



PRINCE WILLIAM COUNTY

Trails and Blueways Council Meeting Agenda July 23, 2024, at 6:30PM George Hellwig Administration Building

- 1. Call to Order**
- 2. Pledge of Allegiance**
- 3. Administrative Business Items, 5 min.**
 - a. Resolutions for Remote Participation, if any
 - b. Approval of June 25, 2024, Meeting Minutes
 - c. Acceptance of July 5 Site Visit Notes
 - d. Acceptance of July 17 PHNST Subcommittee Notes
 - e. Powell's Creek Crossing Update, Ed DeLeón
 - f. Resolution Requesting BOCS Review of Proffer Legislation
- 4. Citizen's Time, 10 min.**
- 5. Adjourn to Work Session – Goals Review, 90 min.**
 - a. Trails and Blueways Council Roundtable
 - b. Staff Roundtable
 - c. Single-Track Sidewalks, Mike McCormack
 - d. Video Inspiration
- 6. Meeting Recap, 5 min.**
 - a. PHNST Subcommittee – TBD
 - b. Next meeting's agenda – August 27
 - c. Recreational Trails Summit - September 5 & 9
- 7. Adjourn**

Prince William County
TRAILS AND BLUEWAYS COUNCIL
Advisors to the Board of County Supervisors

Meeting Minutes
June 25, 2024; 6:30 PM

Attendance

District	Appointee	Present (in person)	Present (virtual)	Absent
At Large	Amy Latalladi-Fulton	✓		
	Bill McCarty	✓		
Brentsville	Liz Cronauer	✓		
	Catherine O'Connor	✓		
Coles	Mike DePue	✓		
	Joe Marshall	✓		
Gainesville	Duane Martin	✓		
	VACANT			
Neabsco	Jason Williams	✓		
	Rich Wilson	✓		
Occoquan	Eileen Sheridan	✓		
	Neil Nelson	✓		
Potomac	Steven Cover	✓		
	Bill Selfridge			✓
Woodbridge	David Brickley	✓		
	Lynda Silverstrand	✓		

Staff persons Bryce Barrett, Yolanda Hipski, David Kroeger, Patti Pakkala, and DPR Deputy Director Janet Bartnik were present.

Call to Order

The meeting was called to order by Liz Cronauer at 6:30 PM.

Pledge of Allegiance

Administrative:

- Resolution 24-13 allowing virtual attendance by Steven Cover was approved through a motion by Amy and seconded by Lynda.
- May 28, 2024 T&BC minutes were approved through a motion by Duane and seconded by Bill.

Citizen's Time.

- Russell Bryant thanked LRPRA (the Lake Ridge HOA) for providing materials for replacing a bridge on the planned route of the Occoquan Greenway Trail. He also talked about zoning, design and construction as it related to subdivisions.

County Agency Representatives

PWC Department of Parks and Recreation (DPR). Janet Bartnik, Patti Pakkala, David Kroeger

- Patti reported on a new app that has been created to show locations of CIP projects, their funding and their completion status. She will send an access link shortly to all T&BC members.
- Patti reported that DPR is hiring a principal planner after July 1st who should help improve her workload.
- David went over the \$325K FLAP Grant status. It is fully approved and through procurement. ATCS, a Herndon contractor, has been selected for this effort. All three Potomac Heritage National Scenic Trail (PHNST) gaps will be addressed. No kickoff date has been set yet. TBC Stakeholder meetings will be part of this effort. T&BC members requested a copy of the statement of work prior to the next PHNST subcommittee meeting.
- David reported that Dewberry, the contractor for the Doves Landing Master Plan design work, was under contract. Staff expect a kickoff after July 1st. This work will include up to 35% of the design work in the Master Plan and include both boat launches. The crossing of Long Creek between the Preserve at Long Creek and the Sinclair Mill site is the responsibility of the developer of the Preserve before the properties are handed over to DPR. It is only required to be a fair-weather crossing, but is essential for connectivity between Doves Landing trails.
- Patti reported that the Powell's Creek crossing effort continues with bi-weekly updates with Inform, the contractor.

PWC Transportation. Bryce Barrett

- Bryce reported that the Yorkshire TLC Grant Report from the consultant has been published and is available on the PWC Planning site. The 50-page report includes travels through 15 intersections in the travel area with a fact sheet for each and general corridor improvements. Bryce shared several slides from the 55-slide report on the study. Some of the recommendations include extending bus service, adding a shared use path on the west side of Route 28, adding many high visibility sidewalks and traffic calming, placemaking at the entrance to the county on the north end, and pedestrian infrastructure. Recommendations are somewhat different on the east side versus west side of Route 28 due to different geography on each side. Next steps include community outreach and a small area plan.
- This was built on a STARS study and assumes that the 28 Bypass will be built. The STAR Study is in its first phase of development through 2025 to Spruce Street and is being administered by the city of Manassas and endorsed by the board. People want pedestrian safety, pedestrian infrastructure improvements and congestion relief. Plans are being made to pursue NVTAF funding for Phase 2.
- Bryce was asked about the Old Bridge redesign, and he will get back to the T&BC about this.

PWC Planning. Yolanda Hipski

- From Yolanda: On June 4, 2024, Supervisor Gordy proposed a Directive to conduct a corridor study in the Sudley Road area. The Comprehensive Plan, adopted on December 13, 2023, identified this area as the “Sudley Road Redevelopment Corridor consisting of approximately 1,326 acres and approximately 2.87 miles long. The Study area is generally bounded by Manassas National Battlefield Park in the north, Ashton Avenue in the west, Godwin Drive in the south, and a portion of Williamson Boulevard in the east. A portion of the boundary is shared with the Bethlehem Road Activity Center. (see figure in attached summary)
- There are several current activities within the boundaries or adjacent to the Sudley Road Corridor that will impact the corridor. A proposed corridor study will help coordinate these efforts. See the attached summary for these activities and future plans.

Community Development Applications

- These were reported on and discussed at the meeting. When accessing the links for each application, please click on “planning-review package” to view the application; the files are very large and may take time to open.
- There was significant discussion about how developers are ignoring many parks and trail needs due to the new laws recently enacted. It was suggested that the T&BC bring this up to the BOCS through discussion and a resolution so as to point out the impacts and difficulties to our state delegations so as to possibly effect more positive change.

Manassas Mall

- (10 acres, 1,041 MF units and 47,036 sf retail) - link located at:
<https://egcss.pwcgov.org/SelfService#/plan/be6f9c79-1ad9-4ddd-91bf-421d2a3f8dc9>
- This only covers three small parcels. Developers want art and green spaces but provides no monetary contributions. This will be a high traffic volume area.

Thomas Farm at Bristow Station

- (80 acres, 355 mixed SF & TH units) - link located at:
<https://egcss.pwcgov.org/SelfService#/plan/a59fa241-7681-49b7-9175-cfe3e4995ed3?tab=attachments>
- This property touches the Battlefield. DPR is asking for contiguous green space. They are proposing a trail on their boundary with fences. This is third submission and they have ignored answering comments in the previous two.
- A proposed trail is a natural surface trail on flat land which without some significant base preparation will become a maintenance nightmare. A structural stone base with a stone dust surface is recommended. The DCSM should be updated to require this in PWC. Some updates to the DCSM are underway.

Belmont Bay PRA and SUP

- links located at:
PRA: <https://egcss.pwcgov.org/SelfService#/plan/cd703f66-90c1-4e56-8418-ab0c8ccf8799>
SUP: <https://egcss.pwcgov.org/SelfService#/plan/c7c0d63f-abd0-430b-a28d-8d4483c07f27>
- This is a proffer amendment, and the review is not yet complete. Three land bays will be given to Parks. A possible boat launch could be built. Existing cart paths should form the basis for trails, and it appears that a maintenance building is included which is a positive improvement.

Presentations/Reports.

Connections with Groups, Janet Bartnik

- Janet led a group discussion to flesh out all the organizations that PWC DPR and T&BC should be connecting with to coordinate and connect our trail networks regionally. The list is attached – please comment appropriately.

Organization Representatives' Time

Greater Prince William Trails Coalition (GPWTC). Eileen Sheridan, Chair, Neil Nelson, Secretary

- The Quarterly Meeting will take place on Thursday, June 27th at 10 AM at the GMU Science Center in Belmont Bay. There will be an update on the AIITP grant application.
- The NVRC Fall Trails Summit will be spread over two days in September. A virtual half-day meeting will take place on September 5th and an in-person half-day meeting will take place on September 9th at Lubber Run Community Center in Arlington.

Prince William Trails & Streams Coalition (PWTSC). Neil Nelson, Bill McCarty

- The Second Sunday hike in July will be on July 14th at Blooms Park.

Mid Atlantic Off-Road Enthusiasts (MORE). Jason Williams, Rich Wilson

- MORE raised \$5000 with a \$5000 match grant for Locust Shade Park improvements.
- MORE added dirt for the jump line at Locust Shade. They plan to sponsor a Jump Fest in September – details at the July meeting.
- MORE is running SMORES rides at Andrew Leitch and James Long Park.
- There is a new 2-mile Horseshoe Trail at James Long Park.
- MORE added 2 miles of new trail at Andrew Leitch Park.

Trails Keepers. Catherine O'Connor

- 25 new members joined at the Manassas Bee Festival.
- They are sponsoring a Hike and Greet event for new members on June 30th.

Members' Time:

- Amy:
 - Amy stated that climate change is forcing people to become morning hikers. She is not one of them.
- Bill:
 - Bill provided an AI-generated Haiku to close the meeting.
 - *Winding trails unite,
Blueways flow through verdant peace,
Together, we thrive.*
- Catherine:
 - Catherine mentioned a trail recently receiving wood chips as a surface. Several members described the mud she could look forward to on that trail due to decaying wood chips.
- David:
 - David showed photos of hiking he did on Madera Island. He highlighted trails next to pathways for water.

- He also described a 6-mile trail in Italy going town to town up and down into and out of the surrounding mountains.
- Duane:
 - Duane commented about the tradeoffs between signs and their utility and their effect on maintenance such as cutting grass.
 - Duane described how two children were killed along US 15 near the Manassas Battlefield and asked about a potential US 15 pedestrian / bike bridge. Bryce reported that this is no longer in plan, and he would check into what else is being done there.
- Eileen:
 - Eileen discussed a new pedestrian wall on the north side of I-95 as it crosses the Occoquan. She asked people to observe this as it is constructed and wondered if it was a new VDOT approach. Comparisons were made to the bike trail along I-66 in Fairfax County.
- Jason:
 - Jason passed on information from Ruth Anderson of the PWC Parks Foundation that their fundraising for the Rollings Ford Pump Track has passed its halfway point.
- Joe:
 - Joe asked about how we can get the Discovery Trail fixed. Months after the utility super-highway crossed it at the landfill, nothing has been done to fix the trail and connect its two parts.
 - Joe asked when the ribbon cutting will occur for the Brentsville Interchange project. No date has been set.
 - Joe asked whether the mileage markers on Route 234 could be updated now that the Brentsville interchange was completed. He recommended that all major shared use paths have these painted markers. Others suggested small signs instead. Bryce said he would investigate it and mentioned these could be used to waypoint to destinations off of the main trail such as Discovery Trail, Preserve at Long Branch, Sinclair Mill, etc.
 - Joe described how there was a Coles Strategic Plan meeting with a district-wide invite yet only 20 slots for participants. He stated that he was too late (afternoon after morning invite) but was able to send inputs to his supervisor.

- Joe described the Nautilus Observation Tower being built on the forest side of Virginia Beach (Owl Creek) and how it would connect to many forest elements there. He wondered if this could be considered on a smaller scale for Powell's Crossing since it was very efficient at climbing 80 feet with ADA access and had a slide in the middle. It could be used on one or both sides of the crossing to give great views as well as enable a low crossing of the creek.



- Liz:
 - Liz reminded the group that the July meeting will mostly be expanded members time where everybody will be able to talk about plans for the remainder of the year.
- Lynda:
 - Five people pitched in to clean the Bandalong last month – only took a couple of hours.
- Mike:
 - No Comments.
- Neil:
 - Neil reported on a June Sierra Club Group Hike from Neabsco Boardwalk to Powell's Creek. The group, on foot, was turned around by rangers inside Leesylvania State Park due to all parking being full. This behavior must be addressed if Powell's Creek crossing is to be successful. One idea was for the trail on the west side would be to have a fence separating it from the "ranger-ed" areas of the park or a parallel trail not monitored.
 - Neil stated that this shows the need for Cockpit Point to become another park and offload some of the water crowds.
- Rich:
 - No comment.

T&BC Meeting Minutes – June 25th, 2024

- Steven:
 - Steven discussed the Braemer project.
- Bill S.:
 - Not present.

Meeting Recap:

- None

Next meeting agenda items:

- July meeting agenda items should be forwarded to Liz, Amy, or Joe by July 10th. Remember this will mostly be a member time working meeting.

Next meetings:

- At Hellwig: Full T&BC – July 23rd at 6:30 PM.
- At Hellwig: PHNST S/C – July 17th at 2 PM.

Adjourn: The meeting adjourned at 9:08 PM based on motion by Duane, seconded by Bill.

Prince William County
TRAILS AND BLUEWAYS COUNCIL
Advisors to the Board of County Supervisors

MOTION: Amy Latalladi-Fulton

June 25, 2024
Regular Meeting
Res. No. 24-13

SECOND: Lynda Silverstrand

**RE: APPROVE STEVE COVER'S REQUEST TO PARTICIPATE
REMOTELY THROUGH ELECTRONIC COMMUNICATION MEANS**

ACTION:

WHEREAS, the Prince William County Trails and Blueways Council adopted a policy pursuant to Section 2.2-3708.2, VA Code Ann., to allow for remote participation by Members of the Council, and

WHEREAS, in accordance with the Council's policy, Steve Cover notified the Chair that they (the member) are requesting permission from the Council to electronically participate at the Council's June 25, 2024, Meeting; and

WHEREAS, the member certified (Check A or B);

- A. _____ the Member is unable to attend the meeting due to (i) a temporary or permanent disability or other medical condition that prevents the Member's physical attendance or (ii) a family member's medical condition that requires the member to provide care for such family member, thereby preventing the member's physical attendance; OR
- B. X the Member is unable to attend the meeting due to the following specifically identified personal matter: (specify) funeral services out of town

AND the Member has not already participated electronically due to a personal reason in excess of two meetings this calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater; and

WHEREAS, the remote location from which the Member plans to electronically participate is his residence; and this remote location will/will not (*underline one*) be open to the public; and

June 25, 2024
Regular Meeting
Res. No. 24-13

WHEREAS the Member verifies that the Member's participation in any closed session of the meeting shall remain confidential and not be disclosed to any unauthorized persons or entities; and

WHEREAS, pursuant to the Council's policy, a request for electronic participation from a remote location shall be approved unless participation violates the Council's policy or any provisions of the Virginia Freedom of Information Act;

NOW, THEREFORE, BE IT RESOLVED that the Prince William County Trails and Blueways Council does approve the request to participate in the meeting through electronic communication means in accordance with the Council's policy; a quorum of the Council was physically assembled at one primary or central meeting location; and arrangements were made for the voice of the Member to be heard by all persons at the primary or central meeting location.

Votes:

Ayes: 12

Nays: 0

Absent from Vote: 0

Absent from Meeting: 3

SIGNED: Elizabeth Cronauer
Prince William Trails and Blueways Council chair



TO: PWC Trails and Blueways Council

FROM: Yolanda Hipski RLA/AICP

DATE: June 25, 2024

RE: Sudley Road Corridor Overlay

BACKGROUND:

On June 4, 2024, Supervisor Gordy proposed a Directive to conduct a corridor study in the Sudley Road area. The Comprehensive Plan, adopted on December 13, 2023, identified this area as the "Sudley Road Redevelopment Corridor consisting of approximately 1,326 acres and approximately 2.87 miles long. The Study area is generally bounded by Manassas National Battlefield Park in the north, Ashton Avenue in the west, Godwin Drive in the south, and a portion of Williamson Boulevard in the east. A portion of the boundary is shared with the Bethlehem Road Activity Center. (see attached Figure)

DISCUSSION:

There are several current activities within the boundaries or adjacent to the Sudley Road Corridor that will impact the corridor. A proposed corridor study will help coordinate these efforts.

Transportation Studies:

Route 234 Business Corridor Improvements: Administered by PWC and fully funded (\$20 million) by SMARTSCALE. Funding available FY2025 and should be completed in 4 years. Project consists of operational, safety and accessibility improvements on Route 234 Business (Sudley Road) between Battleview Parkway and Godwin Drive.

Sudley Road Third Lane: Administered by City and contract awarded in April 2024. Adding a third northbound lane and completing a sidewalk connection from Grant Avenue in the City northward approximately 1.2 miles to just north of Godwin Drive in Prince William County.

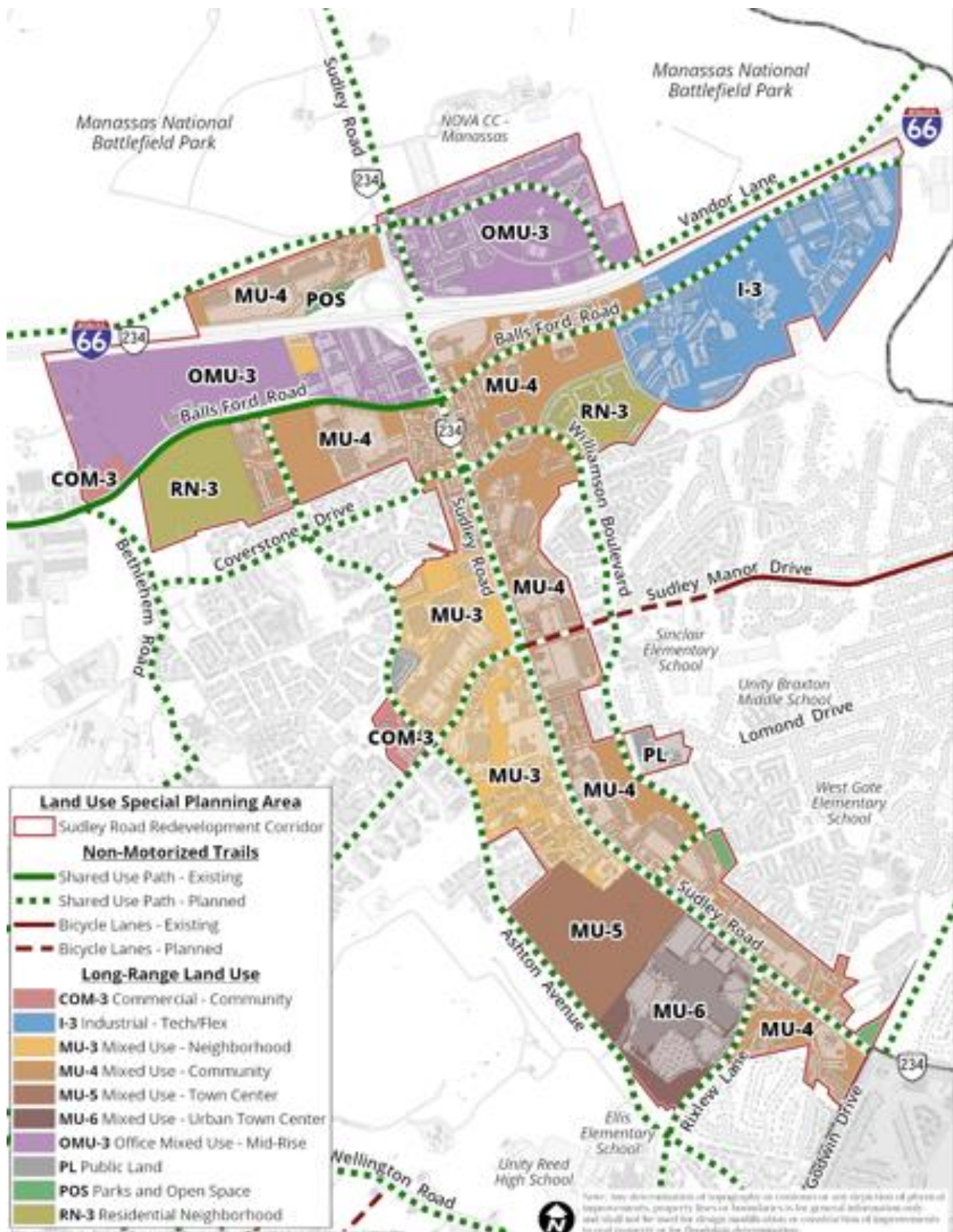
Sudley Road/Centreville Road Roundabout: Administered by City of Manassas. Design phase and not fully funded. Proposed roundabout at the intersection of Sudley Road and Centreville Road (Route 28).

Planning Studies:

ULI-TAP grant: Two day panel evaluation by regional experts to brainstorm solutions to specific questions. A majority of the redevelopment area is located in the WashCOG Equity Emphaiss Area with high poverty rates, low education and low income and other social needs which results in lower life expectancies. Response is expected in early July.

Private Sector:

Manassas Mall: The propoerty owners have submitted a proposal to add 1,045 dwelling units on parcels adjacent ot the existing mall.



Prince William County and MWCOG

Route 28 – Yorkshire: Transportation & Land Use Connections Study

Final Report Presentation

June 2024



Prepared by:

Foursquare
ITP





Preface

Acknowledgements

The project team thanks the following organizations for their participation in this project:

- City of Manassas
- City of Manassas Park
- Metropolitan Washington Council of Governments (MWCOG)
- Potomac and Rappahannock Transportation Commission (PRTC) OmniRide
- Prince William County Board of County Supervisors
- Prince William County Department of Economic Development and Tourism
- Prince William County Department of Parks and Recreation
- Prince William County Department of Planning
- Prince William County Department of Transportation
- Prince William County Trails and Blueway Council
- Virginia Department of Transportation (VDOT)



About the TLC Program

The TPB's TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. The program offers consultant assistance up to \$80,000 for planning projects and up to \$100,000 for design or preliminary engineering projects. The TLC program has funded 177 planning projects to date, totaling more than \$8.1 million in local technical assistance. This includes the most recent round of FY 2024 projects.



