MOTION: **October 20, 2026**
Regular Meeting
SECOND: **Res. No. 26-**

RE: **Adopt the Pathways 2035: Prince William County Trails Master Plan**

ACTION:

WHEREAS, Prince William Board of County Supervisors (Board) adopted the Mobility Chapter of the 2040 Comprehensive Plan on December 13, 2022; and

WHEREAS, Mobility Policy RT9.2 calls for staff to develop a County-wide Trails Master Plan that identifies trail and active mobility gaps and includes priorities for inclusion into capital improvement and capital maintenance budgets; and

WHEREAS, Mobility Policy RT9.2 further calls for this County-wide Trails Master Plan to be updated every ten (10) years; and

WHEREAS, staff from the Department of Parks and Recreation (DPR), Department of Transportation & Capital Construction (DTCC), and Planning Office took on the task of developing this plan in coordination with the public and related stakeholders; and

WHEREAS, Pathways 2035: Prince William County Trails Master Plan (Plan) is the result of this planning effort; and

WHEREAS, the Plan addressed the goals of Mobility Policy RT9.2 and includes a multi-tiered prioritization of unbuilt active mobility and recreational trail segments across the County's trail network, intended to drive future capital investment discussion and decisions around trail development; and

WHEREAS, the Plan includes recommendations for advancing blueway trail planning efforts in the County; and

WHEREAS, the Plan includes additional recommendations for staff to pursue that will advance the development and maintenance of active mobility and recreational trails, within a ten (10) year horizon, as identified in Mobility Policy RT9.2; and

WHEREAS, the primary purpose of the Plan is to provide DPR, DTCC, Planning Office staff, and the Board with a road map for future investment in trail development and maintenance over the next ten (10) years; and

WHEREAS, staff presented an overview of the plan and its recommendations to the Planning Commission at a work session on April 8, 2026; and

WHEREAS, staff presented an overview of the plan to the Parks and Recreation Commission (PRC) on July 15, and the PRC unanimously endorsed the final draft Plan on August 19, 2026; and

WHEREAS, the Prince William County Trails and Blueways Council has been involved throughout the development of this plan and has offered no objections to the conclusions/ recommendations in the final Plan;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby adopts the Pathways 2035: Prince William County Trails Master Plan.

ATTACHMENT: Pathways 2035: Prince William County Trails Master Plan

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

For Information:
County Attorney

ATTEST: _____

Clerk to the Board



PATHWAYS 2035
Prince William County Trails Master Plan

PRINCE WILLIAM COUNTY













PATHWAYS 2035
Prince William County Trails Master Plan
October 2026

Prepared By Staff From:
Department of Parks & Recreation
Department of Transportation & Capital Construction
Planning Office

Adopted by the
Board of County Supervisors
October 20, 2026

Prince William County Government
(as of October 1, 2026)

County Executive
Christopher Shorter

Board of County Supervisors

Deshundra L. Jefferson
Chair-At-Large

Victor S. Angry
Vice Chair
Neabsco District

Tom Gordy
Chair Pro Tem
Brentsville District

Yesli Vega
Coles District

George Stewart
Gainesville District

Kenny A. Boddye
Occoquan District

Andrea O. Bailey
Potomac District

Jeannie LaCroix
Woodbridge District

Planning Commission

Quendolyn N. Brown
Chair
Neabsco District

Karla Justice
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Coles District

Mark Scheufler
At-Large

Christopher Carroll
Brentsville District

Blake Ross
Gainesville District

Raheel Sheikh
Occoquan District

Michael Sherman
Potomac District

Brian Landrum
Woodbridge District

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PWC Department of Parks & Recreation

Rick Canizales, Director
PWC Department of Transportation & Capital Construction

Tanya M. Washington, Director
PWC Planning Office

Parks and Recreation Commission

Brodie Freer, Chair - Occoquan District
Benita Fitzgerald Mosley - At-Large
Jen Donnelly - Brentsville District
Jane Beyer - Coles District
Rick Berry - Gainesville District
Ross W. Snare IV - Neabsco District
Oriella Mejia - Potomac District
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Trails and Blueways Council

(as of October 1, 2026)

Joe Marshall, Chair - Coles District

Jason Williams, Vice Chair - Neabsco District

Neil Nelson, Secretary - Occoquan District

William McCarty, Jr. - At-Large

Amy Latalladi-Fulton - At-Large

Liz Cronauer - Brentsville District

Steve Cover - Brentsville District

Michael DePue - Coles District

Duane Martin - Gainesville District

Ken Johnson - Gainesville District

Rich Wilson - Neabsco District

Eileen Sheridan - Neabsco District

Kimberly Palacios - Potomac District

Jesse Citizen - Potomac District

David Brickley - Woodbridge District

Lynda Silverstrand - Woodbridge District

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List of Common Abbreviations and Acronyms

CESMP	2023 Community Energy & Sustainability Master Plan
CIP	Capital Improvement Program
Comp Plan	Prince William County 2040 Comprehensive Plan
DPR	Prince William County Department of Parks & Recreation
DTCC	Prince William County Department of Transportation & Capital Construction
Mobility Chapter	Mobility Chapter of 2040 County Comprehensive Plan
MWCOG	Metropolitan Washington Council of Governments
Park Chapter	Parks, Recreation, and Tourism Chapter of 2040 County Comprehensive Plan
PHNST	Potomac Heritage National Scenic Trail
Strategic Plan	Prince William County 2025-2028 Strategic Plan
TBC	Prince William County Trails & Blueways Council
TPB	National Capital Region Transportation Planning Board
VDOT	Virginia Department of Transportation

Grammatical note: Capitalized "County" is used when referring to the County government as an entity. Lowercase "county" is used when referring to the geographic area that is Prince William County.

