
From: Charlie Grymes <cgrymes@gmail.com>
Sent: Saturday, January 13, 2018 5:50 PM
To: TPBcomment
Cc: Kim Hosen
Subject: comments on project submissions to be included in the Air Quality Conformity Analysis for the constrained element of Visualize 2045

The Prince William Conservation Alliance supports improving mobility in our region. That includes upgrading our highway network, in addition to expanding the network of bike/pedestrian paths.

We need to expand the number of live-work-play communities, places where people can get “from here to there” without using a car.

The Prince William Conservation Alliance supports converting VRE from a rush hour commuter rail system into a two-way transit system. That will incentivize transit-oriented development, which will improve mobility and minimize costs to taxpayers over the long run.

We support the proposed Virginia Railway Express (VRE) Service Improvements on the Fredericksburg and Manassas lines (ConID 504 in the inputs for the Air Quality Conformity Analysis at [https://www.mwcog.org/assets/1/28/12202017 - Item 9 - Visualize 2045 Conformity Input Table.pdf](https://www.mwcog.org/assets/1/28/12202017_-_Item_9_-_Visualize_2045_Conformity_Input_Table.pdf)).

Bus Rapid Transit (BRT) on Route 1 (ConID 808) will also support mobility in a corridor where new housing and jobs should be concentrated.

The region also needs to increase the capacity for moving people in cars and buses.

Building interchanges on VA 234 Bypass (ConID 678 for Balls Ford Road, ConID 727 for Sudley Manor Drive, and ConID 739 for University Boulevard) are appropriate investments. They will help spur the growth planned at Innovation, and will smooth traffic flow between Route 28 and I-66.

The improved traffic flow resulting from those interchanges should eliminate the need to build a new Route 28 bypass around Manassas. The ongoing study (ConID 656) is considering Option 2B, but that would damage Bull Run Regional Park and affect historic sites associated with the First Battle of Manassas in 1861..

In contrast, proposals for building a Bi-County Parkway in Prince William-Loudoun counties (ConID 286) are a waste of money. That road would not improve safety, reduce traffic congestion, or facilitate transit-oriented development. It would simply encourage more sprawl.

ConID 853 appears to be mis-labeled. If that project involves new ramps located 1.5 miles west of Route 15, then the “University Boulevard Ramps” are on the other side of Haymarket from University Boulevard. Those ramps are an inappropriate inducement for extending suburban sprawl into the Rural Area of Prince William County.

Those ramps were never included in the public hearing for I-66 Outside the Beltway. When they were revealed along with a new parking lot and bridge over I-66 *after* the public involvement process, Prince William officials made their opposition clear - see <http://www.pwconserve.org/landuse/i66/main.html> for more details.

ConID 853 should be dropped. If ConID 785 (Heathcote Boulevard Extension) is associated with those ramps, then it too should be deleted.

The proposed I-66 flyover ramps .65 miles east of VA Bus 234 were also proposed after completion of the public involvement process. Their impact on Manassas Battlefield National Park is not appropriate. Those ramps (with no ConID number) should be deleted.

- Charlie Grymes
Chair, Prince William Conservation Alliance
www.pwconserve.org