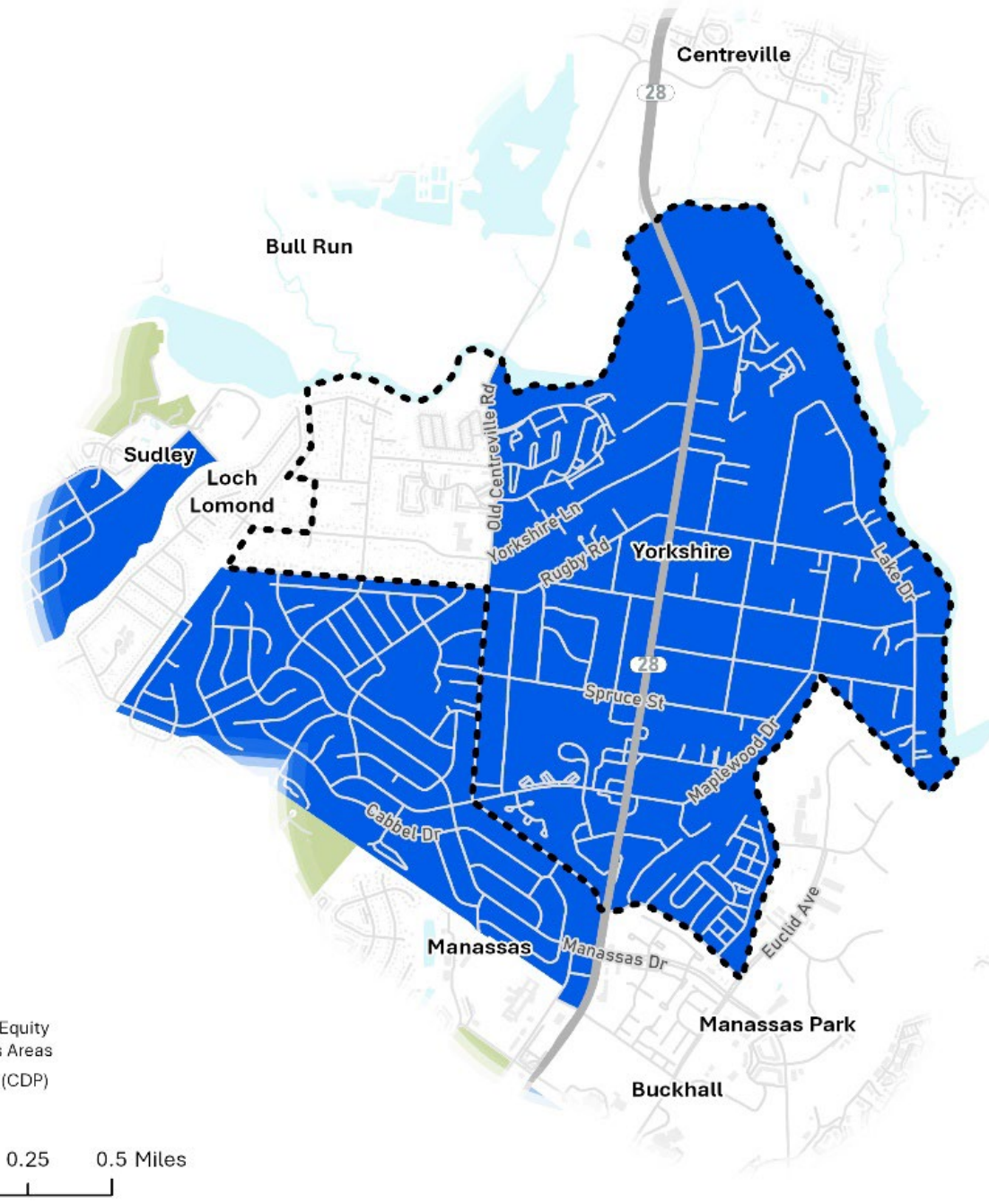
Introduction

About Yorkshire

Yorkshire is a census designated place (CDP) in Prince William County, bordering Fairfax County, the City of Manassas, and the City of Manassas Park, and is a key gateway between each of these jurisdictions.

Yorkshire is primarily a low-density residential community. Yorkshire is designated as an Activity Center by MWCOG and a Special Planning Area within Prince William County.

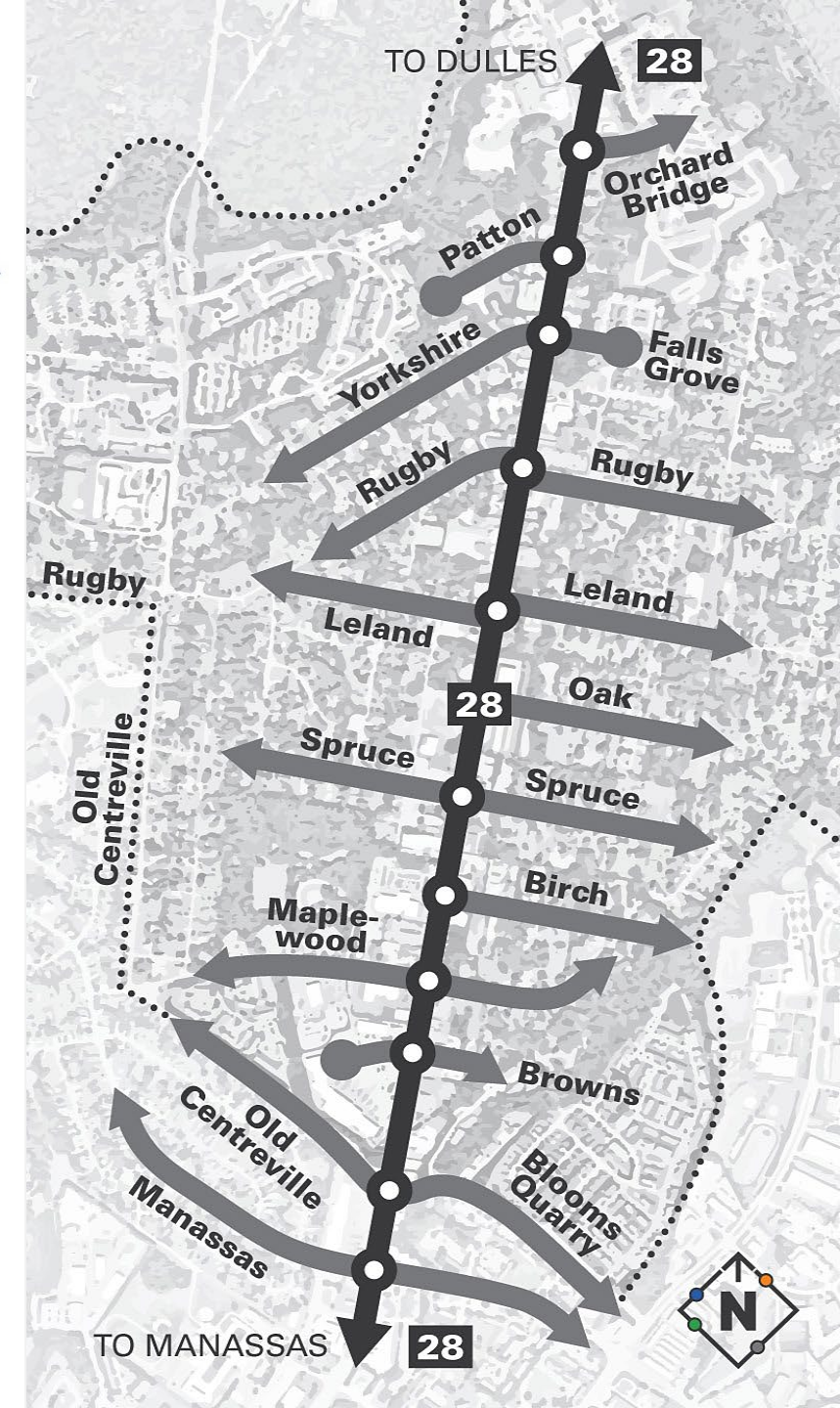
As an Activity Center, the area is intended to help accommodate future regional growth and development. Yorkshire also has two census tracts that are considered Equity Emphasis Areas (EEAs) by MWCOG.



Study Background and Purpose

The Yorkshire Multimodal Corridor Study explores how Route 28 and connecting roadways in Yorkshire can be reimaged to create more vibrant public spaces that better meet the needs of people walking, biking, and taking transit. In 2023, Prince William County applied for and successfully obtained funding through MWCOG's TLC Program for consultant support to provide actionable recommendations to build off existing planned improvements to make Route 28 a more walkable, transit-oriented corridor.

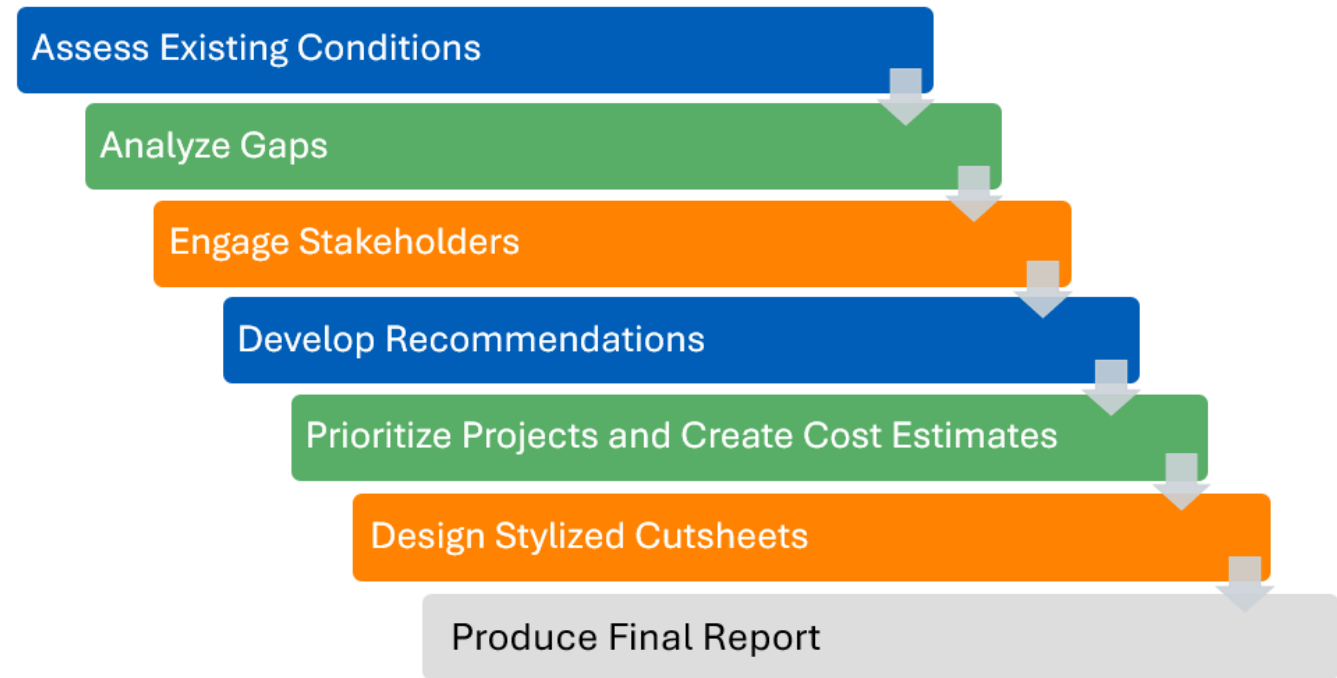
Route 28 through Yorkshire is an auto-oriented arterial that prioritizes through-traffic over creating an inviting, accessible, and vibrant main street for the community.



Study Process

To make informed recommendations for a more walkable and livable Route 28, the project team:

- Assessed existing conditions.
- Identified gaps in the multimodal network, including analyzing demand, risk, and equity.
- Conducted a corridor or “windshield” audit.
- Developed context-specific recommendations.
- Defined a project prioritization framework.
- Determined planning-level cost estimates for priority projects.
- Created stylized cutsheets with supporting visualizations.
- Packaged the final document and support appendices.



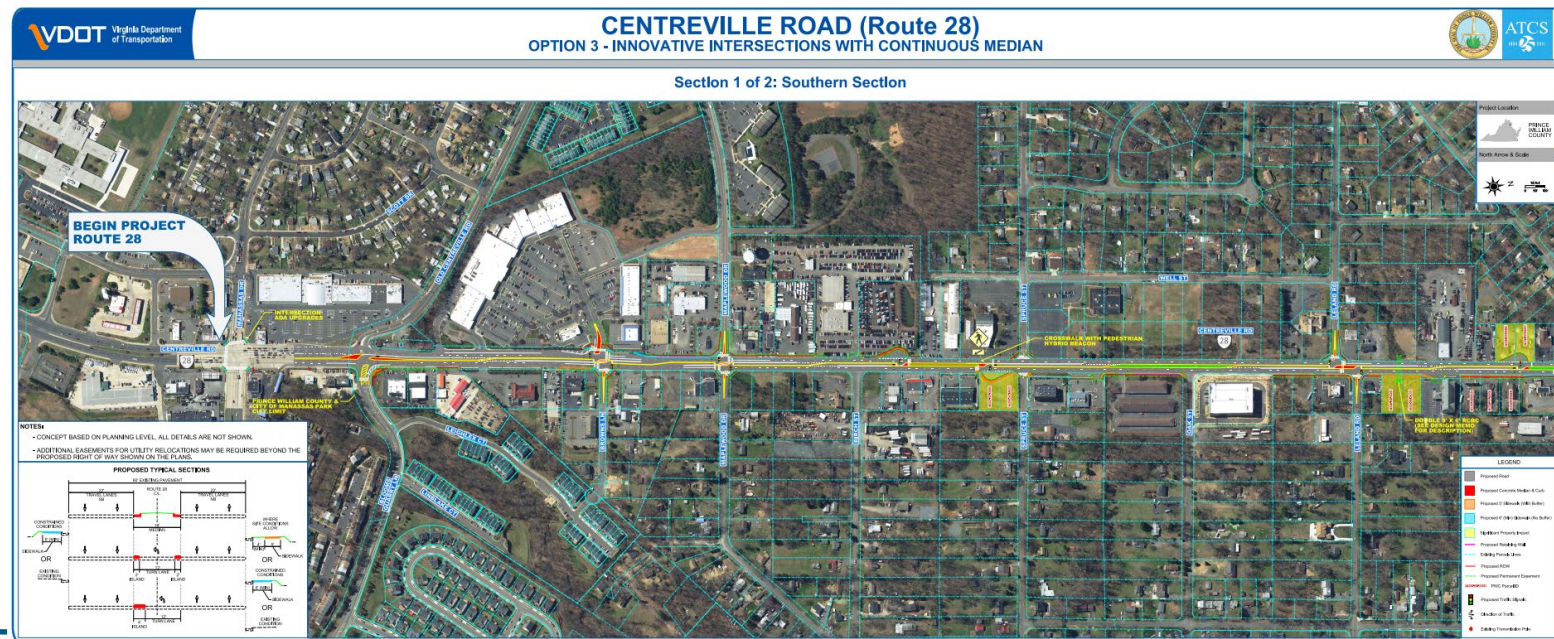


What We Learned: Summary of Existing Conditions

Literature Review Summary

Of all the plans reviewed, VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) study has the most direct and immediate impact relative to this effort. In particular, the STARS study recommends a new median, a continuous sidewalk connection, select signalized crosswalks, and select restricted crossing U-turn (RCUT) intersections.

Part of the project team's goal is to build upon and augment the planning work that has already been done with a special emphasis on walkability, bikeability, and livability.



Study Area Inventory Summary

The inventory of existing active transportation infrastructure within a quarter mile of Yorkshire's boundaries shows a disconnected sidewalk network and minimal bicycling infrastructure.

Sidewalks are mainly concentrated in the residential neighborhoods with limited sidewalks located along Route 28.

Some bicycle lanes and trails connect to local parks outside of Yorkshire.



Planned Active Transportation Infrastructure Summary

Future plans for active transportation infrastructure include the construction of additional shared-use paths and bicycle lanes in and around Yorkshire.

Planned Active Transportation Infrastructure

- Bicycle Lanes
- Park Trails
- Shared-Use Paths
- Sidewalks - Existing

Points of Interest

- Community
- Shopping Centers
- Schools
- Eavesdrop Brewery

OmniRide

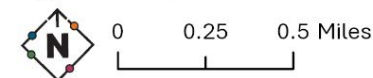
- Stops
- Express Routes
- Local Routes

VRE

- Stations
- Manassas Line

Route 28

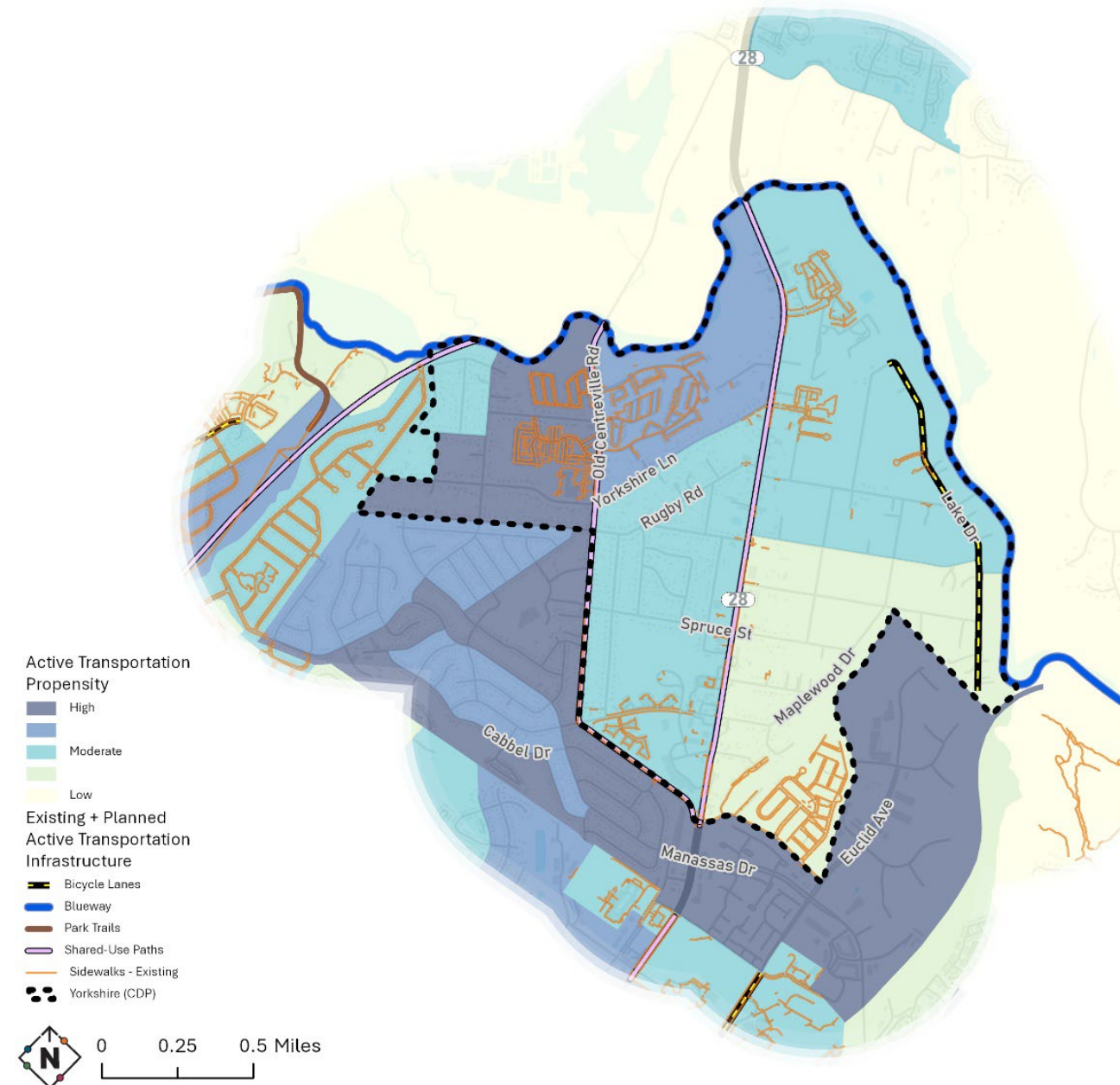
- Yorkshire (CDP)



Demand Analysis

The project team created an index that evaluated the geographic density of key demographic groups with a higher propensity to take active transportation trips, as well as transit trips. Block groups with the greatest likelihood of generating multimodal transportation trips score highest on the index.

This index recognizes that population density, and particularly, the density of non-white, older/younger, low-income, disabled, and/or carless individuals are strong predictors of multimodal trip generation.