Letter from County Executive

Trails are essential public infrastructure. They provide opportunities for exercise and outdoor enjoyment while also serving as transportation corridors that connect residents to schools, workplaces, commercial districts, and other community destinations. A well-connected trail system enhances mobility, supports healthy lifestyles, improves environmental sustainability, strengthens local economies, and contributes to the quality of life that makes Prince William County an exceptional place to live, work, and visit.

As our community continues to grow, thoughtful planning is critical to ensuring that trail investments are strategic, coordinated, and effective. *Pathways 2035* advances the Mobility Chapter of the Comprehensive Plan, as well as the Quality of Life goal in the Strategic Plan, by establishing a comprehensive vision for an interconnected network of active-mobility and recreational trails. The plan also represents the county's first effort to plan for blueway, or water, trails. By identifying network gaps and setting priorities, *Pathways 2035* provides a framework for the county to expand its trail system strategically, maximize the value of public investments, and ensure that individual projects contribute to a cohesive countywide network.

This plan also supports informed decision-making as the county plans future capital investments. Although implementation of the full trail network will extend beyond this plan's 10-year horizon, identifying priorities for active mobility and recreational trails will allow the county to evaluate trail projects alongside one another and alongside other needs in the Capital Improvement Plan. This proactive approach will strengthen coordination among county departments and support applications for state and federal funding.

Pathways 2035 is intended to be a living document that guides future trail planning, budgeting, partnerships, and project implementation. As community needs evolve and new trail segments are constructed, the County will revisit the plan's analyses and priorities to continue making strategic investments that improve connectivity, expand transportation and recreation opportunities, and advance our comprehensive and strategic plan goals for a healthy, safe, and connected community. This plan reflects the valuable input of residents, community organizations, partner agencies, and other stakeholders who shared their ideas throughout the planning process. We are grateful for their participation and their commitment to helping shape the future of the county's trail network.

I invite all county residents to explore the recommendations and goals of *Pathways 2035* and to participate in future initiatives that advance them. Together, we can build a healthier and more connected community.

In Service,



Chris Shorter
County Executive



Executive Summary

On December 13, 2022, the Prince William County (the County) Board of County Supervisors (BOCS) adopted the Mobility Chapter of the 2040 Comprehensive Plan. This plan, *Pathways 2035: Prince William County Trails Master Plan*, addresses Mobility Chapter Policy RT9.2 and presents a 10-year prioritized vision for how the County can advance active mobility and recreational trail planning, and expand the County's trail network in a concerted manner that completes network gaps and provides greater connectivity. This plan also introduces blueways/water trails and includes the County's first-ever analysis of how paddlers might utilize the County's waterways for paddling trails.

Prior to development of this plan the project team (made up of staff from the Department of Parks and Recreation, Prince William Department of Transportation and Capital Construction, and Planning Office) was aware that there was a robust system of planned and unbuilt trail segments, particularly along the County's greenway corridors. However, a comprehensive inventory and map of the planned but unbuilt active mobility and recreational trail segments did not exist. Through this process the project team set out to compile a comprehensive list and evaluate means for prioritizing the individual segment gaps so that there would be data to support decision-making as these segments are considered and further evaluated for future capital investment. The project team met with stakeholders, such as the Prince William County Trails and Blueways Council (TBC), residents, bicycle and paddling advocates, and other local jurisdictions to determine the key needs/values for the County's trail network. Overwhelmingly the feedback that was received was that County trails need to provide connectivity to the places where residents work and shop, and also connect to other trails in the network so that recreational and active mobility opportunities and access are expanded. Prioritization matrices were developed from this feedback for both active mobility and recreational trails, and each trail segment gap was scored and ranked. From this, the project team created three priority tiers for both active mobility and recreational trails to separate out the highest and lowest scored segments, with the trails in each of the Tier 1 groups considered the highest priorities.

