

# NEWSLETTER

Issue No. 3

**Occoquan Watershed Coalition** Sept 1995

## **OWC General Membership Meeting**

**Oct 5, 7:30PM**

### **Clifton Town Meeting Hall**

Please cut the above note out and place it on your calendar as a reminder. Then make it a point to attend and participate in this our third general membership meeting.

## **Chairman Kate Hanley to Speak**

Chairman Kate Hanley has accepted our invitation to speak to the Coalition. She will be our only guest speaker. She has been asked to present her positions on a central, parkway-to-parkway connector, new major roads in the watershed, crossings over the Occoquan Reservoir, and the expansion of Route 123. She will also address budget and education issues. Don't miss this opportunity to hear her views on these important subjects.

## **A Not So Hidden Prince William County Agenda** by Jim Chesley, Mayor, Town of Clifton

"By default, the Yates Ford Road corridor has become a major Occoquan crossing point. As noted in the Subregional Plan, this traffic will continue to grow dramatically. We should honestly

acknowledge the need for major transportation improvements in this corridor. We should begin to define necessary improvements and seek funding in the FY97 six year plan." This quote is from a letter written by Terry Spellane, Prince William County Supervisor, on behalf of the three Prince William members of the Joint Fairfax-Prince William Subcommittee on the Western Fairfax Transportation Study, to the Fairfax co-chair Supervisor Michael Frey.

On the map, the Prince William County Parkway - a four lane road traversing northwest from I-95 to Liberia Avenue southeast of Manassas - appears as a collector road without a primary destination, at least in the west. The not so hidden PWC agenda, however, is that the primary destination is really central Fairfax County. The PWC Parkway was designed and built to serve as a gateway into central Fairfax County, without concurrence, input or coordination from Fairfax County. The proof is that PWC has PLANNED and FUNDED a four lane Yates Ford Connector which, when completed, will link the PWC Parkway with the two lane Yates Ford Road and Bridge and the two lane road network going north into Fairfax County.

This presumptive planning, the attitude of the PWC Supervisors on the Joint Subcommittee, and the

apparent acquiescence of VDOT to these actions IS and SHOULD BE of concern to ALL of Fairfax County. This new four lane road completes the PWC Parkway and gives it a destination. Unfortunately, that destination is not the employment centers of Fairfax County, but a route over the Occoquan Reservoir and through the parkland, watershed, and residential areas of central Fairfax County ultimately linking up with the Fairfax County Parkway. If built as PWC proposes it, as a limited access highway, this new central route, intended to meet local inter-county commuter needs, would also provide the linkage that would create a de facto Western Bypass. It further opens the door for lucrative residential and commercial development in PWC around and near their new Parkway.

Take a ride down the PWC Parkway and count the potential access points already planned. Stop and consider how many more might be included. Think about the potential volume of additional traffic across the Yates Ford Bridge that will be headed for our soon to be completed Fairfax County (Herrity) Parkway and for Route 123, as well as fanning out on our already choked "farm-to-market" designed two lane road system on the watershed.

This new assault by PWC is not, however, a new idea. Its effects on

Fairfax County in terms of traffic volume have been addressed in many recent studies. One only has to look at the transportation impacts of the proposed Ridgefield Road to get a feel for any central connector or parkway-to-parkway connector. Estimates for such a new road would add a range from 40,000 to 70,000 average daily traffic (ADT) with a level of service (LOS) D or worse. This LOS is defined by VDOT as an "unacceptable level of service" and this measurement indicates an average daily volume in excess of that which a highway can normally carry without impeding the relatively free flow of traffic.

Current traffic counts suggest that, at least in some areas, the Herrity (Fairfax County) Parkway is already approaching the ADT/LOS projected for the year 2005 despite the fact that it is not completed and not entirely open. Any Parkway-to-Parkway connector would have serious implications not only for our immediate area but for all of Fairfax County that is serviced by the Fairfax County Parkway. The PRIMARY traffic movement is and should remain in the I-95/Route 123 corridor and the I-66/Route 28 corridor. The time is NOW for the Fairfax County Board of Supervisors to state its transportation policy for the Occoquan Watershed.

**General Membership Meeting  
7:30PM, Oct 5, 1995  
Clifton Community Hall**

**It is important that you attend. Come, hear and share information on the various issues and matters which impact upon this place in which we live.**

**Each association should be well represented. Packets of hand-outs for Associations will be available for pick up. Be sure you designate someone to be there and pick them up.**

**A question and answer time is scheduled along with a social period where we can meet, greet, and get to know one another. Light refreshments will be provided.**

**Questions/Additional Information - Call 764-1300!!**