Travel Flows via Active Modes

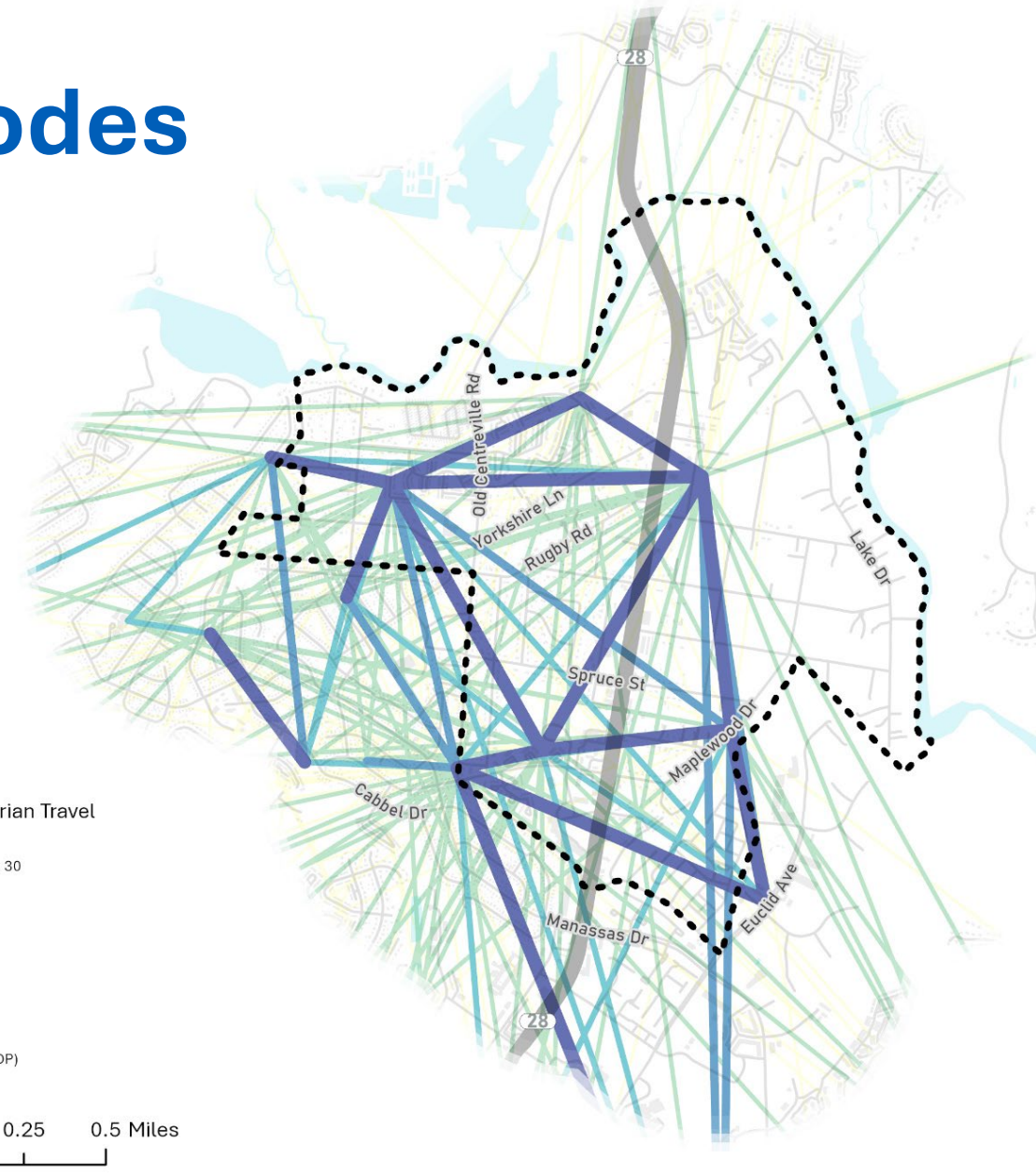
Active transportation travel flows show travel patterns between residential neighborhoods, parks, and shopping centers.

Walking is the most popular active mode of travel in Yorkshire.

As travel flow data indicates, there is demand for active transportation infrastructure that facilitates trips to residential neighborhoods, specifically between Somerset Lane and Somersworth Drive.

There are also strong travel flows to Joseph D. Reading Park, stores along Route 28, and the commercial and industrial corridor on Euclid Avenue.

The proposed bicycle lanes on Lake Drive are a starting point from which the county can begin to build cycling infrastructure in Yorkshire.

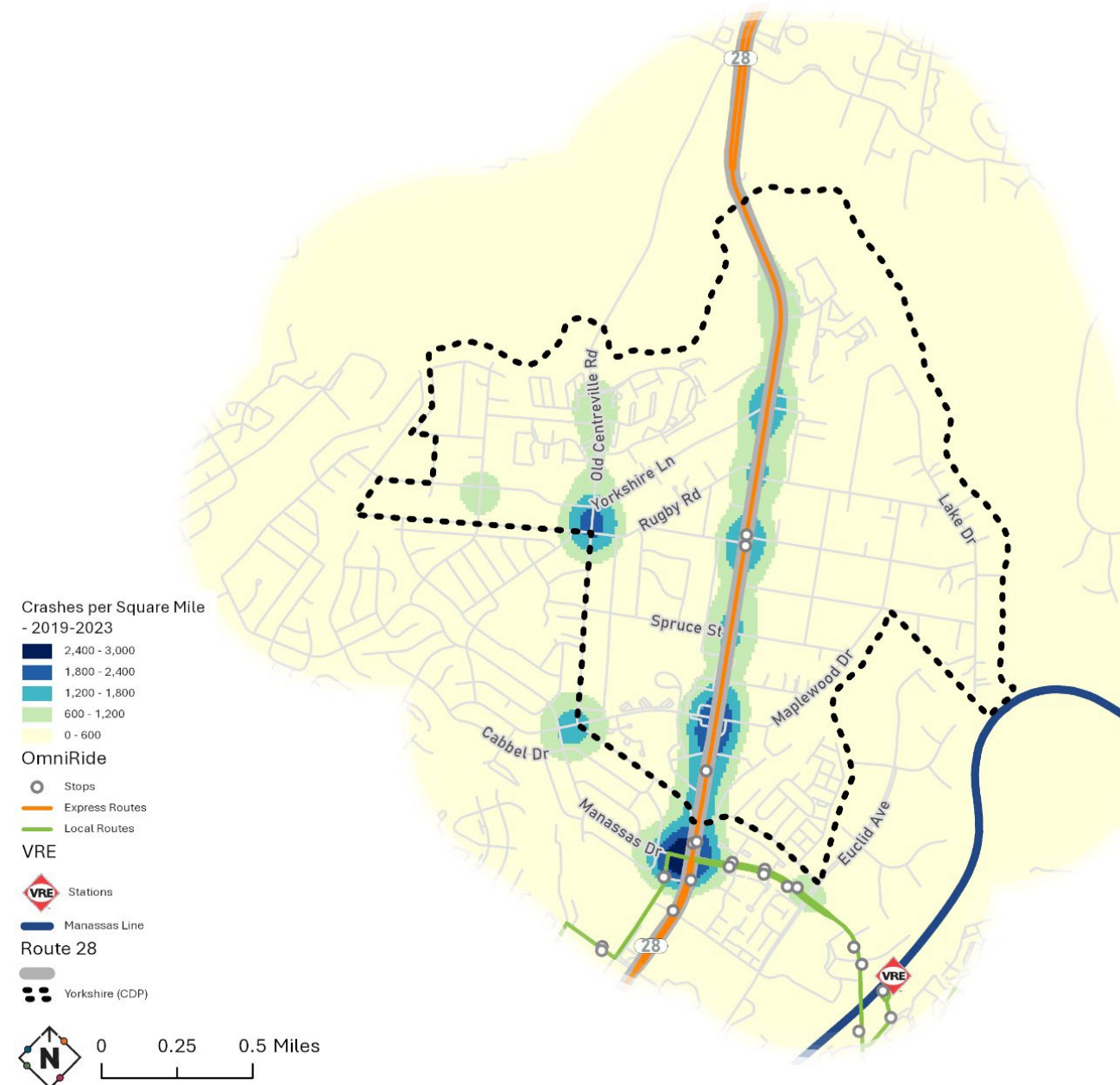


Risk

Crashes provide a lagging indicator of risk, which can be used to identify locations where safety needs do not adequately address human factors (e.g., distraction, response time, fatigue, impairment).

In other words, crashes suggest locations where streets, sidewalks, and associated infrastructure could possibly be improved to mitigate unsafe behavior.

Based on data from the Virginia Traffic Records Electronic Data System (TREDS), 997 crashes occurred within a quarter mile of the Yorkshire study area from 2019 to 2023.



Equity

An analysis of roadway slope was also conducted to find areas of Yorkshire with the highest percent change in slope. Steep changes in roadway slope pose additional challenges for people taking rolling trips in a wheelchair and can discourage active transportation trips. Understanding the degree to which roadway slope changes provides context for active transportation potential, as well as compliance with Americans with Disabilities Act (ADA) regulations.

While the vast majority of Yorkshire is relatively flat with limited changes in roadway slope, some small areas, like Lake Drive on the eastern edge of Yorkshire, have higher changes in slope.



Summary of Corridor Audit

The project team led a corridor or “windshield” audit via an OmniRide bus, stopping at key locations along the Route 28 corridor, to get a first-hand sense of what it means to walk or bike in the area.

The locations observed were chosen for a variety of reasons, including difficult geometry or legibility, a greater density of crashes, and a lack of active transportation infrastructure. Attendees identified challenges and opportunities to improve roadway safety and promoting active transportation infrastructure in Yorkshire.

Several patterns emerged when visiting the various intersections.



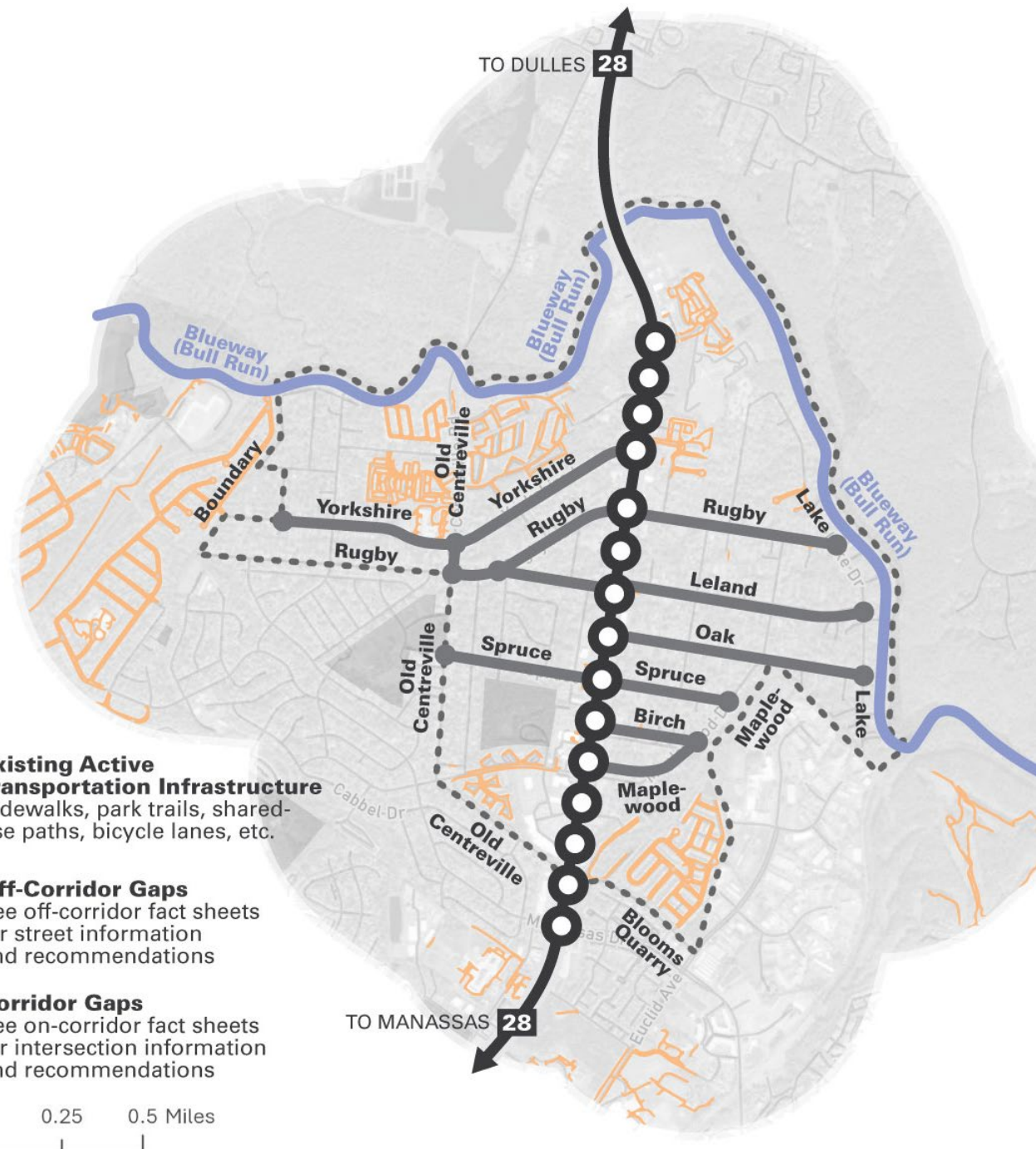
Corridor Audit Key Findings



Summary of Gaps

The existing conditions assessment, data-driven analyses related to demand, travel flows, risk, and equity, as well as the in-person corridor audit allowed the study team to identify gaps in the walking and bicycling network that act as barriers to people making trips via active modes in and around Yorkshire.

Mitigating these gaps will help establish an interconnected grid of walkable and bikeable routes, laying the foundation for a more walkable and human-scaled Route 28 and Yorkshire.





What We Recommend: Proposed Improvements

On-Corridor

Toolbox

High-Visibility Crosswalks 

Sidewalks 

Driveway Consolidation 

Refuge Medians 

Tighter Curbs and Curb Extensions 

Pedestrian Crossing Signals  

Traffic Calming  

Roadway Realignments and Truncations  

Pedestrian Infrastructure 

Street Furnishings 

Placemaking 

Bus Stop Amenities 

Shared-Use Paths 

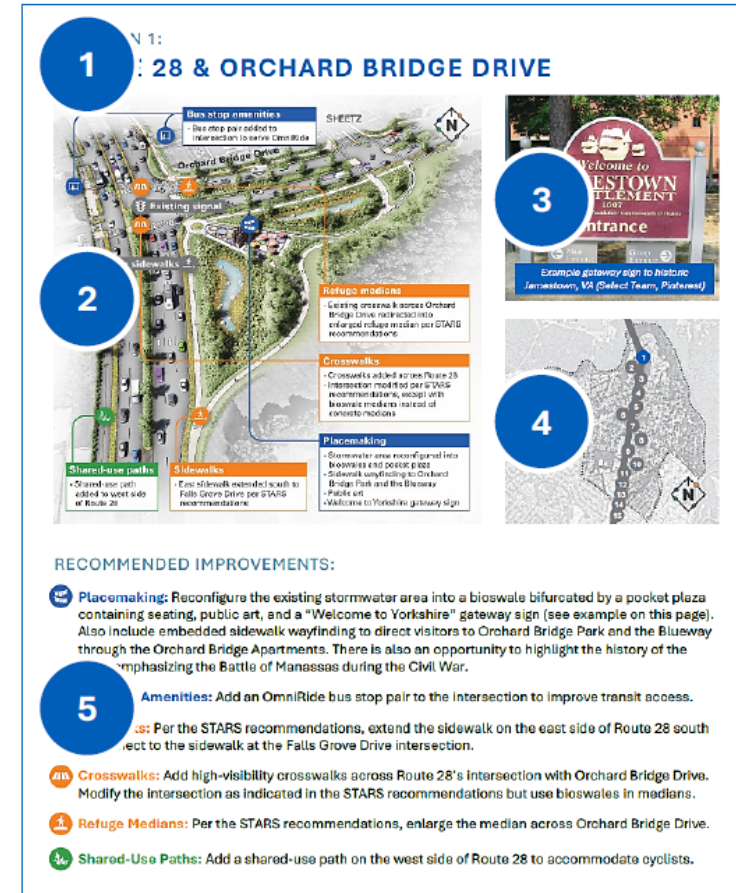
Project Factsheets

Each fact sheet includes a visualization of the intersection with its proposed improvements, a picture of a proposed improvement from which the team drew inspiration, and a map of the Route 28 corridor orienting the viewer to where the improvement will be placed.

Each recommended improvement is briefly detailed, along with any plans that may impact the intersection.

Project fact sheets begin at the northern end of the Route 28 corridor at Orchard Bridge Drive and follow in sequential order to the end of the corridor at the intersection of Route 28 and Manassas Drive.

1. **Intersection:** The project location.
 2. **Rendering, Diagram, or Map of Recommended Improvements:** An annotated illustration of a typical portion of the project location, showing all the recommendations.
 3. **Best Practice Example of Improvements:** Example treatments that have been successfully implemented.
 4. **Corridor Context Map:** Overview map of the project location to orient the reader along the corridor.
 5. **Recommended Improvements and Considerations:** A list of recommended improvements as well as planned or ongoing projects that should be taken into consideration or that may impact the final design.
- Recommended improvements are color-coded blue for placemaking and bus stop amenities, green for shared-use paths, and orange for on-street and multimodal improvements.



Location 1: Route 28 & Orchard Bridge

Placemaking: Reconfigure the existing stormwater area into a bioswale bifurcated by a pocket plaza containing seating, public art, and a “Welcome to Yorkshire” gateway sign (see example on this page).

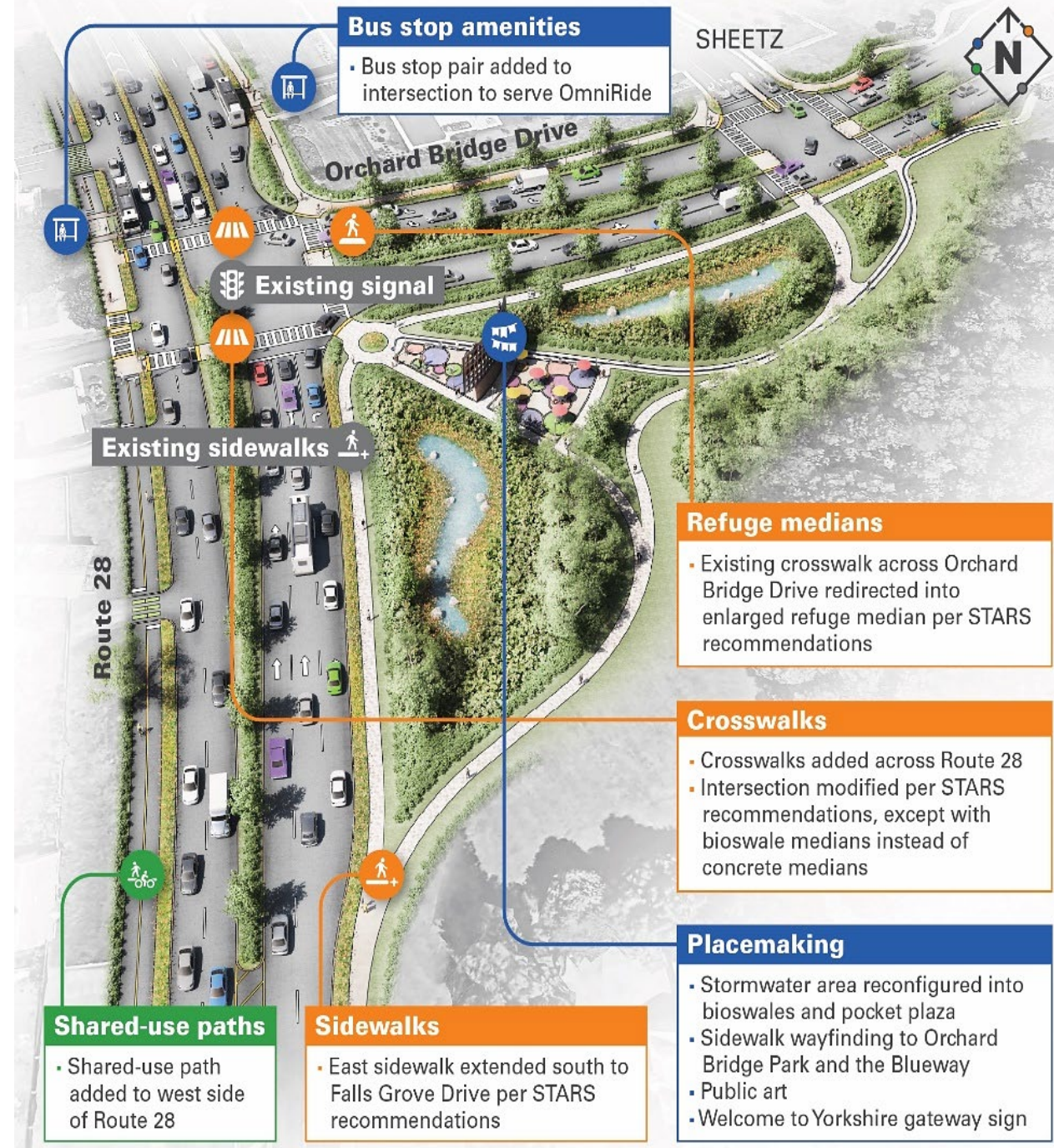
Bus Stop Amenities: Add an OmniRide bus stop pair to the intersection to improve transit access.

Sidewalks: Per the STARS recommendations, extend the sidewalk on the east side of Route 28 south to connect to the sidewalk at the Falls Grove Drive intersection.

Crosswalks: Add high-visibility crosswalks across Route 28’s intersection with Orchard Bridge Drive. Modify the intersection as indicated in the STARS recommendations but use bioswales in medians.