To properly advance any trail segment for capital investment funding, a preliminary cost estimate for constructing the trail is obviously helpful. At this level of planning, however, the project team acknowledges - and continues to stress - that any cost estimates developed at this stage are only for high level planning purposes and intended more to assist with decision making rather than being used as true cost estimates. The project team evaluated current project costs, current construction estimates, and estimates prepared by surrounding jurisdictions to arrive at construction cost ranges for both active mobility and recreational trails. These cost ranges are intended to cover a variety of trail types and project scopes, and are to be narrowed down once more details about a given trail segment are known. In the end, the cost per mile range for recreational trail segments was assigned a low value of $425,000 and a high value of $6.0M, to account for variation of design parameters/conditions. For active mobility trails the project team identified a per mile base rate for each trail type, ranging from $6,300/mile for sharrow markings and up to $4.5M/mile for 10-foot-wide shared use paths. Based on these final cost ranges, with adjustments for trail type, surface, or other anticipated factors/conditions, the high-level planning estimates to construct the Tier 1 trails in each category come to:

- Active Mobility Tier 1 Segments:
  76.12 miles total = $456M to $608M
- Recreational Trail Tier 1 Segments:
  54.38 miles total = $68M to $326M

This plan also serves as the County's first look at how the streams and waterways in the county might be utilized as blueway/water trails, both to enhance recreational opportunities and to create designated paddling routes. This analyses indicates that with its current land holdings along Broad Run, the County would be best equipped to initially study and pursue a paddling trail along Broad Run, generally in the area from just below Lake Manassas dam to Nokesville Road/Rt. 28. This plan also recommends expanding the analysis of site constraints along the County's other major streams and waterways with the goal of developing a comprehensive blueway trail plan that improves water access for county residents and ultimately allows for a mix of short

Executive Summary (continued)

and long duration paddling trips. Staff will therefore continue to advance blueway trail planning efforts during the 10-year duration of this plan, to include identifying a countywide blueway trail network, site development projections, and capital investment needs for implementing future blueway recommendations.

Overall, it is acknowledged that the level of investment proposed by this plan, even just for the Tier 1 active mobility and recreational trail infrastructure, is not possible within the 10-year horizon of this plan. Comprehensively documenting these needs, however, is important so that background information and data is available to support future capital investment discussions and decision making. With this, the project team has identified that there are approximately 291 miles of active mobility trails and 118 miles of recreational trails that remain unbuilt, out of a combined planned network of just over 600 miles. To best advance this plan, the project team does not recommend focusing solely on the Tier 1 projects and instead proposes that Tier 2 and Tier 3 projects also be evaluated, particularly if there is an investment match or the project fills an urgent system gap. For this purpose, the data has been further divided to show the estimated costs to complete each of the greenway corridors and also show the highest priorities by magisterial district. In addition, as trail segments are built staff will undertake periodic reviews and updates of the prioritization ranking applied herein, so that this information is not static as changes in connectivity patterns come about through implementation of this plan.

As identified, the County has created a solid framework for a trail network that will be approximately 612 miles at completion, with 412 miles of active mobility trails and 200 miles of recreational trails. With less than 50% of this network constructed and available to the public, however, there is an urgent need to continue to increase capital investment in trail development. Advancing the priorities in this plan will allow the County to keep pace with the needs and desires of the county's growing population and the increasing number of residents that consider trails and access to trails as a determinant for the county being a healthy and vibrant place to live, work, and recreate.



Silver Lake Park

Chapter 1: Introduction

1.1: Introduction

Prince William County adopted its first Countywide Trails Master Plan in 1993. The 1993 plan proposed to connect the county's 230,000 residents via a recreational trail network consisting of 133 miles of greenway trails as well as a robust bike trail network provided within Virginia Department of Transportation (VDOT) rights of way. Thirty-two years later the county's population has soared to over half a million and, although the County has constructed 82 miles of recreational trail, the full vision for the 1993 greenway trail network has not yet been realized.

That is not to say that trail planning has been stagnant. With the 2008 update to the County's Comprehensive Plan (Comp Plan) the County began a concerted effort to better integrate the planning and implementation of the County's off-road recreational trail network with the on-road active mobility network. This integration of the public trail network was taken a step further with the most recent (2022) update to the Comp Plan, where trails are now collectively addressed within the Mobility Chapter, instead of in the separate Parks and Transportation chapters. This integration formally combines the goals for the recreational trail network into the active mobility plan for the County and enables synergies in planning, funding, and construction.

As part of the Comp Plan, the Mobility Chapter is a high-level plan for how the County intends to expand and improve its transportation network, including trails, over the next 20 years. The Mobility Chapter includes a Countywide Trails Map that shows the framework for an interconnected trail system but offers limited information on individual segments or implementation strategies, particularly regarding capital funding. To address this, Policy RT9.2 of the Mobility Chapter therefore called for County staff to develop a Countywide Trails Master Plan to prioritize trail segment gaps for future capital investment.

This plan is therefore the first Countywide Trails Master Plan established under Mobility Chapter Policy RT9.2. It is intended to serve as a trail implementation and master plan to expand the County's existing trail network, with a focus on completing gaps that make the trail network more interconnected and more easily accessed. To avoid confusion between this plan and the Countywide trails plan and map in the Mobility Chapter, we have coined this plan "*Pathways 2035: Prince William County Trails Master Plan*". Per Policy RT9.2, this plan will serve as a 10-year interim tool to advance the recommendations of the Mobility Chapter, as it pertains to recreational, roadway, and water trails. Moving forward, it is expected that this plan will be updated in regular 10-year cycles starting in 2035.

