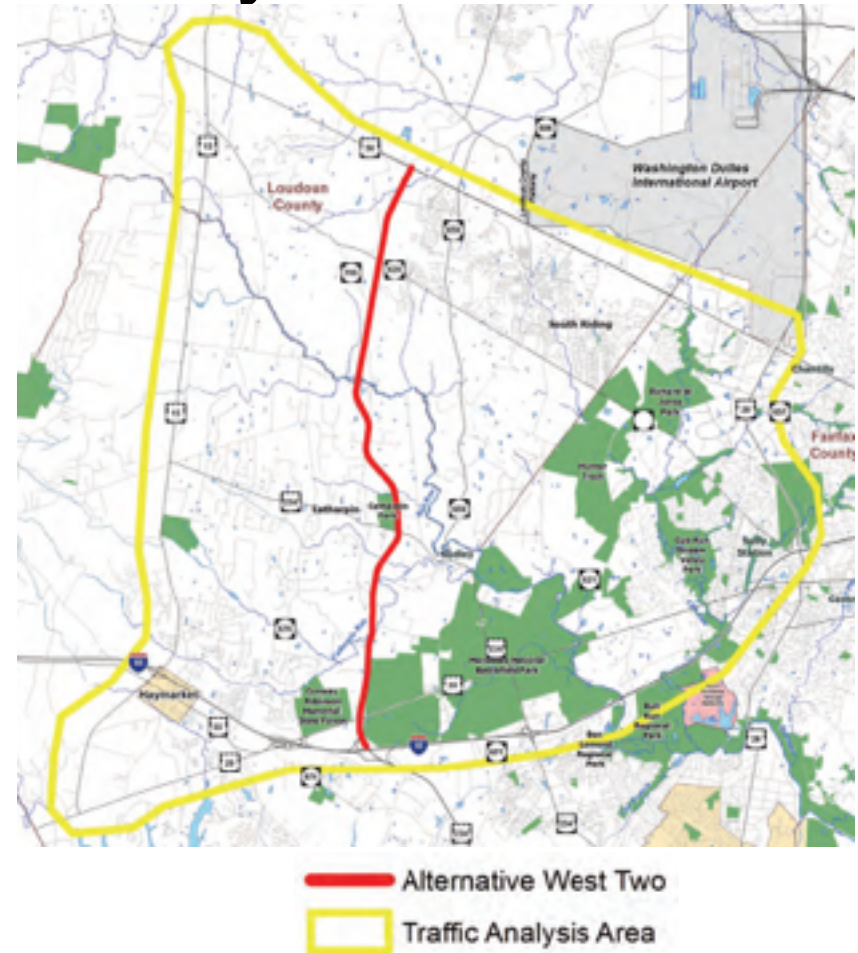


- Located within Loudoun and Prince William Counties
- Connects I-66 to US 50
- Connects to Route 234 in the south
- Connects to North Star Boulevard, and to possible Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) in the north



VDOT Bi-County Parkway 2013 FEIS

- Updates findings of 2005 DEIS
- 2013 FEIS study area bounded by US 15, US 50, Route 28, and I-66
- Developed forecasts for the year 2040
- County supplemental analysis went as far east as the Capital Beltway