Refuge Medians: Per the STARS recommendations, enlarge the median across Orchard Bridge Drive.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 2: Route 28 & Patton Lane

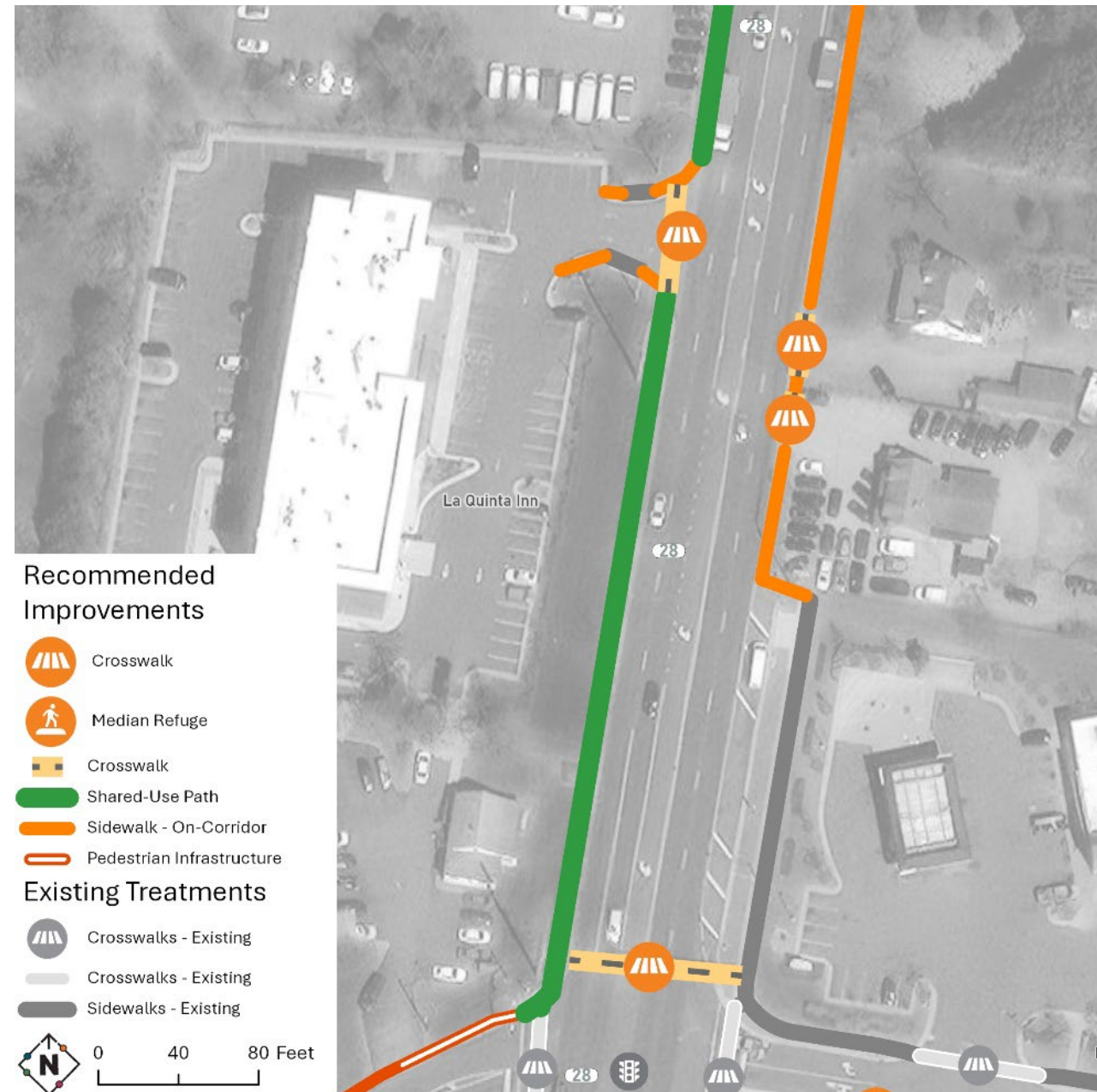
Sidewalks: Building upon the STARS recommendations, extend the sidewalk network on the east side of Route 28.

Crosswalks: Add a high-visibility crosswalk on the north side of Route 28's intersection with Patton Lane, as well as high-visibility crosswalks across the entrance to the La Quinta Inn and other fronting businesses. The first crosswalk would be complemented by the signal recommended below.

Traffic Signals: Per the STARS recommendations, add a signal at the intersection with Patton Lane. In addition to serving traffic movements, this signal would serve the crosswalks recommended above.

Pedestrian Infrastructure: Add pedestrian infrastructure along Patton Lane and the other roadways connecting to Route 28.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



June 25, 2024

Location 3: Route 28 & Falls Grove Drive

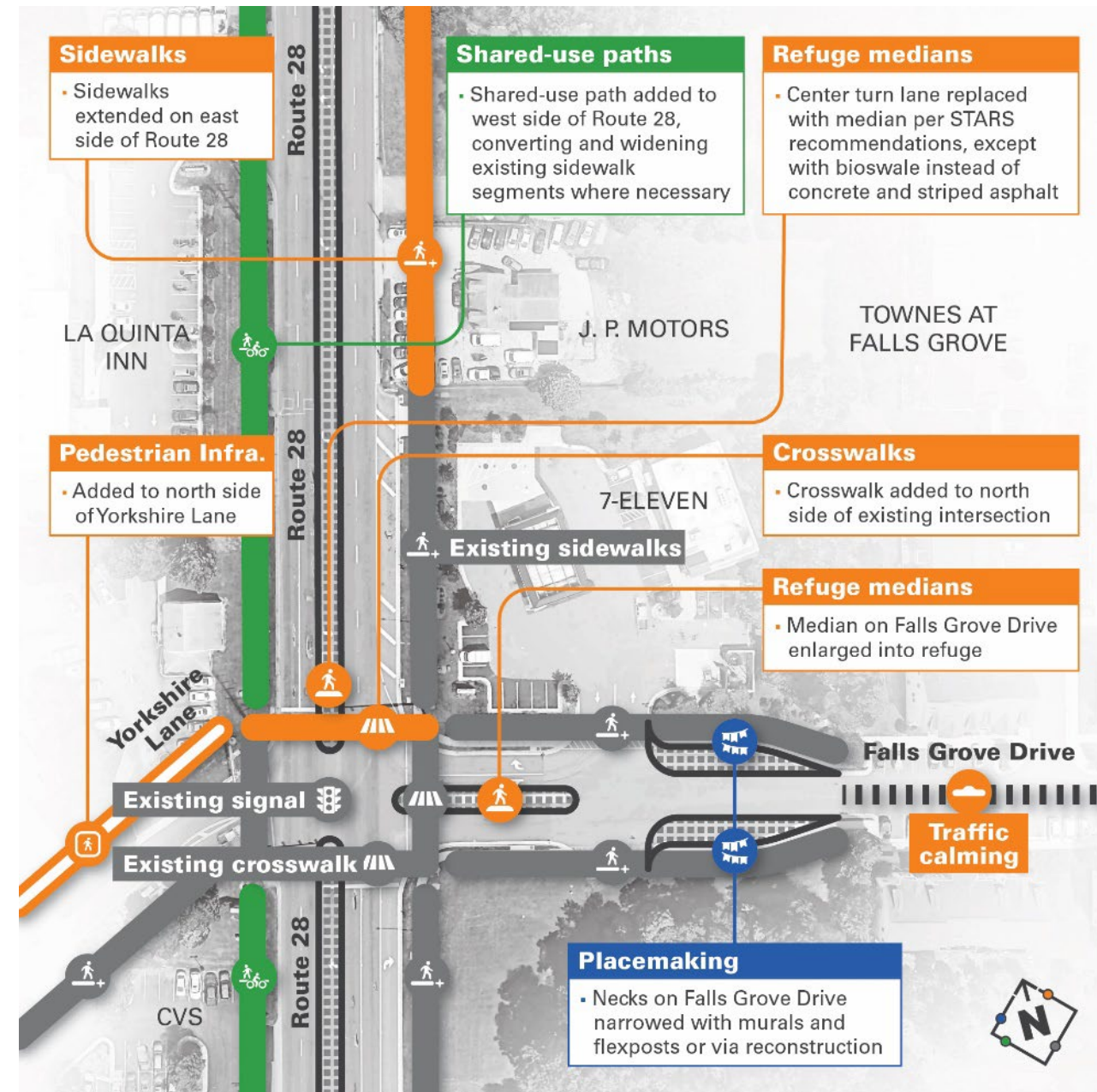
Placemaking: Narrow the neck of Falls Grove Drive at the Townes at Falls Grove entrance by painting the pavement and adding flexposts (see example on this page), or by rebuilding the roadway neck.

Sidewalks and Pedestrian Infrastructure: Per the STARS recommendations, extend the sidewalks on the east side of Route 28; also add pedestrian infrastructure to the north side of Yorkshire Lane.

Crosswalks: Add a high-visibility crosswalk on the north side of Route 28's intersection with Falls Grove Drive.

Refuge Medians: Per the STARS recommendations, replace the center turn lane with a median, but use bioswales instead of concrete and striped asphalt. Also enlarge the median on Falls Grove Drive into a refuge and redirect the existing crosswalk through it.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 4: Route 28 & North of Rugby Road

Sidewalks and Pedestrian Infrastructure: Per the STARS recommendations, extend the sidewalks on the east side of Route 28; also add pedestrian infrastructure on Rugby Road.

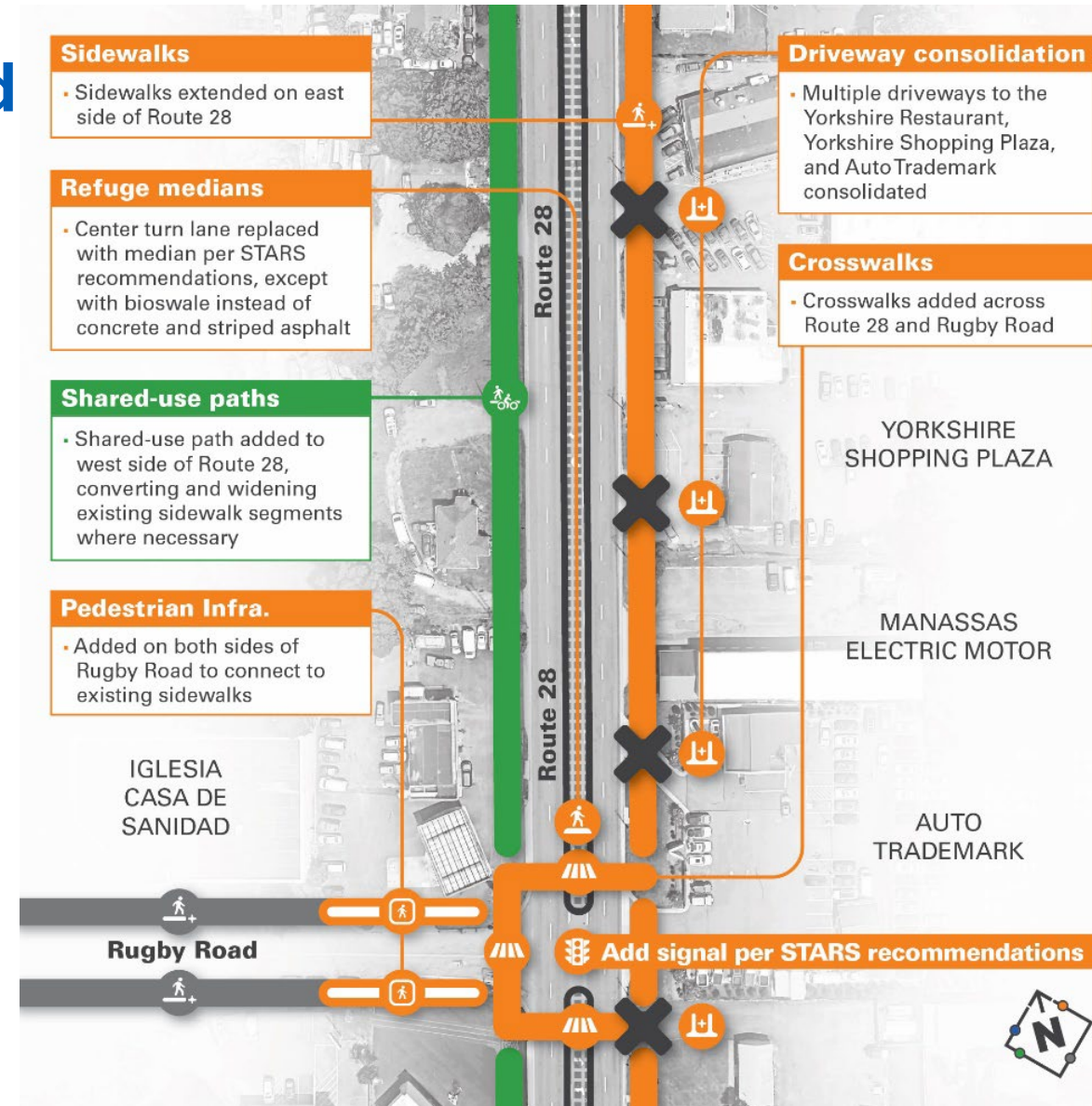
Crosswalks: Add high-visibility crosswalks at Route 28's intersection with Rugby Road. These crosswalks would be complemented by the signal recommended below.

Refuge Medians: Per the STARS recommendations, replace the center turn lane with a median, but use bioswales instead of concrete and striped asphalt.

Traffic Signals: Per the STARS recommendations, add a signal at the intersection with Rugby Road. In addition to serving traffic movements, this signal would serve the crosswalks recommended above.

Driveway Consolidation: Close multiple secondary driveways along the east side of Route 28.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 5:

Route 28 & Rugby Road

Sidewalks: Connect the existing sidewalk network by adding/infilling sidewalks on the east side of Route 28.

Crosswalks: Add high-visibility crosswalks on all four sides of Route 28's intersection with upper Rugby Road, as well as on all three sides of Route 28's intersection with lower Rugby Road. These crosswalks would be complemented by the signal recommended below.

Traffic Signals: Add signals at the two intersections with Rugby Road. In addition to serving traffic movements, signals would serve the crosswalks recommended above.

Pedestrian Infrastructure: Add pedestrian infrastructure along Rugby Road connecting to Route 28.

Driveway Consolidation: Close two driveways on the east side of Route 28 that lie to the immediate north and south of Route 28's intersection with Rugby Road.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



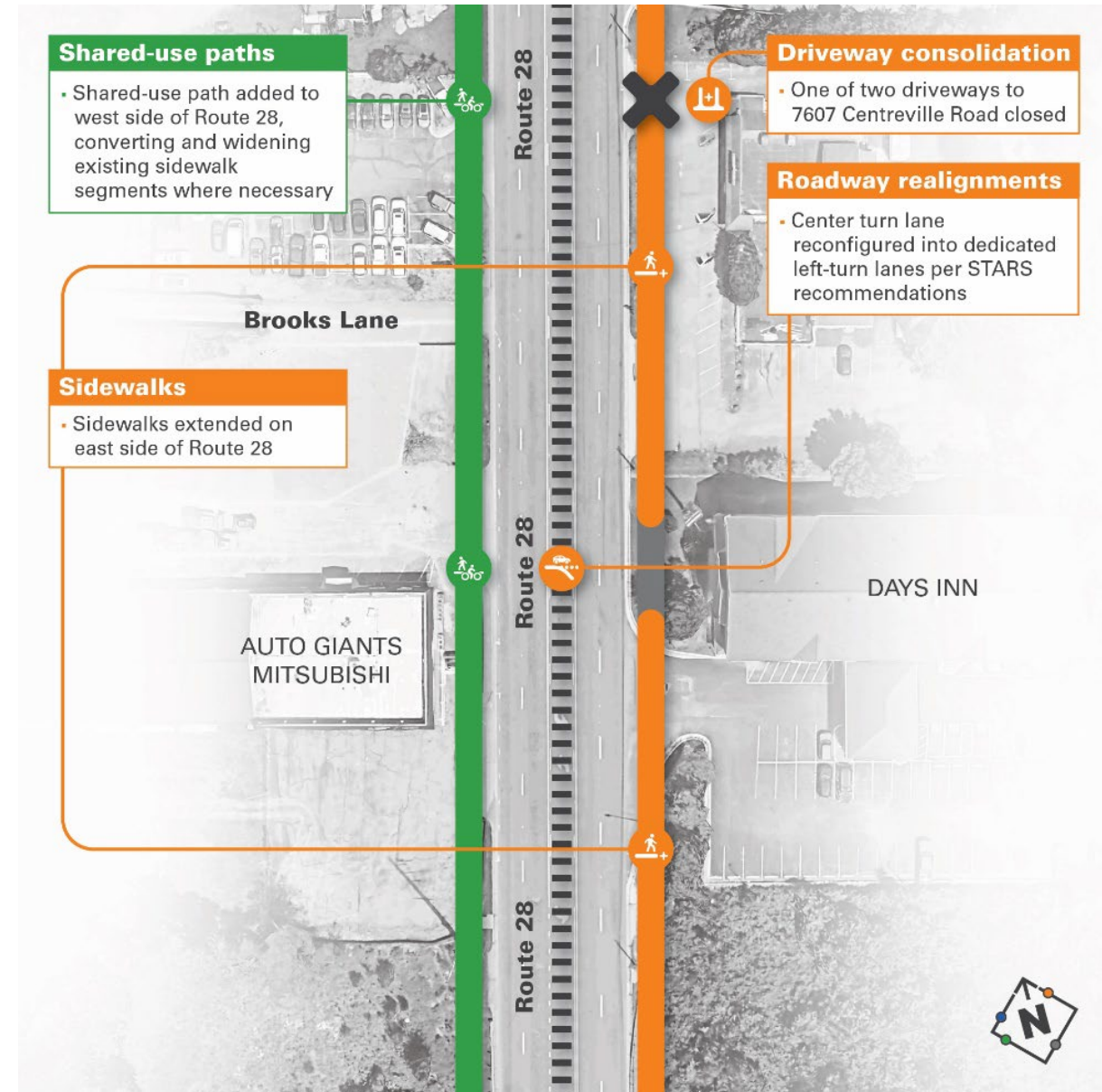
Location 6: Route 28 & Brooks Lane

Sidewalks: Per the STARS recommendations, extend the sidewalks on the east side of Route 28.

Driveway Consolidation: Close a secondary driveway to 7607 Centreville Road (on the east side of Route 28) to improve sidewalk continuity and pedestrian safety.

Roadway Realignment: Per the STARS recommendations, replace the center turn lane with dedicated left-turn lanes.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 7: Route 28 & Leland Road

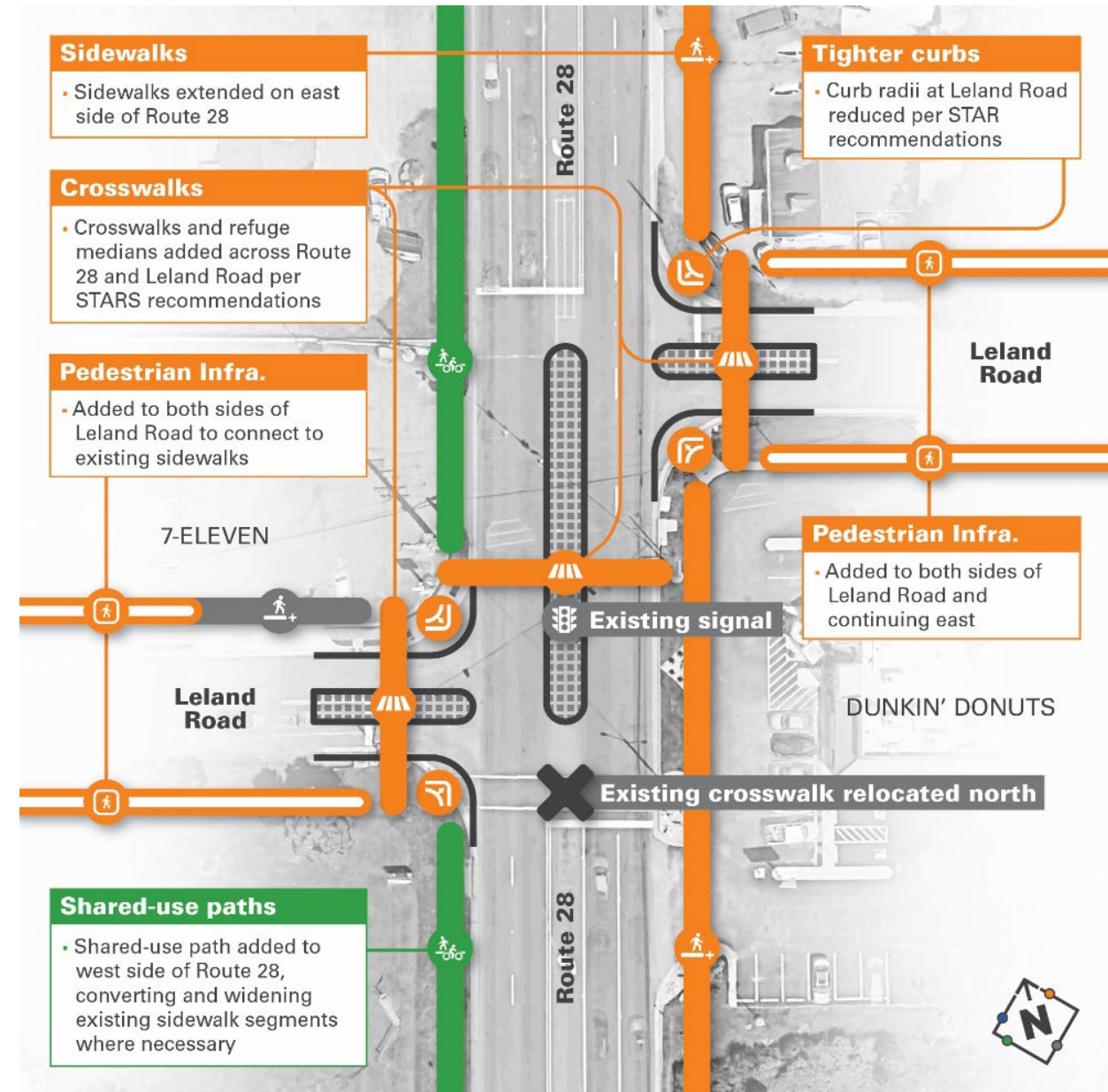
Sidewalks and Pedestrian Infrastructure: Per the STARS recommendations, extend the sidewalks on the east side of Route 28. Also add pedestrian infrastructure to Leland Road.