Mobility Chapter, Policy RT9.2:

"Develop a Countywide Trails Master Plan that identifies trail and active mobility gaps and includes priorities for inclusion into capital Improvement and capital maintenance budgets. In support of action strategy REC 1.6 (Parks, Recreation and Tourism Chapter) include an evaluation of blueway opportunities and interjurisdictional connections, as well as an analysis of bicycle routes and equestrian trails. This plan should be updated every 10 years following the update to the Parks, Recreation, and Open Space Master Plan."

1.2: Trail Planning History

Trail planning in Prince William County primarily dates back to 1993 when the County's Park Authority, predecessor to the Department of Parks and Recreation (DPR), formed a citizens committee to garner feedback on how to create a cross-county network of trails. This initiative was intended to address the recreational trail and open space preservation needs of a county that was witnessing increased growth, as a bedroom community of Washington DC. The County's trail planning initiatives from 1993 up to this current plan are outlined below to give context to where the County's trail planning initiatives began and have expanded since.

Park Authority Trails & Greenways Master Plan (1993) - As identified, the 1993 Greenways and Trails Plan (1993 Plan) is considered the County's original trails master plan as it was the first County document to propose an interconnected trail network, primarily

utilizing the stream valley corridors of the county, with trails designed for hiking, biking, and equestrian users. The stream valley corridors were seen as undevelopable land that could be preserved in a natural state where residents could have the opportunity to explore the natural landscape and waterways of the county via recreational trails, and it is the 1993 Plan's vision that set in motion much of the current trail network.

The 1993 Plan established policies, guidelines, and design standards for the development of ten greenway corridors across the county, ultimately creating a planned network of over 130 miles of trails. Key goals of the 1993 Plan were for the County to develop design standards for greenway trails and for the County to also take into consideration the proposed greenway trail alignments during the land development review process. The 1993 Plan relied heavily on land and easement dedications and trail construction from residential developers as the county's population grew. The 1993 Plan was instrumental in creating the framework for the recreational trail network as it exists today, with a majority of the existing greenway trail segments, both easements and constructed trails, being secured via the development review process and development proffers.

Comprehensive Plan Update (Parks, Open Space, and Trails Chapter - 2008) - Between 1993 and 2008, County trail planning efforts expanded with the inclusion of shared use paths as part of collector and larger roadway projects. With the County's 2008 Comp Plan update, Park Authority and County Transportation staff began to look more holistically at the connections between recreational and roadway trails and included trails as a specific topic in the Parks, Open Space, and Trails Chapter. Despite the merger of recreational and roadway trail initiatives in this update, however, some of the focus on establishing more connectivity between the two trail systems was lost since this update did not include a combined map of the two systems. The Trails Map in this update was limited to roadway trail priorities while recreational trails were mapped and discussed in conjunction with recreational, heritage, and open space corridors, thereby diluting the overall vision for how the two systems should connect to one another.

A key element of the 2008 Comp Plan update is that it advanced community involvement in trail planning with an action strategy to create a trails and blueways advisory committee for the purpose of recommending trail priorities to County staff. As a result of this action strategy, the Prince William County Trails and Blueways Council (TBC), was established in 2009. The TBC is a 16-member council, appointed by the Board of County Supervisors, that serves as an advisory group for County trail planning and development projects. The TBC meets monthly and is supported by staff from DPR, the Department of Transportation & Capital Construction (DTCC), and Planning Office.