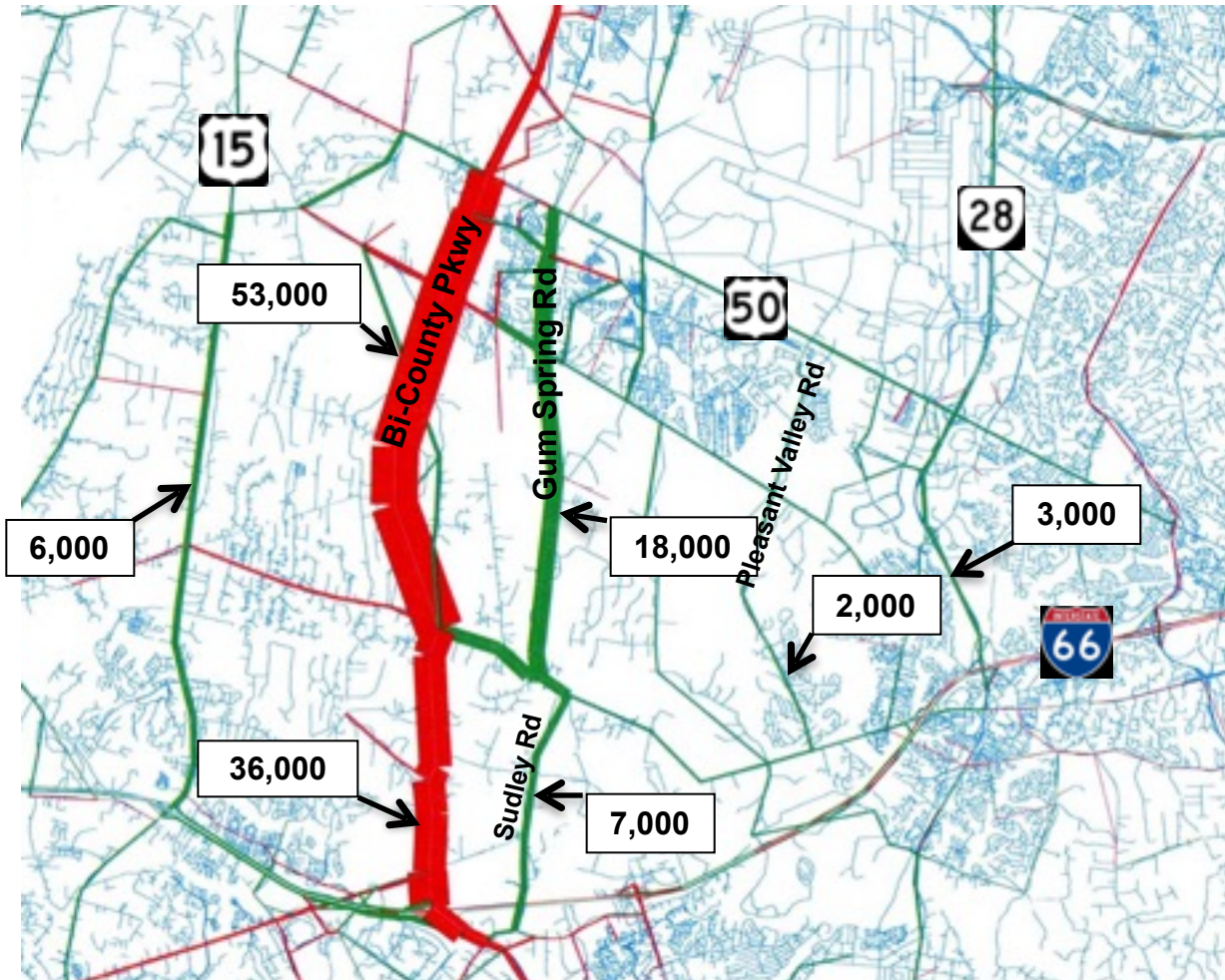


VDOT Bi-County Parkway 2013 FEIS Forecasts

- Route 28 daily forecasted volumes drop by less than 5,000 vehicles from 180,000 (3%)
- Pleasant Valley Road daily forecasted volumes drop by less than 1,000 vehicles from 15,000 (7%)
- Most of the diversions happen on Gum Springs Road (in Loudoun and Prince William Counties) with 13,000 out of 25,000 vehicles being diverted daily (52%)
- Projected daily volumes for Bi-County Parkway are from 45,000 to 60,000



Impact of Bi-County Parkway on Traffic Volumes (Daily Traffic 2030 Conditions)



- Red = Increase in traffic
- Green = Reduction in traffic
- Capital Beltway traffic is reduced by around 5,000 to 10,000 vehicles from around 220,000 vehicles (2% to 5%)

Traffic volume impacts from Fairfax County DOT travel demand model



Conclusions

- Bi-County Parkway does attract traffic away from other parallel roads, primarily Gum Springs Road and Route 15
- Bi-County Parkway has a minor benefit for parallel roads in Fairfax County (Route 28, Pleasant Valley Road and the Capital Beltway)
- Total projected traffic volume on the Bi-County Parkway is greater than the reductions on other parallel roadways; constructing the Bi-County Parkway appears to result in additional trips



- Questions