Crosswalks: Per the STARS recommendations, add high-visibility crosswalks at Route 28's intersection with Leland Road. Relocate the existing crosswalk across Route 28 slightly north to fall between the two staggered entrances to Leland Road.

Refuge Medians: Per the STARS recommendations, add a refuge median to Route 28 at its intersection with Leland Road. Also add refuge medians to Leland Road and ensure that all three crosswalks pass through these medians.

Tighter Curbs: Per the STARS recommendations, reduce the curb radii at Route 28's intersection with Leland Road.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 8:

Route 28 & Oak Street

Sidewalks: Add sidewalks along the east side of Route 28 to connect to the existing sidewalk network.

Crosswalks: Add a high-visibility crosswalk across the entrance to 7901 Centreville Road.

Pedestrian Infrastructure: Incorporate pedestrian infrastructure along Oak Street connecting to Route 28.

Tighter Curbs: Per the STARS recommendations, reduce the curb radii at Route 28's intersection with Leland Road.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 9: Route 28 & Spruce Street

Sidewalks: Add sidewalks along the east side of Route 28 to connect to the existing sidewalks north of Route 28's intersection with Spruce Street.

Crosswalks: Add high-visibility crosswalks with pedestrian crossing signals across all sides of Route 28's intersection with Spruce Street; also add a high-visibility crosswalks across the business drive just to the east of the intersection.

Pedestrian Infrastructure: Incorporate pedestrian infrastructure along both sides of Spruce Street connecting to Route 28 from the east and west.

Traffic Signals: Add a signal at the intersection with Spruce Street. In addition to serving traffic movements, this signal would serve the recommended crosswalks.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 10: Route 28 & Birch Street

Sidewalks: Add sidewalks along the east side of Route 28 to connect to the existing sidewalk network.

Crosswalks: Add a high-visibility crosswalk at Route 28's intersection with Birch Street as well as across the business driveways along Route 28 and Birch Street.

Pedestrian Infrastructure: Incorporate pedestrian infrastructure along both sides of Birch Street connecting to Route 28.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 11: Route 28 & Maplewood Drive

Sidewalks and Pedestrian Infrastructure: Per the STARS recommendations, extend the sidewalks on the east side of Route 28. Also add pedestrian infrastructure to Maplewood Drive.

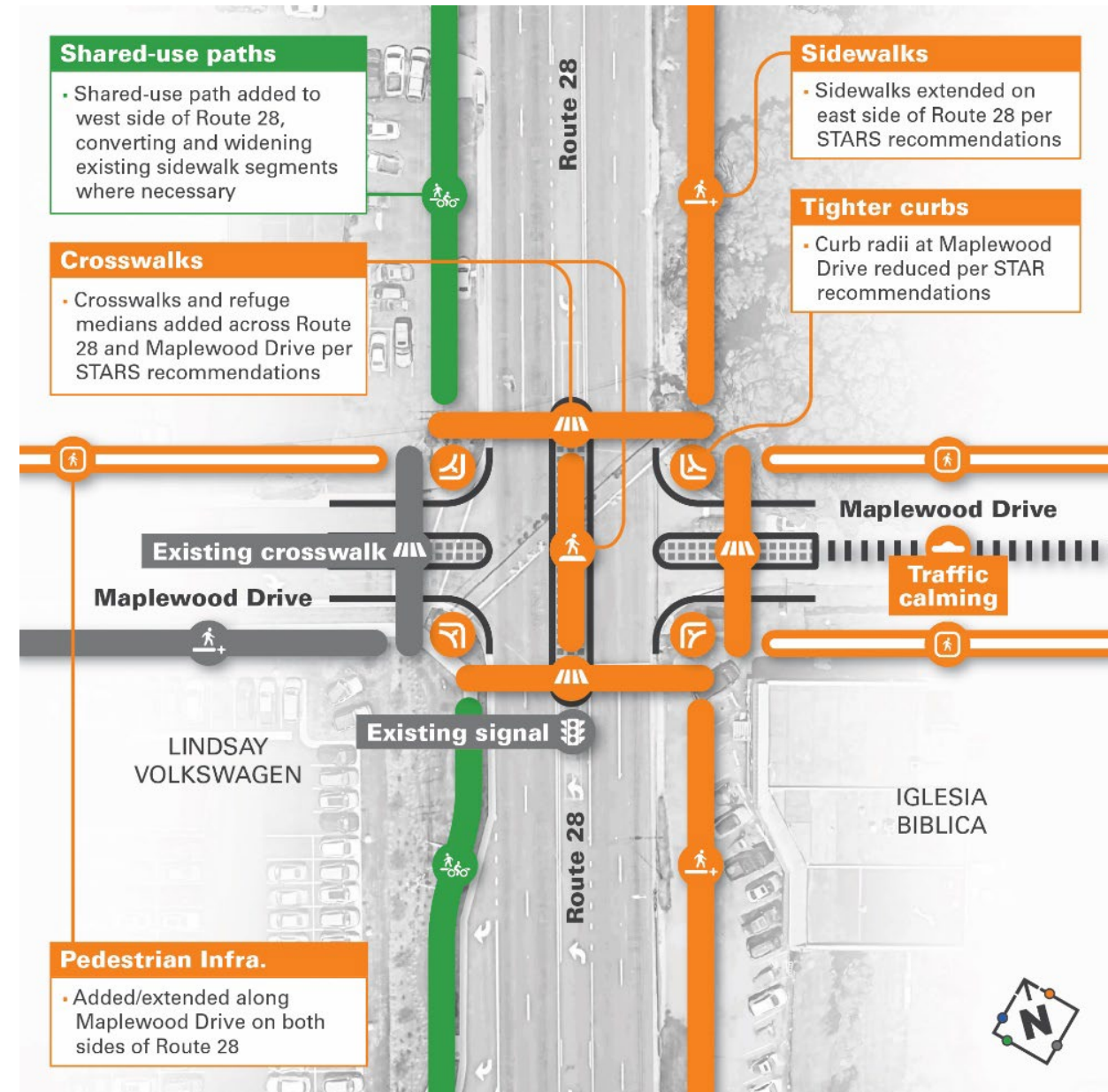
Crosswalks: Per the STARS recommendations, add high-visibility crosswalks at Route 28's intersection with Maplewood Drive, modifying them slightly from STARS to form an "H" crossing.

Refuge Medians: Per the STARS recommendations, add a refuge median to Route 28 at its intersection with Maplewood Drive. Also add refuge medians to Maplewood Drive and ensure that all four crosswalks pass through these medians.

Tighter Curbs: Per the STARS recommendations, reduce the curb radii at Route 28's intersection with Maplewood Drive.

Traffic Calming: Apply traffic calming tools to Maplewood Drive east of Route 28 to discourage cut-through traffic.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 12: Route 28 & Browns Lane

Sidewalks: Per the STARS recommendations, extend the sidewalks on the east side of Route 28. Also add sidewalks to Browns Lane all the way into Maplewood Center by using reclaimed lane space.

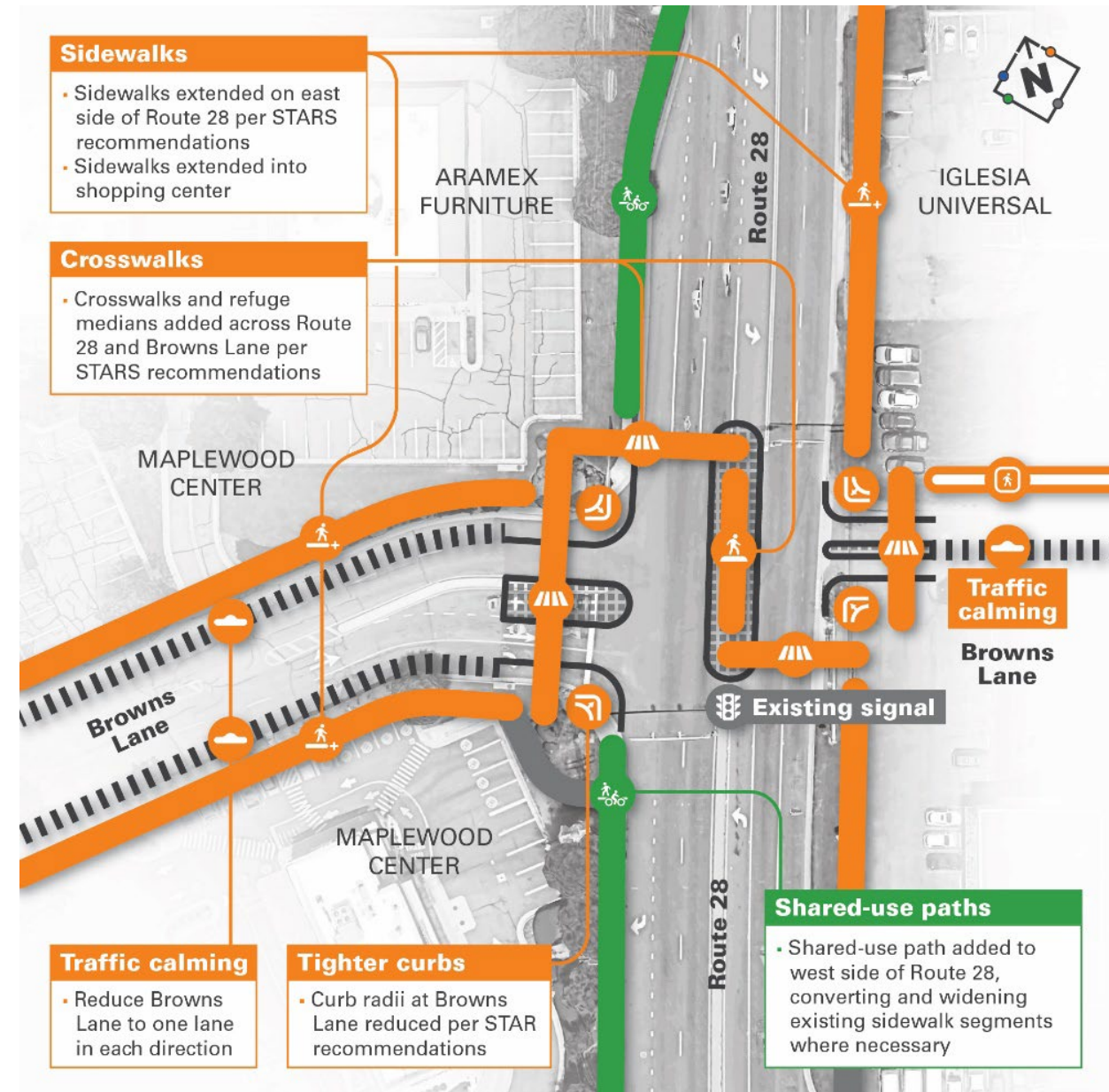
Crosswalks: Per the STARS recommendations, add high-visibility crosswalks at Route 28's intersection with Browns Lane.

Refuge Medians: Per the STARS recommendations, add a refuge median to Route 28 at its intersection with Browns Lane. Also add refuge medians to Browns Lane and ensure that all four crosswalks pass through these medians.

Tighter Curbs: Per the STARS recommendations, reduce the curb radii at Route 28's intersection with Browns Lane.

Traffic Calming: Apply traffic calming tools to Browns Lane east of Route 28 to discourage cut-through traffic. Also downsize Browns Lane west of Route 28 to one lane in each direction.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 13: Route 28 & Shoppers Lane

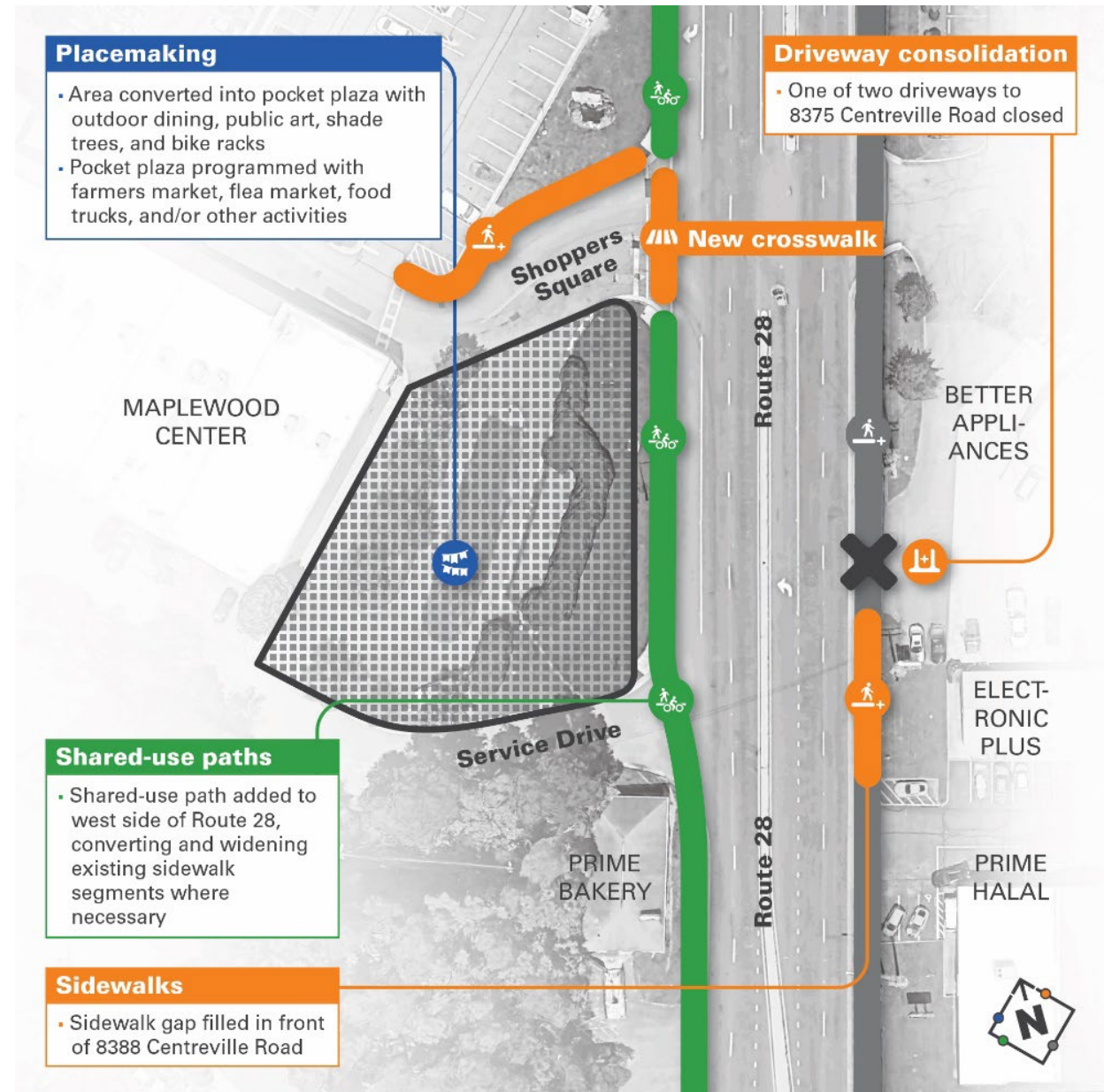
Placemaking: Convert the old driveway/staging area on the west side of Maplewood Center into a pocket plaza containing seating, public art, shade trees, and bike racks. This plaza can host farmers and flea markets, food trucks, and other activities. Placemaking efforts like this will require community and property owner cooperation.

Sidewalks: Per the STARS recommendations, fill in the sidewalk gaps along this section of Route 28.

Crosswalks: Add a high-visibility crosswalk across Shoppers Square's intersection with Route 28.

Driveway Consolidation: Close a secondary driveway to 8375 Centreville Road (on the east side of Route 28) to improve sidewalk continuity and pedestrian safety.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 14: Route 28 & Blooms Quarry Lane

Crosswalks: Add high-visibility crosswalks at the intersection with Blooms Quarry Lane and Old Centreville Road. These would be contingent on the future addition of a signal.

Tighter Curbs: Per the STARS recommendations, reduce the curb radii at Route 28's intersection with Blooms Quarry Lane and Old Centreville Road.

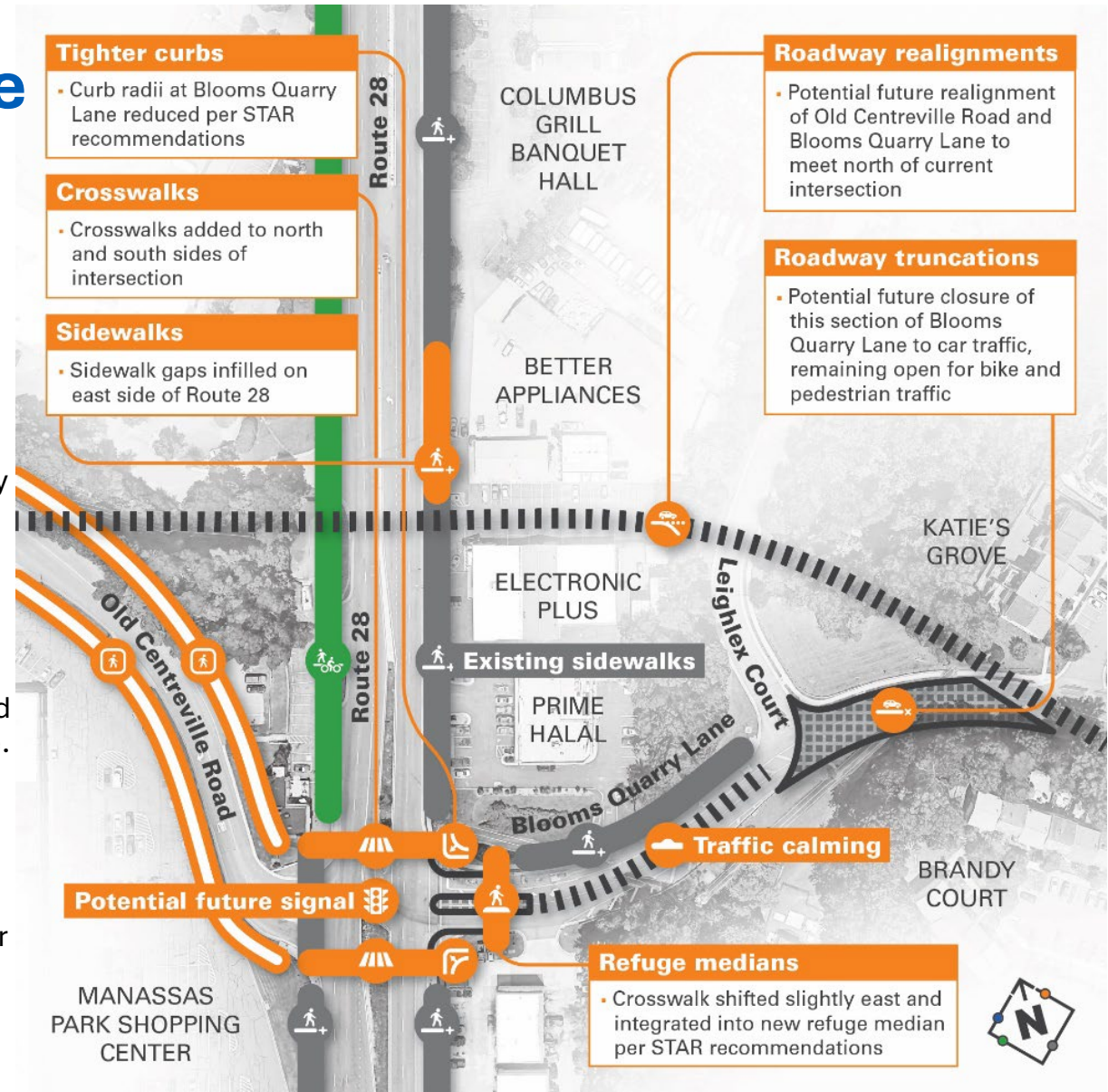
Traffic Calming: Apply traffic calming tools to Blooms Quarry Lane to discourage cut-through traffic.

Traffic Signals: Explore a future signal at the intersection with Blooms Quarry Lane and Old Centreville Road. In addition to serving traffic movements, this signal would serve the crosswalks above.

Roadway Realignments: In the future, explore realigning Blooms Quarry Lane and Old Centreville Road so they intersect with Route 28 north of the current intersection. While this would require property acquisition, it would create more space between the Manassas Drive and Blooms Quarry Lane/Old Centreville Road intersections to allow the latter to be signalized in the future.

Roadway Truncations: In the future, explore closing the section of Blooms Quarry Lane after Leighlex Court to cars and other vehicles, keeping it open for bike and pedestrian traffic. By eliminating Blooms Quarry Lane as a connector between Route 28 and Euclid Avenue, this truncation would discourage through traffic and allow Blooms Quarry Lane to become a quieter neighborhood street.

Shared-Use Paths: Add a shared-use path on the west side of Route 28 to accommodate cyclists.