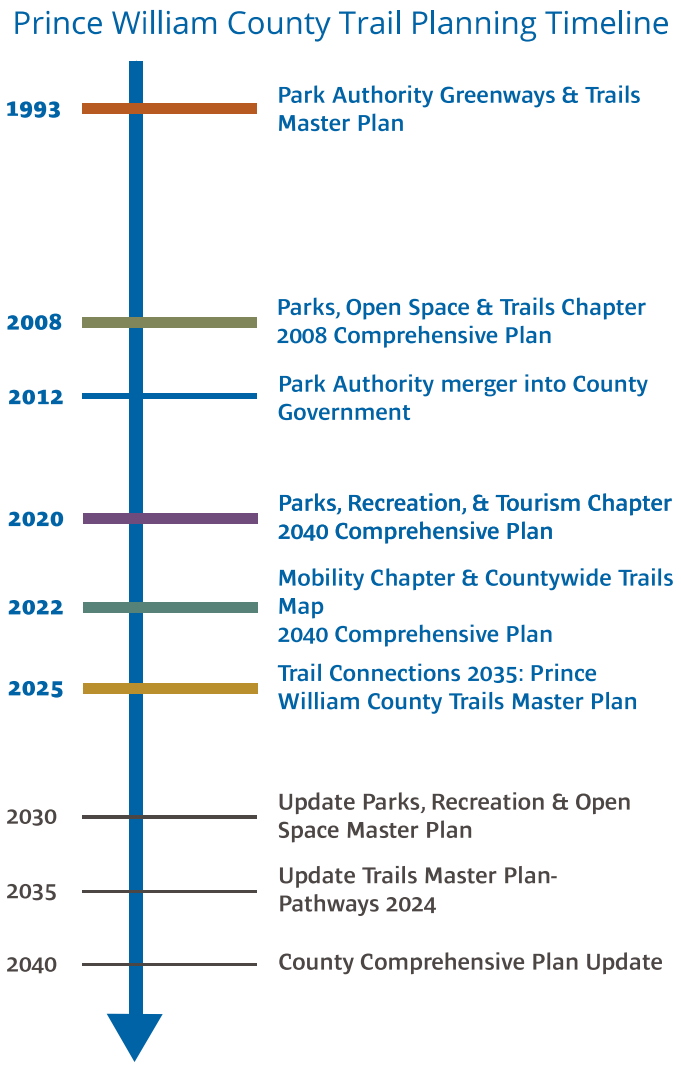


Figure 1.1: Trail Planning Timeline

Park Authority Merger (2012) - The Park Authority was merged into the County government and became the Department of Parks and Recreation (DPR) in 2012. This merger created more opportunities for dedicated

funding for recreational trail projects through the County's Capital Improvement Program (CIP). This change, along with the addition of a Bike-Ped Planner position within the Department of Transportation around the same time, led to a more cohesive inter-departmental focus on recreational and roadway trail planning and development from this point forward.

Parks, Recreation & Tourism Chapter (2020) - The Parks, Recreation & Tourism Chapter (Parks Chapter) of the Comp Plan was updated in 2020 as part of the County's 2040 Comprehensive Plan update. The Parks Chapter serves as a guide for the expansion and development of the County's recreational infrastructure, including trails. The Parks Chapter also includes policies and action strategies that are directed at expanding and improving recreational trail opportunities, in addition to those identified in the Mobility Chapter.

Comprehensive Plan Update (Mobility Chapter and the Countywide Trails Map - 2022) - In 2022, the County revamped the Transportation Chapter of the Comp Plan and renamed it the Mobility Chapter. The change in name highlights the shift in the County's planning efforts toward a more interconnected and multimodal transportation network that includes roadways, transit stops and stations, and pedestrian and bike facilities. The 2022 Mobility Chapter introduced the concept of "active mobility" and sought to incorporate more human-powered transportation goals into the 2040 Comp Plan update. This update merged the recreational trail planning goals, which were typically in the Parks Chapter, with active mobility planning efforts, resulting in a more unified approach to planning and developing the interconnected trail network envisioned in 2008. The 2022 Mobility Chapter also presents for the first time, a Countywide Trails Map that shows how recreational and active mobility trails are to connect to one another to create an interconnected and multi-modal trail network.

Parks and Recreation Needs Assessment Survey (2024) - DPR conducts needs assessment surveys on a regular basis. In the last two assessments, conducted in 2019 and 2024 the results identified "walking and biking trails" as the most important recreational facility for household respondents, with "biking and hiking trails" also identified as the facility type with the most unmet need in 2019. These results are not surprising since walking and biking trails are an integral way for residents to move within their neighborhood and access the outdoors for recreational purposes. These results support the need for a Countywide Trails Plan and the recommendation to update this plan at 10-year intervals. A 10-year update of this plan will conveniently fall after future Needs Assessment Surveys and a planned 2030 update to DPR's Parks, Recreation, and Open Space Master Plan. With this, the importance and value of trails can continue to be reviewed and evaluated across DPR planning efforts while the recommendations in this plan are being implemented.

Pathways 2035: Prince William County Trails Master Plan (2026) - As the next evolution in the County's trail planning efforts, this plan serves as an implementation tool for the trail-related goals, action strategies, and policies spelled out in the current Parks and Mobility Chapters of the Comp Plan, and key objectives identified herein. This plan identifies and prioritizes segment gaps in the County's trails (and blueways) network for inclusion in capital budgeting and proposes opportunities to expand the network through the use of volunteers and other partnerships. As identified in Mobility Chapter Policy RT9.2, this plan should be used to support capital planning for trails and continue to drive project prioritization through 2035.

1.3: Benefits of Trails

The documented benefits of trails are vast. This section provides a brief overview of how communities benefit from trails, including an overview of how this plan helps support the County's broader planning efforts and strategic plan goals to ensure the county remains a healthy and vibrant place to live and work.



Health & Wellness

It is well documented that regular physical activity results in both physical and mental health benefits. Spending time outdoors has also been found to reduce stress and boost mental well-being. Trails support public health and wellness not only by providing the physical space to recreate and be outdoors, but also the physical connection for people to access and move within outdoor environments. The array of recreational

activities that can take place along a trail is extensive. Land and water trails can provide people of all ages with a place to walk, jog, cycle, skate, paddle, or even go horseback riding or bird watching. DPR also uses trails, like the Neabsco Boardwalk, as outdoor classroom space for activities such as yoga and interpretive programs.