Location 15: Route 28 & Manassas Drive

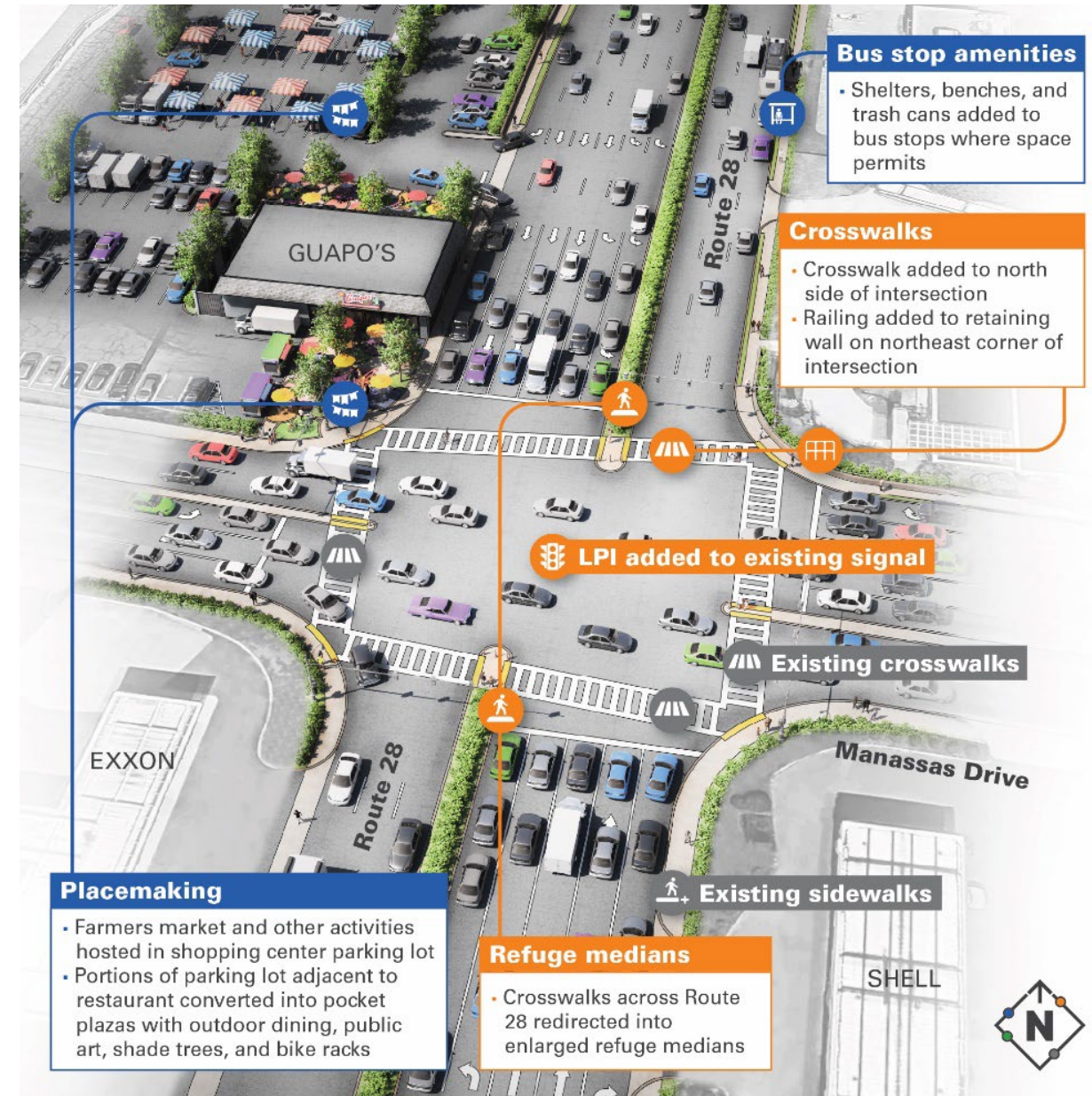
Placemaking: Convert portions of the Manassas Park Shopping Center's parking lot adjacent to the restaurant into pocket plazas containing seating, public art, shade trees, and bike racks. The parking lot can also host farmers and flea markets, food trucks and vendors, and other activities.

Bus Stop Amenities: Where space permits, add shelters, benches, and trash cans to the OmniRide bus stops along Route 28.

Crosswalks: Add a high-visibility crosswalk on the north side of Route 28's intersection with Manassas Drive and add a railing to the retaining wall on the northeast corner of the intersection.

Refuge Medians: Enlarge the medians along Route 28 and direct both crosswalks through them.

Traffic Signals: Add a leading pedestrian interval (LPI) to the existing signal at the intersection.





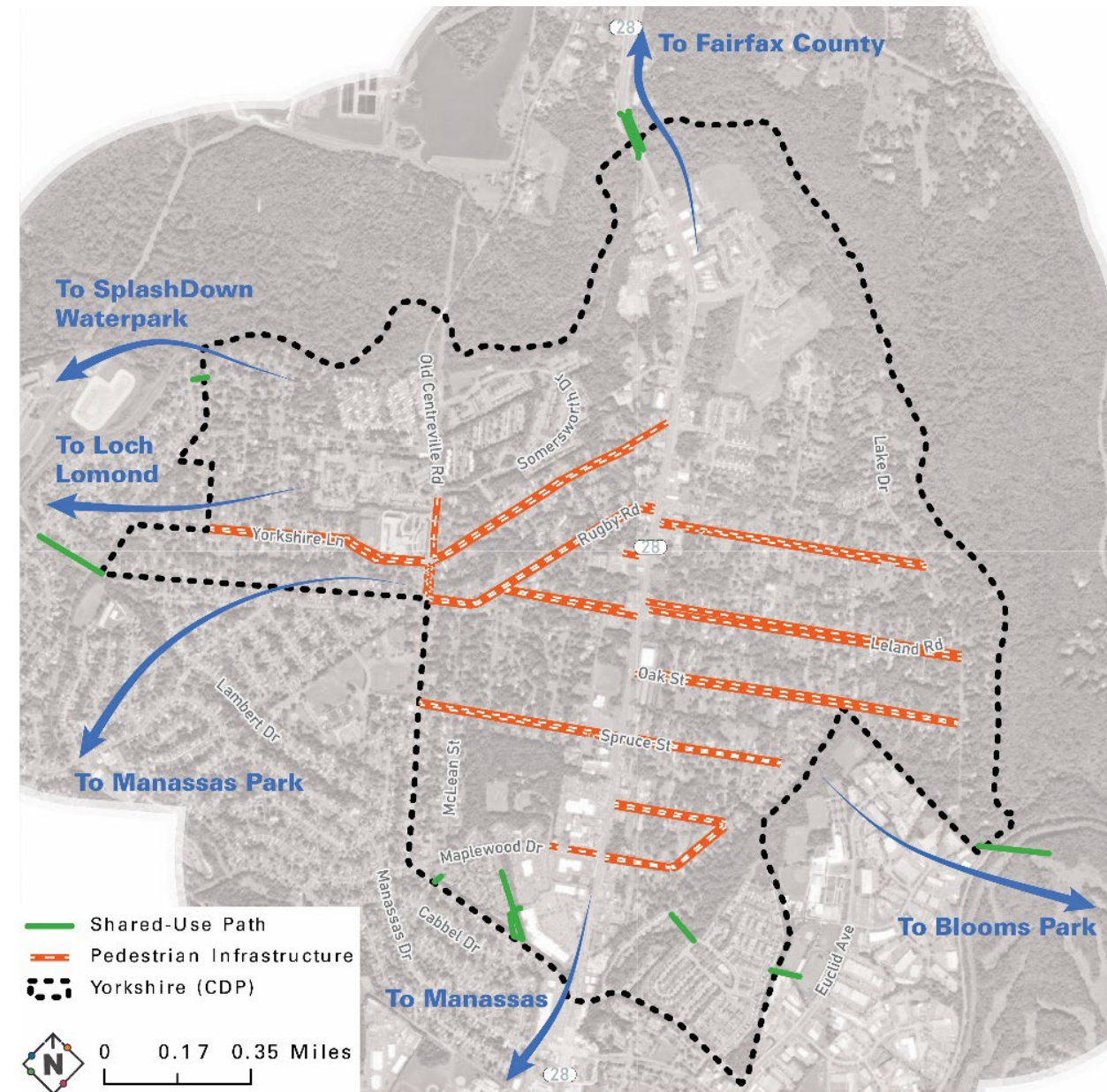
What We Recommend: Proposed Improvements

Off-Corridor

Off-Corridor Location 1: Connections to Route 28 and Beyond

Shared-Use Paths: Build shared-use paths across the study area to improve connections between Yorkshire and the surrounding communities and parks.

Pedestrian Infrastructure: Add pedestrian infrastructure on major arterial roads connecting to Route 28 to promote active transportation from residential areas to destinations along and across the corridor.



Off-Corridor Location 2: Maplewood Center Shared-Use Paths

Shared-Use Paths: Build shared-use paths along the desire lines behind Maplewood Center to improve connectivity between the shopping center and its surrounding neighborhood.

Crosswalks: Add high-visibility crosswalks across Maplewood Drive and across the entrances to Maplewood Center.

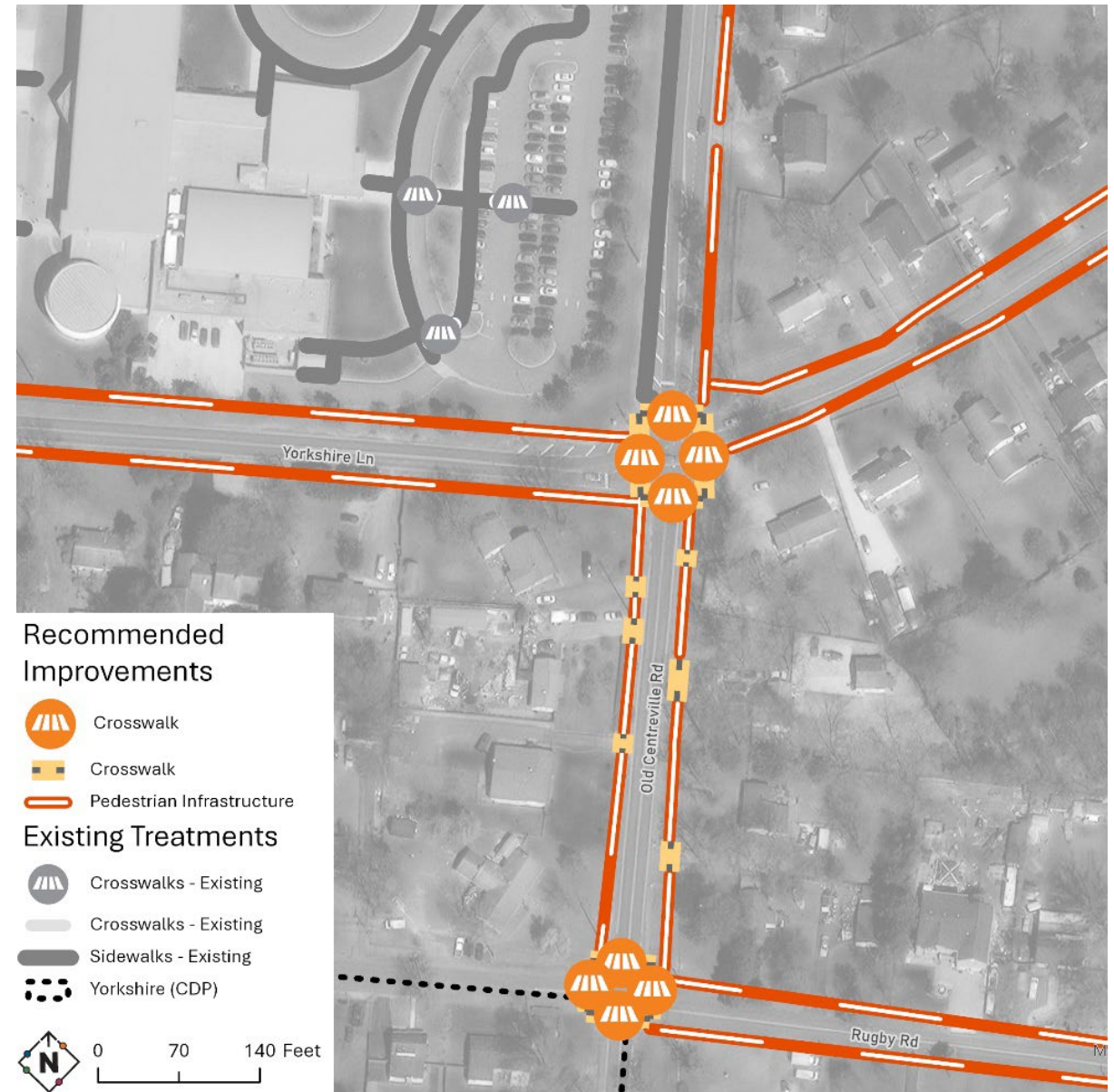
All-Way Stop Signs: Add an all-way stop sign at Cabbel Drive and Old Centreville Road as a traffic calming measure to protect pedestrians using the new shared-used paths.



Off-Corridor Location 3: Yorkshire Elementary School

Pedestrian Infrastructure: Build out the sidewalk network around Yorkshire Elementary School to improve pedestrian safety to/from school, and to serve as a central node from which to expand pedestrian infrastructure beyond Route 28 itself.

Crosswalks: Complementing the sidewalk network around Yorkshire Elementary School, build out the high-visibility crosswalk network to support pedestrian safety across the road network around the school. For all pedestrian infrastructure, including high-visibility crosswalks, pay particular attention to improving common walking routes to/from school, including walking routes to/from any “third places” and recreational facilities (e.g., the Manassas Park Community Center and Costello Park) that children and parents may be frequenting before/after school.





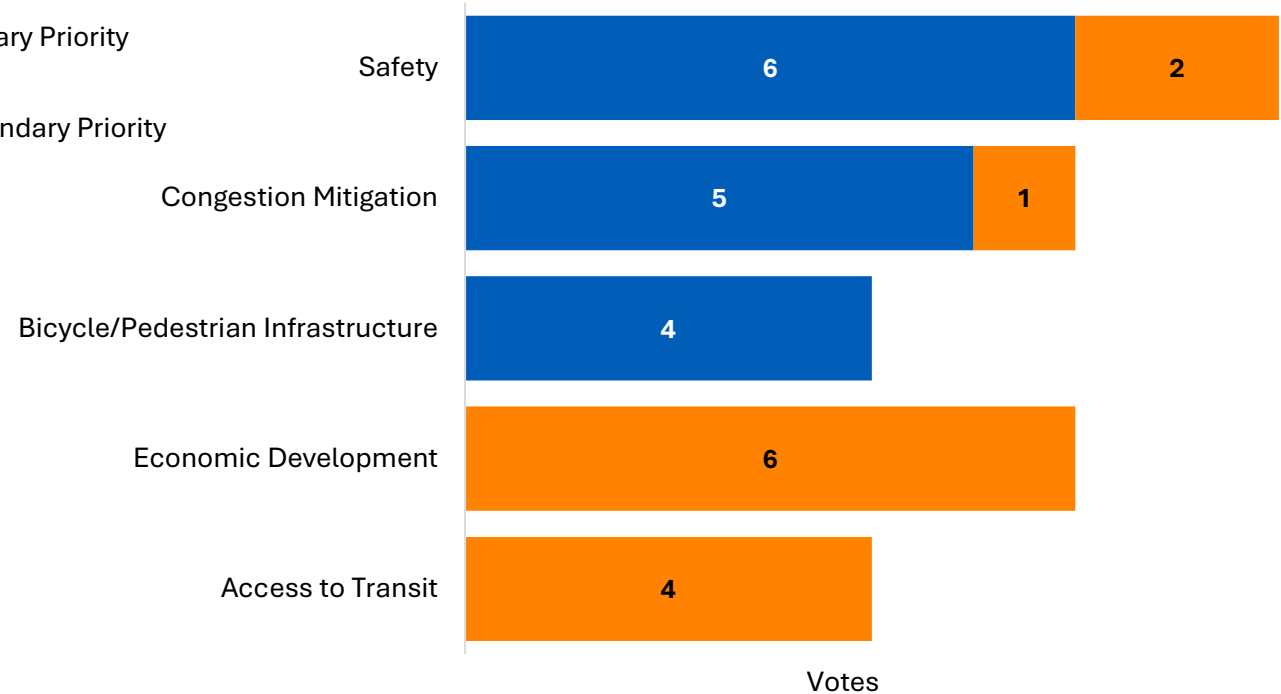
Prioritizing Gaps

Stakeholder Priorities

To align the prioritization framework with local priorities, the project team hosted a corridor audit to brief stakeholders on recommendations, gather their feedback, and ask for their opinions on the most important interventions along the corridor.

Stakeholders identified safety, congestion mitigation, and bicycle/pedestrian infrastructure as primary priorities; secondary priorities identified included safety, congestion mitigation, access to transit, and economic development.

- Primary Priority
- Secondary Priority

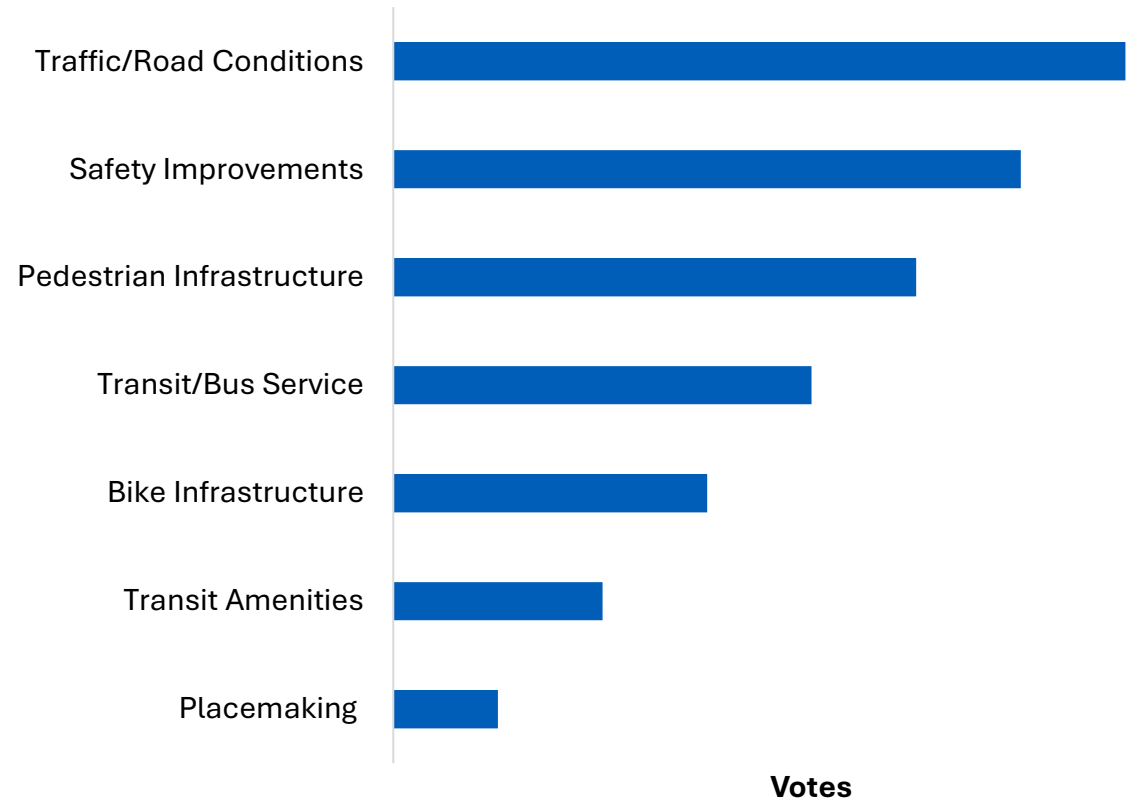


Community Priorities

Prince William County also conducted an engagement survey to county residents to learn more about how they travel on Route 28 and asking for their opinions about improvements to the Route 28 corridor.

The survey received responses from 143 respondents.

The most important priorities for improvements to Route 28 largely align between Prince William County's stakeholders and residents. Residents prioritize improvements that would alleviate traffic congestion, improve safety conditions and promote walkability.



Prioritization Methodology

The project team developed a two-step methodology that prioritizes locations and off-corridor recommendations for investments based on the priorities expressed by stakeholders:

- The first step determines whether plans for each location/off-corridor recommendation address safety, congestion mitigation, bicycle/pedestrian infrastructure, economic development, and/or access to transit goals.
- The second step assigns two points to each location and off-corridor recommendation for every primary priority vote that a goal received, and one point to each location for every secondary priority vote that a goal received. Put differently, if planned investments would improve safety, that project received 12 primary priority points and two secondary priority points.

Prioritization Points	
Safety	15
Congestion Mitigation	11
Bicycle/Pedestrian Infrastructure	8
Economic Development	6
Access to Transit	4

Results and Findings

The recommendations at the intersections of Route 28 and Blooms Quarry, Manassas Drive, and Falls Grove Drive are expected to result in the greatest improvements based on stakeholder priorities.

Additionally, off-corridor recommendations related to sidewalks, paved shoulders, and other treatments best address stakeholder priorities.