Trails, both naturally and by design, encourage active lifestyles. So much so that the American Planning Association's Healthy Communities Policy Guide (APA Policy Guide) includes several recommendations for utilizing active mobility and trail systems as a means of promoting healthy communities and active living. For active living, in particular, the APA Policy Guide recommends that communities develop policies for complete streets, road diets, and traffic calming measures, which includes increasing the number of and access to bike/ped facilities, such as trails. A range of County planning documents incorporate APA's Healthy Communities recommendations. In particular, the County's 2025-2028 Strategic Plan (Strategic Plan), includes a Mobility Goal to "foster an inter-connected and accessible transportation network that…broadens transportation choices." One strategy identified to accomplish this goal is to "prioritize the mobility of people over vehicles." *Pathways 2035* should therefore be utilized as a tool to achieve this goal, by helping create the framework for an interconnected network of trails that is intended to not only promote active mobility but also active living.



Economy

The economic benefits of trails are broad and can range from an increase in local business revenue from tourism brought in by trail users; to job creation resulting from trail construction projects or the establishment of new businesses that support trail users; as well as to the transportation and healthcare savings for individuals that use trails for transportation or physical activity. When trails serve as a recreational tourism destination, trail users typically spend money on lodging, food, gear rentals, and other related services. This spending provides a boost to local businesses by generating revenue and, in some instances, also supports the local economy by creating the need for new/additional businesses. Regardless of the type of business, it has also been shown in urban and suburban areas that when bicycle access to a commercial area is provided, the businesses in that area see higher retail sales. This highlights the importance and value of utilizing trails to create connectivity not only between trail users and the businesses they frequent, but also as an alternative transportation choice to connect residents to the businesses and services in their local community.

Trails can also increase property values. A 2025 report by the National Association of Realtors (NAR) found that "wellness design" is now the top consideration on home buyers' wish lists. Wellness design includes features such as places to gather outdoors, walkable streets, bike lanes, and trails. NAR has found that home values in communities that focus on wellness design are currently estimated at 10-25% higher than competitive homes in communities without these features. Prior to this broader wellness ideal, it had also already been well documented that the closer that a home was to a trail, the higher the home's value, and that home buyers were already placing a priority on the 'walkability' and 'connectivity' of the neighborhood when deciding which home to purchase. As seen in the County's own surveys, "walking and biking trails" were ranked as the number one most desired recreational amenity in both the 2019 and 2024 Needs Assessment Surveys, so it correlates that trails are a valued amenity for homeowners.

With three major regional trails passing through Prince William County (the Potomac Heritage National Scenic Trail, East Coast Greenway, and US Bicycle Rt-1), plus an additional 30+ miles of existing trail in the County's greenway corridors, the County is well positioned to become a trail tourism destination. Establishment of a countywide trail network also supports the County's Strategic Plan Goals for Smart Growth which includes "strengthening and enhancing the diversity and sustainability of the local economy and the County."



Community/Sense of Place

Trails strengthen communities by creating physical connections between people and the places around them (parks, schools, places of worship, economic centers, transit, etc.). By design, trails can also create a

sense of community by putting users face to face which, in turn, encourages social interaction. Since trails are also commonly a space where people gather for similar interests, such as walking, jogging, biking, commuting, or even birding, trails can create a network of like-minded individuals, which can also foster a sense of community. When people feel that they are part of a broader community or part of a group that shares similar interests, they may also become more actively involved in advocating for their common interests, as well as community decision making. "Quality of life" is also deeply intertwined with a person's sense of belonging and sense of community formed through social connections and shared activities. As an amenity that can create a sense of community, trails can therefore play a role in how residents perceive their quality of life, and in support of this, the County's Strategic Plan Goals for Quality of Life directly identify trails as a resource for improving quality of life for county residents.

In some communities, trails also provide a sense of place or identity by creating the connections between communities and the local environment, which includes its natural, cultural, and historic spaces. Trails can be defined as linear parks, cultural corridors, and community connectors, but the common thread is creating the connection between the trail user and the environment around them. Trails can also be created to promote a sense of place, and pride, particularly when the trail provides access to and/or highlights an amenity or amenities unique to that trail or community. An example of this is the Potomac Heritage National Scenic Trail that runs through Prince William County. The trail name creates a sense of place – along the Potomac River – and for the County it creates a sense of pride that the county is part of a national scenic trail that extends from the highlands of western Pennsylvania to Chesapeake Bay. From a tourism perspective, sense of place is also key to creating an authentic tourist experience which, in turn, often increases tourism loyalty and return trips to a destination – and as mentioned previously, with three major "destination" trails passing through the county, the county is well positioned to be a trail tourism destination. Trails as a sense of place can therefore lend support to the County's Strategic Plan Goals for Smart Growth.

Regarding trail advocacy in Prince William County, there are several trail groups that have formed out of a common interest in trails, and staff would like to specifically acknowledge the following for their assistance in the preparation of this document, as well as their on-going advocacy and support for trail development in Prince William County - the Prince William Trails & Blueways Council, Prince William Trails and Streams Coalition, Active Prince William, Greater Prince William Trails Coalition, and MORE (Mid Atlantic Off-Road Riding Enthusiasts).



Environment

The environmental benefits of trails are often tied to the use of trails as a conservation tool, since many communities have historically used trails as the tangible reason to preserve open space and greenway corridors. Open space and greenway corridors provide an array of environmental benefits, including lessening the impact of development on air quality, and mitigating stormwater runoff which helps replenish groundwater supplies and improve water quality. Open space preservation can also be used to protect environmentally sensitive areas and wildlife habitats, and when trails are properly designed through these areas, they can offer environmental education opportunities and promote awareness of why such areas should be protected. As noted in Section 1.2, Prince William County started using greenway corridors as an open space conservation and land preservation tool in 1993, with the adoption of the Trails and Greenways Master Plan. As a result of that plan, the County began seeking the donation and acquisition of stream valley parcels and public trail easements as part of land development review processes, and since 1993 has acquired 962 acres of parkland and 24 miles of trail easements along the county's waterways for public recreation purposes. Continuation of these efforts is supported in the Parks and Mobility Chapters of the Comp Plan. In addition, trails are also specifically identified in the Environment Goal of the County's current Strategic Plan, as a way to improve walkability and bikeability to and around public amenities and parks.

In addition to the above, trails also support action strategies identified in the County's 2023 Community Energy and Sustainability Master Plan (CESMP) and the

current pending amendment of this plan. Through the CESMP, Prince William County has committed, among other items, to tackle greenhouse gas (GHG) emissions both regionally and locally. Regionally, the County works jointly with the Metropolitan Washington Council of Government's (MWCOG) Transportation Planning Board (TPB) to implement GHG reduction strategies, which include trail-specific strategies such as improving bike/walk access to all TPB-identified high-capacity transit stations, and increasing the percentage of walk/bike modes of travel. Locally the County is working to reduce GHG emissions through the establishment of the Climate Mitigation and Resiliency Goals, the formation of the Sustainability Commission, and the development of (and amendment to) the CESMP.

Incorporating transportation alternatives in environmentally focused planning efforts is important, since studies have shown that using a bicycle instead of a car for short trips can reduce GHG emissions by as much as 75%. Providing a robust trail network that allows residents an opportunity to make close to home trips via a wider range of bicycle and pedestrian modalities, therefore not only reduces GHG emissions, but can concurrently reduce traffic congestion, while also improving air quality and overall health outcomes by reducing airborne particulates. The key to ensuring that trails provide the greatest benefits for both transportation and the environment is therefore also a key outcome of this plan – to provide residents with an interconnected network of trails that is close to where they live, work, and play, so that making the more beneficial choice from a transportation and environmental perspective is ultimately the easier choice for residents in their daily routines.



Transportation & Mobility

The benefits of trails from a transportation and mobility perspective are spread across the other benefits identified in this section. Trails provide an alternative form of transportation that can reduce traffic congestion, improve air quality from reduced greenhouse gas emissions, create active and healthy communities, and at the most basic level trails allow residents to access the businesses and services in their local community that might otherwise be inaccessible. As a transportation alternative, the trail recommendations in this plan therefore support the breadth of County planning initiatives identified herein, including the Mobility Chapter, Strategic Plan, and CESMP, and are a fundamental principle supporting the County's vision for more walkable, mixed-use communities.

1.4: Relationship to Regional and State Transportation and Trail Plans

There are several regional and state transportation and trail planning initiatives that support the importance and benefits of the County having an adopted Trails Master Plan. Not only does an adopted plan assist local jurisdictions with identifying how their respective roadway and recreational trail networks can connect to one another, but trail priorities identified in an adopted plan also often score higher when applying for grant and funding opportunities through state and federal programs. The following is a brief overview of regional and state planning documents that can help guide and support the priorities identified in this plan.

National Capital Region Transportation Plan (2025) - The current National Capital Region Transportation Plan, also known as Visualize 2050, was adopted in December 2025. This plan is a federally mandated document that examines the region's overall mobility vision and coordinated transportation planning efforts. The plan is developed by the National Capital Region Transportation Planning Board (TPB), of which Prince William County is a member. This plan is updated regularly to reassess current and projected growth, changes in travel patterns, and updates to the shared policies and goals for the region. Visualize 2050 highlights the region's planned investments to address transportation issues and achieve regional goals through the year 2050. The projects included in the plan are intended to expand the region's trail network by filling active mobility gaps and connecting existing recreational trail destinations, while also focusing on improving the overall safety of the various transportation systems. As a TPB member, the County will continue to advance the recommendations of the Visualize 2050 plan as part of all future transportation and mobility projects.

National Capital Trails Network (2024) - The Metropolitan Washington Council of Governments

(MWCOG) Bicycle and Pedestrian Subcommittee originally developed the National Capital Trail (NCT), also known as the Bicycle Beltway, in 2014 as a bicycle and pedestrian route circling the core of the region. Following inclusion in the National Park Service's 2016 Paved Trails Plan and the National Capital Region Transportation Plan, the NCT was expanded to include all TPB member jurisdictions with the goal of creating a regional trail network that provides dedicated off-road bicycle and pedestrian facilities, accessible to people of all ages and abilities, and suitable for transportation, improving access to transit and recreation. This broader National Capital Trails Network helps to prioritize funding from regional grant funding sources for bicycle and pedestrian facilities such as the Transportation Alternatives Program (TAP), Transportation Land-Use Connections (TLC), and the Regional Roadway Safety Program (RRSP).