Safety
Congestion Mitigation
Bike/Ped Infrastructure
Access to Transit
Economic Development
Prioritization Score

Locations							Priority
Location	Safety	Congestion Mitigation	Bike/Ped Infrastructure	Access to Transit	Economic Development	Prioritization Score	
Route 28 & Blooms Quarry	15	11	8	4	6	44	High Priority
Route 28 & Manassas Drive	15	11	8	4	6	44	
Route 28 & Falls Grove Drive	15	11	8	-	6	40	
Route 28 & Leland Road	15	11	8	4	-	38	
Route 28 & Browns Lane	15	11	8	4	-	38	
Route 28 & Brooks Lane	15	11	8	-	-	34	Medium Priority
Route 28 & North of Rugby Road	15	11	8	-	-	34	
Route 28 & Oak Street	15	11	8	-	-	34	
Route 28 & Patton Lane	15	11	8	-	-	34	
Route 28 & Rugby Road	15	11	8	-	-	34	
Route 28 & Spruce Street	15	11	8	-	-	34	Low Priority
Route 28 & Orchard Bridge Drive	15	-	8	-	6	29	
Route 28 & Shoppers Square	15	-	8	-	6	29	
Route 28 & Birch Street	15	-	8	-	-	23	
Route 28 & Maplewood Drive	15	-	-	-	-	15	
Off-Corridor Recommendations							Priority
Recommendation	Safety	Congestion Mitigation	Bike/Ped Infrastructure	Access to Transit	Economic Development	Prioritization Score	
Sidewalks, Paved Shoulders, and Other Treatments on Corridors Approaching Route 28	15	11	8	-	-	34	High Priority
Sidewalks, Paved Shoulders, and other Treatments around Yorkshire Elementary and Old Centerville Road	15	11	8	-	-	34	Medium Priority
Maplewood Center Pedestrian-only Paths	15	-	8	-	-	23	Low Priority
Connections to Corridor Recommendations	-	11	-	-	-	11	
Connections Outside of Yorkshire	-	11	-	-	-	11	



Cost Estimations

Methodology

Improvement costs were estimated using VDOT's Project Estimating Spreadsheet (Staunton Estimating Tool), Similar Project Estimates by Cost Category (SPECC), and Traffic Calming Guide for Neighborhood Streets, where possible.

It should be noted, however, that costs are extremely variable depending on right-of-way (ROW) acquisition needs, feasibility studies, construction costs, labor market fluctuations, and economic conditions. For this reason, low estimates and high estimates are provided to capture some of the anticipated variability.

Additionally, to account for project unknowns, the team assigned a moderate (20 percent) contingency onto the project cost.

IMPROVEMENT TYPE	COST
Signalized Intersection	\$400,000 per signal
High Visibility Crosswalks and Ramps	\$8 per linear foot, \$1,800 per ramp
6' Median Refuge Island	\$6,000 per island
Curb Radius Reduction	\$2,000 per corner
Traffic Calming	\$20,000 per site
Placemaking	\$20,000 per site
Bus Stop Amenities	\$18,000 per stop
Leading Pedestrian Interval (LPI)	\$4,000 per signal
5' Concrete Sidewalk	\$75 per linear foot
10' Shared Use Path	\$340 per linear foot

Route 28 & Blooms Quarry Lane (Short-Term Recommendations)

IMPROVEMENT TYPE	UNIT	LOW ESTIMATE	HIGH ESTIMATE
Traffic Signal	4	\$800,000	\$1,600,000
High Visibility Crosswalks	3	\$13,000	\$15,000
6' Median Refuge Island	1	\$6,000	\$9,000
Curb Radius Reduction	2	\$2,000	\$20,000
10' Shared Use Path	600 LF	\$72,000	\$204,000
5' Concrete Sidewalk	155 LF	\$12,000	\$26,000
Traffic Calming	2	\$30,000	\$40,000
Base Cost		\$935,000	\$1,914,000
Contingency		\$187,000	\$383,000
Total Cost		\$1,122,000	\$2,297,000

Route 28 & Manassas Drive

IMPROVEMENT TYPE	UNIT	LOW ESTIMATE	HIGH ESTIMATE
Placemaking	1	\$5,000	\$20,000
Bus Stop Amenities	1	\$10,000	\$18,000
High Visibility Crosswalk	1	\$3,000	\$4,000
6' Refuge Median	2	\$12,000	\$18,000
Leading Pedestrian Interval (LPI)	4	\$8,000	\$16,000
Handrail	1	\$24,000	\$48,000
Base Cost		\$62,000	\$124,000
Contingency		\$13,000	\$25,000
Total Cost		\$75,000	\$149,000

Route 28 & Falls Grove Drive

IMPROVEMENT TYPE	UNIT	LOW ESTIMATE	HIGH ESTIMATE
5' Concrete Sidewalk	220 LF	\$17,000	\$37,000
Traffic Calming	2	\$30,000	\$40,000
6' Median Refuge Island	2	\$12,000	\$18,000
High Visibility Crosswalk	1	\$3,000	\$4,000
10' Shared Use Path	1200 LF	\$255,000	\$408,000
Base Cost		\$317,000	\$507,000
Contingency		\$63,000	\$101,000
Total Cost		\$380,000	\$608,000



Next Steps

Next Steps



**Outreach to
Neighborhoods**



**Conduct Small
Area Plan**



**Integrate Safety
Recommendations**



**Identify and
Secure Funding**



**Partner with Arts
Community**

Outreach to the Neighborhood: Yorkshire residents and visitors need to be engaged to define the character and identity of their community. Three aspects to bring to the forefront of Yorkshire neighborhood outreach include: meeting people where they are to maximize involvement, listening, and connecting with the Spanish-speaking community.

Conduct a Small Area Plan: Yorkshire needs a small area plan to guide future growth and development as it relates to both the natural and the built environment, including land use, mobility options, cultural resources, and environmental assets. In particular, the small area plan should emphasize creating a distinct sense of place resonate with local community members.

Integrate Safety Recommendations into Ongoing Efforts: The recommendations relate to and support other ongoing efforts, including the County's Safety Action Plan and VDOT's STARS study. Both the on-corridor and off-corridor recommendations should align with and build upon the results of these efforts, as well as the long-range transportation plan and other pertinent plans.

Identify and Securing Funding: The Bipartisan Infrastructure Law (BIL) established a once-in-a-generation opportunity to fund projects that prevent roadway deaths and serious injuries. The safety-focused recommendations of this study, plus the Safety Action Plan, can come to fruition with funding from the Safe Streets and Roads for All (SS4A) Grant Program, specifically the Implementation Grants.

Partner with Arts Community: The placemaking recommendations within Yorkshire represent an opportunity for local artists to work with communities to enhance the public realm. Local artists can work alongside local governments and agencies such as the Prince William Arts Council, to activate underutilized spaces, improve streetscapes, beautify places, and create community gathering spaces to boost quality of life.

Thank You!



Groups and Liaisons

Agency	Agency Contact	PWC Liaison	Notes
Stafford County	Kathy Baker Matthew Lehane	Yolanda Hipski	Joined a PHNST Subcommittee meeting in late 2023
Loudoun County	Mark Novac & crew		
NOVA Parks	Mike DePue	David K	
Fairfax County	Ask Brendan (Chris?)	David K	
Leesylvania SP	Ken Benson, Potomac District Manager	Janet Bartnik	
PW Forest Park	George Liffert	Patti Pakkala	
NPS / PHNST	Jennifer Wampler	Janet Bartnik	Attended PHNST subcommittee meeting;
NPS / Manassas Battlefield	Martin Harkless Raquel Montez	Janet Bartnik Duane Martin Mike DePue	<p>Martin Harkless Administrative Support Assistant Manassas National Battlefield Park 703-754-1861</p> <p>Raquel Montez Superintendent (Acting) Administrative Officer National Park Service Manassas National Battlefield Park 12521 Lee Highway Manassas, VA 20109 (703) 754-1861 Ext 1104 (571) 389-0661 Cell</p>
VDOT	Brian Leckie	Bryce Barrett	<p>- obtain authorization for DPR to build and maintain officially-planned trails that cross VDOT right-of-way, including underneath bridges</p> <p>- coordinate CIP and schedule construction and maintenance of VDOT infrastructure that would impact public access to officially-planned DPR trails or create opportunity for upgrading a trail</p>

			<ul style="list-style-type: none"> - coordinate planned DPR trail maintenance and improvements that involve VDOT right-of-way, to ensure no one is surprised
Virginia Department of Rail & Transportation (DRT)			<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross DPRT right-of-way, including underneath railroad bridges - coordinate CIP and schedule construction and maintenance of DRPT infrastructure that would impact public access to officially-planned DPR trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements that involve DRPT right-of-way, to ensure no one is surprised
CSX	Ask Paolo?		<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross CSX right-of-way, including underneath railroad bridges - coordinate CIP and schedule construction and maintenance of CSX infrastructure that would impact public access to officially-planned DPR trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements that involve CSX right-of-way, to ensure no one is surprised
PWCSA (PWW after July 1)			<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross PWW right-of-way - coordinate land acquisition so general public gets the right to use existing PWW easements, where trails are planned - coordinate land acquisition so general public gets the right to trails within new PWW easements needed for water/sewer service (where trails are planned) - coordinate CIP and schedule for construction and maintenance of PWW infrastructure that would impact public access to trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements to ensure PWW staff are not surprised (a pipe break might require immediate response, in the dark...)

Virginia American Water			<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross Virginia American Water right-of-way - coordinate land acquisition so general public gets the right to use existing Virginia American Water easements, where trails are planned - coordinate land acquisition so general public gets the right to trails within new Virginia American Water easements needed for water/sewer service (where trails are planned) - coordinate CIP and schedule for construction and maintenance of Virginia American Water infrastructure that would impact public access to trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements to ensure Virginia American Water staff are not surprised
UOSA			<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross UOSA right-of-way - coordinate land acquisition so general public gets the right to use existing UOSA easements, where trails are planned - coordinate land acquisition so general public gets the right to trails within new UOSA easements needed for sewer service (where trails are planned) - coordinate CIP and schedule for construction and maintenance of UOSA infrastructure that would impact public access to trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements to ensure UOSA staff are not surprised (a pipe break might require immediate response, in the dark...)
Dominion Energy			<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross Dominion Resources right-of-way

			<ul style="list-style-type: none"> - coordinate land acquisition so general public gets the right to use existing Dominion Resources easements, where trails are planned - coordinate land acquisition so general public gets the right to trails within new Dominion Resources easements needed for new transmission lines (where trails are planned) - coordinate CIP and schedule for construction and maintenance of Dominion Resources infrastructure that would impact public access to trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements to ensure Dominion Resources staff are not surprised
NOVEC			<ul style="list-style-type: none"> - obtain authorization for DPR to build and maintain officially-planned trails that cross NOVEC right-of-way - coordinate land acquisition so general public gets the right to use existing NOVEC easements, where trails are planned - coordinate land acquisition so general public gets the right to trails within new NOVEC easements needed for new transmission lines (where trails are planned) - coordinate CIP and schedule for construction and maintenance of NOVEC infrastructure that would impact public access to trails or create opportunity for upgrading a trail - coordinate planned DPR trail maintenance and improvements to ensure NOVEC staff are not surprised
Town of Occoquan			
Town of Dumfries			
Town of Haymarket			
Manassas			
Manassas Park			
Conway Robinson	Jack Kauffman, Virginia Department of Forestry		Northern State Forests Manager, VDOF 900 Natural Resource Drive, Ste 800, Charlottesville, VA 22903 540-395-1226

Trails and Blueways Council

2024 Proposed Work Plan / Monthly Meeting Targets

WHEN	GOAL	WHAT	WHO	STATUS	COMMENT
January 16	5	FLAP Grant Gap Analysis Project budget & appropriation (ABA) goes to BOCS for approval	Parks staff	C - 1/16/2024	Approved
January 23	5	Powell's Creek Crossing initial meeting with consultants	TBC	C - 1/23/2024	Telecon Held
January 23	16	Discuss and form TBC subcommittee if necessary to explore communication plan/process that will keep Supervisors informed and updated (report due in February)	TBC	C - 1/23/2024	Eileen took lead
	2	East Coast Greenway – Elliott Caldwell	ECG	C- 1/23/2024	Elliott Introduced
February 27	5	Resolution about routing trail under I-95 and US 1 on section from Occoquan to Belmont Bay	TBC, David	C-2/27/2024	Resolution 24-4 written and approved
February 27	9	Presentation of Catharpin Greenway alignment, gaps, and next steps	David, Patti	C- 2/27/2024	Presented at TBC Meeting
February 16	11	TBC Participate in or provide feedback to Yorkshire TLC Shareholder meetings	Liz, Catherine	C-2/16/2024	Further meetings in March
February 27	16	Finish item on supervisor communication from January	TBC, Eileen	C-2/27/2024	Presented at TBC Meeting
March 26	1	Start discussion to set the stage for the county-wide trails plan update – what should be in the plan and how TBC can most effectively support and participate in the process. Identify preparations in advance of start?	TBC and Parks Staff	C-3/26/2024	Initial Discussion at TBC 3/26 Meeting Members invited to provide feedback
March 26	5	Onboard FLAP grant gap analysis consultant; kickoff project	Parks Staff; PHNST subcommittee	C-3/26/2024	Initial Parks meeting with consultant in March. Scope discussed by Patti at 3/26 meeting
March 26	5	NVRC Data collection along PHNST	NVRC	C-3/28/2024	Virtual App Training completed 3/28
March 26	18	Consistent Signage	TBC	C-3/26/2024	ECO Trail Signage Format and Info discussed at 3/26 TBC Meeting

Trails and Blueways Council

2024 Proposed Work Plan / Monthly Meeting Targets

April 5	7	Explore Broad Run Greenway alignment, gaps, and next steps	Parks Staff, T&BC	C-04/05/2024	Hiked on historical county-owned property on Broad Run that will expand Bristoe battlefield
April 14	5	Second Sunday Hike reacquainting people with Powell's Creek Landing area prior to stakeholder meeting	PWTSC / T&BC	C-04/14/2024	Hiked from Power Lines to Leesylvania Entrance and back – actually outside study area
April 22	5	Powell's Creek Crossing Project stakeholder meetings with contractor	TBC / PHNST Subcommittee	C-04/22/2024	TBC meeting with contractor 4/22 – provided limits on crossing
April 23	1	Present a process for the development of a comprehensive, county-wide trails plan prescribed in the PWC Comprehensive Plan to include what, who, how, and when (proposed process will determine additions to the work plan)	Planning, Transportation, and Parks Staff	C-04/23/2024	Continued discussion at April meeting – Looked forward to July workshop meeting.
April 23	5	NVRC Data collection along PHNST	NVRC	C-04/08/2024 Assignments made	Inputs due by June 7 – Several contributors were late, and this should wrap up in July with presentation in September
April 23	8	Presentation of Neabsco Greenway alignment, gaps, and next steps	Parks Staff	C-04/23/2024	David presented at TBC Meeting
May 28	2	Report on ATIIP Grant Application for VRE Trail from Manassas to Arlington. Phase 1 Design submission from Manassas to Fairfax with Manassas and Manassas Park working together with PWC.	Bryce Barrett	C-05/28/2024	TBC approved resolution 24-12 supporting this application and the goals of this trail effort.
May 28	3	Volunteer programs for Trail Maintenance	Eugene Loew	C-05/28/2024	Eugene presented last year's progress and statistics and outlook for future.
May 28	4	Advocate for Additional Trails Funding	TBC, DPR Staff	C-05/28/2024	\$425K for trails development and maintenance approved for FY25

Trails and Blueways Council

2024 Proposed Work Plan / Monthly Meeting Targets

May 28	3	Discussion among members regarding volunteer efforts and identify areas where volunteers could be used to build and maintain trails.	TBC	C-05/28/2024	Eugene encouraged members and organizations to get attached to county trails. Discussion from MORE and Trails Keepers on their efforts. No Greenway gap analysis presented
June 25	2	Report on connections with groups to connect to (such as Fairfax and Loudoun Counties)	Planning, Transportation, and Parks Staff	C-06/25/2024	Exercise among T&BC held fleshing out matrix of organizations to be maintained.
July	14	Ribbon Cutting for Brentsville – 234 Bike / Ped Bridge and Interchange	Bryce Barrett	TBD	All parts are open as of 6/2/2024
July 17	5	FLAP Grant Gap Analysis Project update including SOW	David Kroeger	PHNST S/C Meeting	Under contract in early June – kickoff to be held in July
July 17	5	Flesh out schedule of efforts for PHNST Gaps including grants coverage and volunteer coverage	PHNST S/C	PHNST S/C Meeting	
July 23	1	WORK SESSION? – collectively explore how we’re doing; iron out work plan changes for remainder of year; discuss volunteer opportunities discovered; “low-hanging fruit” that could be added to the county trail system without significant costs or effort; anything else that comes up	All		
July 23	1	Discuss continuing process for the development of a comprehensive, county-wide trails plan prescribed in the PWC Comprehensive Plan to include what, who, how, and when (proposed process will determine additions to the work plan)	T&BC	T&BC Meeting	Continued discussion at April meeting – Looked forward to July workshop meeting.
July 23	5	FLAP Grant Gap Analysis Project milestones; then, taking the FLAP grant data, establishing a map for prioritization of currently	Carryover from S/C meeting as needed		

Trails and Blueways Council

2024 Proposed Work Plan / Monthly Meeting Targets

		unfunded gaps for construction (July work session??)			
August	18	Presentation of standardized and branded signage for trails	Parks Staff		Dove's Landing signage mentioned in May.
August					
September	5	NVRC Data collection along PHNST results; Plan for what's next	NVRC	NVRC Meeting	Should be ready to view in September
September	12	Blueways / Water access updates	Parks Staff / Mike DePue		
October	10	Presentation of Powell's Creek Greenway alignment, gaps, next steps	Parks Staff		
November	11	Presentation of Bull Run Loop Trail alignment, gaps, next steps	Parks Staff		
	4	Capital Improvement Planning and Advocacy; Initial presentation of department priorities	Planning, Transportation, and Parks Staff		
December	4	Capital Improvement Planning and Advocacy; Part 2 – making the list of items by District	Planning, Transportation, and Parks Staff		
INSERT WHEN APPROPRIATE	1	Trail and water access opportunities associated with development applications and road projects			
	2	NCTN Map Item – Define input process for Spring updates			Waiting for updates from Bryce
	6	Occoquan Greenway updates			
	9	PATC presentation on the AT to Manassas Battlefield connection; possibly a resolution to formalize an alignment at a future meeting	PATC		No response from PATC
	10	Status of Discovery-ECO Trail for a Ribbon Cutting	Landfill Staff	Signs mounted Need to fix and mark utility highway trail breakage	Waiting on Public Works plan Potential help from Colgan HS Environmental Group

Trails and Blueways Council

2024 Proposed Work Plan / Monthly Meeting Targets

	10	Powell's Creek Crossing milestones			
	14	Ribbon cuttings in each district			
	19	Dove's Landing Design - updates/input opportunities			

2024 Trails and Blueways Proposed Goals

1. Explore, collect, and warehouse information about existing community trails and other “low-hanging fruit” that could be added to the county trail system without significant costs or effort. Find ways to utilize volunteers to make some of these realities. (A comprehensive county-wide trails plan, unconstrained)
2. Interface with other groups to connect our trails and planned trails to Fairfax County, Stafford County, Loudoun County, and the National Capital Region.
3. Encourage volunteer efforts for maintaining more PWC trails using new PWC approved methodology.
4. Support and encourage PWC CIP additions for trails outside of bonds and additional trail maintenance funds.
5. Finish arranging plans and approaches for gaps in PHNST. Establish a traceable schedule to track in future years completing in 2031.
6. Encourage and track changes and updates to the Occoquan Greenway culminating in completion of this route from McCoart to Occoquan in 2025.
7. Inventory and identify gaps and approaches toward completion of the Broad Run Greenway.
8. Inventory and identify gaps and approaches toward completion of the Neabsco Creek Greenway.
9. Inventory and identify gaps and approaches toward completion of the Catharpin Creek Greenway.
10. Inventory and identify gaps and approaches toward completion of the Powells Creek Greenway.
11. Inventory and identify gaps and approaches toward completion of a Bull Run Loop trail in concert with Fairfax County.
12. Develop maps, plans, and approaches for one or more blueways in the county.
13. Develop two prioritized lists for each district of recreational trails and bike/pedestrian trails. Get buy-in from each district's supervisor for the list.
14. Encourage at least one trails or blueways ribbon cutting in each district.
15. Publicity / awareness of the TBC and its work
16. Communication plan to keep Supervisors updated - formalize
17. Get more representation from the Potomac District especially since the potential for a park at cockpit point is coming closer
18. More signage / standardized signage
19. Boat launch at Sinclair Mill site (with different language)



PRINCE WILLIAM COUNTY

Trails and Blueways Council

Work Session Agenda

July 5, 2024, at 9:00am

Dale City Rest Area

I-95 Service Road

1. **Call to Order** – Neil Nelson, Jason Williams, and Bill Selfridge were present. Others present – Janet Bartnik, David Kroeger, and Charlie Grymes.
2. **Braemar Park Site Visit** – TBC staff conducted a site visit to explore a VDOT property adjacent to the ironworks historic site.
3. **Adjourn**



PRINCE WILLIAM COUNTY

Trails and Blueways Council

PHNST Subcommittee Work Session Notes

July 17, 2024, at 2:00pm

Hellwig Administration Building

14420 Bristow Road, Manassas

1. Call to Order – David Brickley, Eileen Sheridan, Neil Nelson, Joe Marshall, Bill Selfridge, and Liz Cronauer were present. Staff present – Janet Bartnik, David Kroeger, and Patti Pakkala. Guests – Jennifer Wampler and Elliott Caldwell.

2. PHNST Gap Analysis Notes

David Brickley shared that his review of a proposed development at Mapledale included no proffers. This parcel was shown as parks and open space on the comp plan. Liz Cronauer stated that the agenda for the July TBC meeting will include a resolution suggesting that the BOCS consider including proffer law change on the county's legislative platform.

Dumfries Gaps:

No report. The work on these gaps is awaiting results of the FLAP grant funded Gap Study.

Town of Dumfries has cleared the cars from the Campbell Property, which is a step necessary for the Town to purchase the land. This land may provide space for parking and may allow for a portion of the PHNST to cross.

Consensus of the group was that the Gap Study should be completed before planning begins on the segment east of Rt. 1 not the subject of the Gap Study.

Potomac Shores:

Neil Nelson showed the new map posted by the Potomac Shores developer. The developer has improved signage and trail condition in each of the HOA managed trails observed. There is a shared use path coming from the town center through to the schools. This is shown as the PHNST plan through the development.

The first submission of the site plan for the trail section from the VRE station to the park parcel along Powell's Creek is in review with Development Services. Patti Pakkala will request permission to share the site plan submittal with the subcommittee.

The VRE station is progressing. David Brickley will meet with the VRE to open discussion related to use of the VRE parking for trail use.

Powell's Creek Crossing:

The consultants are developing concepts for discussion that will be pared down in consultation with staff. David Brickley requested that the project manager provide an update at the next available meeting.

Cockpit Point

There has been discussion of a feasibility study for the crossing of the train tracks running through the property at the department level.

Possum Point

DPR staff have not been aware of any meetings relating to the Possum Point Project. Janet Bartnik will reach out to Public Works to find out if there has been any movement.

Blackburn Road ADA Compliant Parking

Janet Bartnik reported that the construction of parking spaces along Blackburn Road has been funded. The project has a VDOT ROW permit in place and will commence once a contractor is on board.

Occoquan to Belmont

Discussion ensued regarding the Destination Place rezoning proposal.

Eileen noted that at the last GPWTC meeting, Earnie Porta (Occoquan) stated that the property owner near I-95 and Rt. 123 has been making improvements to the property.

The Gap Study report is anticipated to be completed by the end of the calendar year.

East Coast Greenway

Elliott Caldwell asked about Neabsco Road Widening Project.

PHNST

Jennifer Wampler stated that she had seen a copy of an agreement between VRPA and CSX not allowing recreational rails to cross under tracks. She will send a copy if one is accessible.

3. Adjourn

Janet Bartnik noted that the Dumfries Road/Brentsville Road Interchange Project ribbon cutting was July 25 at 1pm.

Next PHNST Subcommittee meetings include the stakeholder meetings for the Powells Creek Crossing in August and the Gap Study in September. Exact dates are TBD.

TRAIL SYSTEM

new trail maps, posted at
trail heads



CHERRY HILL TRAIL

[illegible]

CHERRY HILL TRAIL







old retaining wall

new retaining wall



pumping water from Powell's Creek for golf course



VRE station - July 11, 2024

**new construction started
along river front**



**River Heritage Blvd and
shared use path completed**



Prince William County
TRAILS AND BLUEWAYS COUNCIL

Advisors to the Board of County Supervisors

MOTION: person 1

SECOND: person 2

**July 23, 2024 Regular
Meeting Res. No. 24-
X**

RE: DEVELOPER PROFFER INCONSISTENCY FOR PARKS AND OPEN SPACE

ACTION:

WHEREAS, The County has received applications for a significant number of new residential developments based upon changes that were approved in the 2023 update to the Land Use Chapter of the Prince William County Comprehensive Plan, and

WHEREAS, monetary contributions for Parks and Open Space to provide recreational facilities for the new residents of new subdivisions are being calculated in an inconsistent manner using criteria generated by the individual developer rather than by the county or state, resulting in widely varying contributions, or the conclusion by the applicant that no contribution at all is necessary to mitigate the impact of the new residents in an area, and

WHEREAS, this problem appears to affect not only monetary contributions to Parks and Open Space, but also contributions for schools, fire and rescue, and police, potentially leaving the funding for resources to provide adequate public services to substantial numbers of new residents totally up to the existing taxpayers, which could eventually result in increases in taxes or a substantial decrease in the quality and availability of public services, and

WHEREAS, the legal basis for this inconsistency appears to be based upon the applicants' individual interpretation of state law: Section 15.2-2303.4 of the Code of Virginia,

NOW, THEREFORE, BE IT RESOLVED that the Trails and Blueways Council recommends that the County's Board of Supervisors requests interpretation by state lawmakers and possibly changes to the above referenced law to ensure that there is a balance between contributions by developers and the impacts of the new population on Parks and Open Space and other public services.

Votes:

Ayes: 8

Nays: 0

Absent from Vote: 0

Absent from Meeting: 5

For Information:
County Attorney

ATTEST: _____

Elizabeth Cronauer, Chair, Prince William Trails and Blueways Council



Meeting Date:	July 23, 2024
Agenda Title:	GOALS PROGRESS UPDATE
Requested Action:	Consider progress on Council goals and provide feedback
Staff Lead:	Janet Bartnik, Deputy Director

BACKGROUND

At its December 2023 meeting, the Trails and Blueways Council (TBC) created a set of goals for 2024. Goals were bucketed and a work plan to address the goals was developed in January. TBC meeting agendas have attempted to make progress on the goals. For the July 2024 work session, TBC members are asked to reflect on the goals and progress and provide input and feedback that will guide agenda planning for the remainder of the calendar year.

DISCUSSION

The TBC's goals for 2024, with progress and staff reflection, are:

- 1. Explore, collect, and warehouse information about existing community trails and other “low-hanging fruit” that could be added to the county trail system without significant costs or effort. Find ways to utilize volunteers to make some of these realities. (A comprehensive county-wide trails plan, unconstrained)**

We've explored and mapped many opportunities for future trails on First Friday Hikes with the Greater Prince William Trails Coalition. Staff provided several Greenway trail presentations as GIS data was confirmed via field work in an effort to get all TBC members comfortable with trails outside their respective districts. We've invested a great deal of effort into collecting information on all NVRC's identified 'gaps' in the PHNST as it passes through Prince William County. Staff continues to confirm trail and easement locations are accurately documented in the County's GIS system in preparation for the development of the Countywide Trails Plan.

A stewardship agreement has been developed and approved for use administratively that allows for volunteer groups to work cooperatively with DPR's Maintenance and Operations Trails Crew to build trails when they are able to maintain what is built.

While staff continues to make progress on funded trail development projects (shared use paths, PHNST segments, Metz Wetland Boardwalk, Neabsco Greenway, Broad Run Greenway, etc), volunteers have added both new trail (Andrew Leitch Park, Long Park) and new trail opportunities (Braemar Park Loop) to Prince William County's natural surface trail inventory. This volunteer stewardship initiative isn't without challenges – it is limited to natural surface trails, involves significant ongoing commitment from volunteers, and is a new system with kinks to be worked out. It is, however, showing promise.

Reflection: Is there more community trail data that you feel you need to assist you in serving the TBC's purpose?

2. Interface with other groups to connect our trails and planned trails to Fairfax County, Stafford County, Loudoun County, and the National Capital Region.

Connections with nonprofit organizations have strengthened as both TBC members and staff regularly attend organization meetings such as GPWTC, NVRC, Fredericksburg Area MPO-CTAC, and more. Connections with agencies, such as VDOT, PWW (formerly PWCSA), Stafford County, and others exist and/or are developing. A list of potential connecting groups was drafted in June with input from staff and the TBC.

This list needs both further development and finalization and attention to the relationships it proposes. As well, an earlier effort to identify potential connections relating to the “where” began and will need more definition as the Countywide Trails Plan progresses.

3. Encourage volunteer efforts for maintaining more PWC trails using new PWC approved methodology.

As reported above, a stewardship agreement has been developed and approved for use administratively. Volunteers have added both new trails (Andrew Leitch Park, Long Park) and new trail opportunities (Braemar Park Loop) to Prince William County's natural surface trail inventory.

Reflection: Is the existing stewardship agreement working well for the organizations using it? Are there specific opportunities with new groups that should be explored?

4. Support and encourage PWC CIP additions for trails outside of bonds and additional trail maintenance funds.

Advocacy efforts by the TBC and groups like the GPWTC resulted in the addition of funding for both capital and operating support for trails to the County's FY25 budget. Staff notes that next steps include the identification of priority trails projects (of all types) by District. This identification will help with the development of the Countywide Trails Plan and Capital Improvement Plan (CIP) projects.

Reflection: Can you commit to working with your District teammate to identify and prioritize trails projects in your magisterial district?

5. Finish arranging plans and approaches for gaps in PHNST. Establish a traceable schedule to track in future years completing in 2031.

The FLAP grant-funded gap analysis study is just kicking off. Since that is not yet complete, there are a few segments without formal alignments, including those under review by the consultants and the Potomac Shores to Dumfries segment. A schedule can be developed although it would be aspirational as necessary funding cannot be guaranteed.

6. Encourage and track changes and updates to the Occoquan Greenway culminating in completion of this route from McCoart to Occoquan in 2025.

The Occoquan Greenway is progressing more swiftly as design is finalized. Staff will be bidding Segments 2 and 6 together shortly. Route changes are being tracked by staff.

Reflection: With this moving along well, what level of attention does the TBC require of this in terms of meeting agenda time?

7. **Inventory and identify gaps and approaches toward completion of the Broad Run Greenway.**
8. **Inventory and identify gaps and approaches toward completion of the Neabsco Creek Greenway.**
9. **Inventory and identify gaps and approaches toward completion of the Catharpin Creek Greenway.**
10. **Inventory and identify gaps and approaches toward completion of the Powells Creek Greenway.**
11. **Inventory and identify gaps and approaches toward completion of a Bull Run Loop trail in concert with Fairfax County.**

Schedule of presentations covering inventory, alignment, and gaps for the following Greenways:

- Broad Run Greenway (partial presentation) – held October 2023
- Catharpin Greenway – held February 2024
- Powell's Creek Greenway – held March 2024
- Neabsco Greenway – held April 2024
- Bull Run Loop – TBD
- Broad Run Greenway (comprehensive presentation) – tentatively targeting August 2024

12. Develop maps, plans, and approaches for one or more blueways in the county.

Mike DePue provided a presentation of blueways opportunities and challenges last August. Staff is getting up to speed on these opportunities. Staff plans to incorporate this into the Countywide Trails Plan.

13. Develop two prioritized lists for each district of recreational trails and bike/pedestrian trails. Get buy-in from each district's supervisor for the list.

In alignment with Goal 4 - Staff notes that next steps include the identification of priority trails projects (of all types) by District. This identification will help with the development of the Countywide Trails Plan and Capital Improvement Plan (CIP) projects.

Reflection: Can you commit to working with your District teammate to identify and prioritize trails projects in your magisterial district?

14. Encourage at least one trails or blueways ribbon cutting in each district.

A ribbon cutting was celebrated for the Occoquan Greenway segment 3 bridge (Occoquan). A ceremony for Brentsville Road / Dumfries Road will be held atop the pedestrian bridge crossing over 234 on July 25 (Coles). A groundbreaking for Featherstone's PHNST segment is about to be scheduled (Woodbridge).

15. Publicity / awareness of the TBC and its work

16. Communication plan to keep Supervisors updated – formalize

Eileen Sheridan drafted a communications plan adopted by the TBC in February. TBC members are included in capital project updates emailed to their respective Supervisors.

Reflection: Is there more support that you require from staff to be able to communicate effectively with your Supervisor?

17. Get more representation from the Potomac District especially since the potential for a park at cockpit point is coming closer

There are two Council representatives appointed to represent the Potomac District.

18. More signage / standardized signage

Two types of signs have been discussed in TBC meetings – MTB signs at Long Park and interpretive trail signs at Discovery Trail. Staff desires to wrap up the Park Entry Sign Refresh Project and get the DPR standards manual more complete in order to tackle this objective.

19. Boat launch at Sinclair Mill site (with different language).

Dove's Landing Cultural and Natural Resources Park is now under design. Design will focus on all elements of the existing Dove's Landing Park and Sinclair Mill site. The Preserve at Long Branch is not included since its development is the responsibility of the developer. Improvements will be made in alignment with Board direction and as funding becomes available.

STAFF RECOMMENDATION

For information and discussion.

STAFF CONTACT INFORMATION

Janet Bartnik | (703) 792-3918
JBartnik@pwcgov.org

From 5280 Magazine (April 2015)

Eagle's New Off-Road Sidewalks

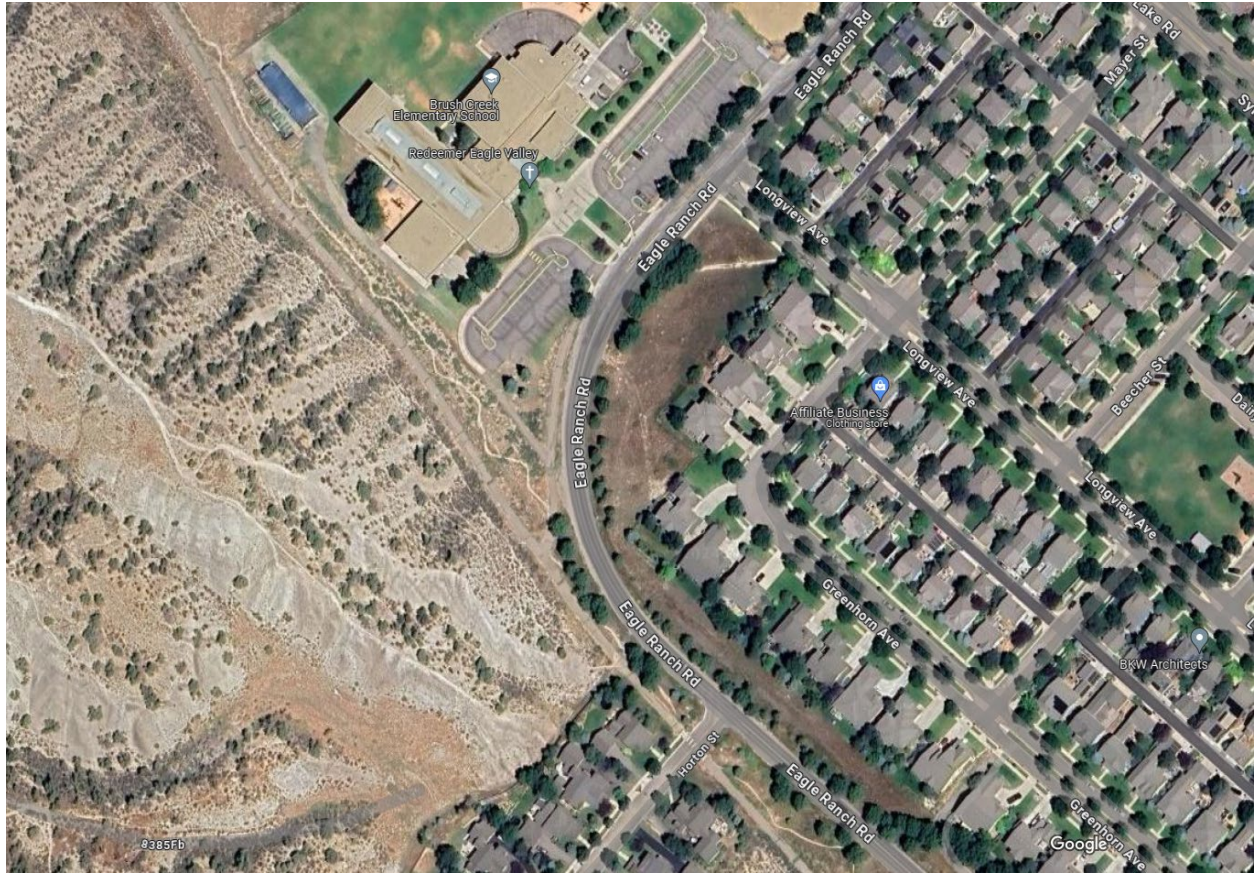
One high-country dad turned his kids' shortcuts to school into a lesson in trail-building.



Kelly Bastone
5280 April 2015



When Michael McCormack watched his two children and their friends pedal the paved path to Eagle's Brush Creek Elementary, he noticed the young riders' penchant for darting off the official track to follow playful dirt detours through the rolling grasses and sagebrush. "They ripped those little offshoots," says McCormack, a bike race promoter and PR professional. So he spearheaded a proposal to turn those unofficial detours into sanctioned single-track routes. Unanimously approved by Eagle's city council last November, the Singletrack Sidewalks project will, over the next five years, supplement existing paths with a single-track network to connect Eagle's seven neighborhoods to its school, library, and other trailheads. But the project doesn't just boost the fun factor for local tykes. Kids helped flag the initial three-block pilot area, and they'll work alongside local parents and professional trail builders this April when construction begins. "We want kids to come away with a sense of ownership and accountability," says McCormack, who expects a mile of single-track "sidewalks" to be completed this year. "It gets kids on bikes and gives them five minutes of Zen between home and school each day." That's commuting Colorado-style.



From <https://www.singletracks.com/mtb-trails/singletrack-sidewalks-proposal-in-golden-colorado-faces-resistance/>

Singletrack Sidewalks Proposal in Golden, Colorado Faces Resistance

Beginner bike trails called "singletrack sidewalks" are being proposed in Golden, Colorado and face opposition from residents concerned about the potential for negative impacts.

By [Matt Miller](#)
August 31, 2018



Signs were posted around Golden, Colorado to inform the public about the meeting on August 28. The first segment of the singletrack sidewalk would start at this intersection of Highway 40 and Zeta Street in Golden and run down to Sixth Avenue just west of Heritage Road.

Opponents and proponents alike showed for a public meeting on August 28 in Golden, Colorado to share opinions on the Singletrack Sidewalks program, a project that would build accessible trails for beginner mountain bikers.

The [Golden Giddyup](#), a non-profit organization formed in Golden in 2013 to repair and maintain local trails, proposed [Singletrack Sidewalks](#) to the city of Golden earlier this summer.

The rendered photo gives a visualization of what the singletrack sidewalk would look like. Singletrack sidewalks are intended mainly for youth as a more friendly way to try mountain biking or commute through their neighborhoods. The natural trail would be placed next to a sidewalk for most of its length, is generally flat, and would connect Zeta Street to Sixth Avenue in Golden. In total, the six segments of trail are estimated to cover just over 1.25-miles in length.

Although the proposal seems fairly harmless, resistance and opposition formed quickly. Negative impacts on the environment, increased traffic in the area, hiker or walker and biker conflict, noise pollution, and adults using the trail were all cited as concerns.

"There is a significant risk that the expert mountain bike community is going to use these trails and cause further destruction in the natural area," said Patrick Vitry in an interview with Singletracks. He also cited concerns about wildlife.

"Building a trail through an erodible park where there are elk and deer that actively calve in that area is going to negatively impact the area."

Vitry's neighbors described him as an "avid cyclist." He showed to the event to speak on behalf of the opposition group, Friends of Kinney Run. "Some of the promises being made by the organization to build the trails don't have the backing that they need or the commitment to maintain the trails," said Vitry.

Traci Lacey, a resident of a local Golden neighborhood started the presentation for Friends of Kinney Run. "We are not anti-mountain bikers, we are pro-open space and we want to preserve the natural habitat that surrounds our areas," said Lacey before passing the microphone to Vitry.



Patrick Vitry spoke to the crowd on behalf of Friends of Kinney Run about the possible negative impact of Singletrack Sidewalks on the local environment. "This is a redundant trail system. There's a perfectly good path that goes down our neighborhood that anyone can use and doesn't erode," said Vitry referencing the paved Kinney Run bike path.

Although Vitry said he understood the type of trail being proposed, some of his comments during the presentation indicated otherwise. "Let's just hypothetically say that the word gets out on Facebook, that the best bike park in town is right here in the backside of Golden. Guess who's going to be parking in your neighborhood?"

The Golden Giddyup says that the design of the trails will mitigate irresponsible trail users. It will be mostly flat, and sometimes rolling terrain, without long run outs, and with a lot of turns built in to slow riders down. "A beginner trail can be designed in a way that has a lot of sinuosity, a lot of curvature, and that both makes it fun and interesting, but it also helps slow traffic, which is a concern I know a lot of folks have," said Al Head of the Golden Giddyup.

These designs suggest it would cater to slower riders, although there is no foolproof way to ensure that irresponsible mountain bikers won't ride it, as is the case with any trail.

Eagle, Colorado was one of the country's first towns to build singletrack sidewalks in 2015 after it passed a unanimous vote. Luis Benitez, the director of the Colorado Outdoor Recreation Industry Office based out

of Eagle, was at the meeting in Golden to speak favorably about Eagle's experience with the project. He remembers talking to a young mountain biker who wanted trails that were more fun to ride versus a paved path.



Luis Benitez, the director of Colorado's Outdoor Recreation Industry Office spoke about singletrack sidewalks that were built successfully in Eagle, Colorado. "I'm sick and tired of my mom and dad posting pictures of them riding dirt, and I have to ride a sidewalk to school," said Benitez, quoting the young mountain biker. Benitez says the town was able to work through wildlife and cattle concerns to accommodate the project in Eagle as well.

The city of Golden is not setting a timeline to approve the project and is still accepting public input via the [Guiding Golden website](#). Once the Parks, Recreation, and Museums Advisory Board has enough input, they will make a recommendation to the city council. The board will continue to investigate possible environmental and economic impact before making a decision.

SAVE THE DATES!

**SEPT 5 AND 9
2024**

2024 NORTHERN VIRGINIA RECREATIONAL TRAILS SUMMIT

Join the Northern Virginia Regional Commission and partner organizations for the third annual Recreational Trails Summit. This summit will focus on the planning and development of the region's trails and will be comprised of two, half-day events. Day 1 will be held virtually and Day 2 will be held in-person at the Lubber Run Community Center in Arlington, VA. Both sessions are open to all government entities, advocates, trail users, and community members.

MORE DETAILS AND REGISTRATION INFO COMING SOON!



SCAN TO LEARN MORE