Bicycle and Pedestrian Plan for the National Capital Region (2022) - The Bicycle and Pedestrian Plan for the National Capital Region, prepared by MWCOG, examines the status of bicycling and walking in the National Capital Region. The 2022 edition of this plan identifies capital improvements for bicycling and walking in the National Capital Region, including a review of studies, actions, and strategies that the region proposes to carry out by 2045. It also shows how implementation of the identified capital improvements will advance the goals of the National Capital Region Transportation Plan. MWCOG has also compiled best practices for the planning and implementation of bike and pedestrian projects which will be reviewed as the priorities identified in this plan advance through design and construction phases of development.

The MWCOG and TPB plans described above serve to outline the overall vision for the Metropolitan Washington DC region, and outline policies and goals to help achieve the goal of a unified and connected transportation network. These plans also compile local planning efforts, such as this plan, to ensure consistent planning across the region. Trail segments identified in this plan that connect to the regional trail network have been prioritized to help achieve both local and regional goals.

Virginia Statewide Multiuse Trails Plan (2026) - The Virginia Statewide Multiuse Trails Plan (Statewide Plan), released in May 2026, lays the groundwork for a network of regional multiuse trails across the Commonwealth of Virginia. In this plan, the State Trails Office compiled an inventory of existing, planned, and proposed trails in an effort to identify local, regional, and long-distance trails that have the greatest potential to complete existing trails and expand regionally connected trail networks.

Trails tapped for inclusion in the Statewide Plan were limited to hard surface, accessible, multi-use trails, preferably separated from vehicle traffic. Because of this, most of the active mobility and recreational trails identified in this *Pathways 2035* plan were not considered for inclusion in this update of the Statewide Plan. To increase awareness of Prince William County's trail resources and the connectivity provided for in this plan, the County should continue to advocate that more of the local active mobility and recreational trails be included in future Statewide Plan updates. Inclusion in a statewide plan has the potential to open doors to more state and federal funding opportunities and could also be utilized to drive tourism.

Virginia Outdoors Plan (2024) - The Virginia Outdoors Plan (VOP) is developed by the Virginia Department of Conservation and Recreation (DCR) to meet the outdoor recreation objectives and requirements of the Land and Water Conservation Fund (LWCF) Act. Regular updates of the VOP fulfill a requirement for the state to remain eligible for federal funds administered through LWCF. Local projects that align with the priorities identified in the VOP are generally eligible for LWCF grants.

The VOP includes a section identifying trail priorities across the state and references two Virginia State Trails that traverse Prince William County – the Potomac Heritage National Scenic Trail (PHNST) and the East Coast Greenway (ECG). The County has applied for and received funds for the PHNST via previous LWCF grant rounds. The VOP also addresses the importance of greenway corridors, for both environmental protection and recreation. This creates opportunities for the County to pursue LWCF funding for the on-going development of the greenway corridors and trails identified in this plan.

1.5: Trail Design and Typologies

A well-designed interconnected trail system requires a variety of trail design types to serve the needs of different user groups and different environments. While the planning and construction of these trail types differ, it is important to provide a cohesive user experience. For this plan, the primary trail typologies are Active Mobility Trails (on road), Recreational Trails (off-road), and Blueways (water trails). Each of these typologies can take different design forms, which are provided below for the purposes of creating a common nomenclature for the trails considered in this plan. While the design of these facilities is categorized within these typologies, it is important to note that the various trail types may have an overlap in use, meaning a recreational trail can serve active mobility needs and vice versa.

Active Mobility Trails

The County's Active Mobility Trails are typically located within VDOT rights-of-way and are primarily designed for efficiency of transportation. The design and use-case for these trails are governed by VDOT and federal standards. The Active Mobility Trail types considered in this plan are described below.

Shared Use Path - *A 10' wide asphalt or concrete trail, typically running parallel to the roadway, designed for walking, jogging, and bicycling. Shared Use Paths may be located adjacent to or separated from the edge of the roadway with the alignment accounting for roadway speed, environmental constraints, and/or the location of other transportation facilities. Shared Use Paths are considered one of the most comfortable bicycle facilities and should be suitable for riders of all skill levels. Shared Use Path widths may be reduced to a minimum of 8 feet, but only in extenuating circumstances and with VDOT approval.*





Bike Lane - *A 4-5' wide marked lane within the paved surface of the roadway dedicated specifically for bicycle use. Separation from the vehicle lane can range from striping to physical barriers such as curbs or flex posts. Bike Lanes are most suitable for roads with less than 3,000 vehicles per day and speed limits of 35 mph or less but can be considered for higher volume facilities when separated/buffered from the travel lane. Bike Lanes increase cyclist comfort and confidence on busy streets, and lane markings provide defined road space. Dedicated Bike Lanes increase the predictability of bicyclist and motorist positioning and interaction and visually remind motorists of a bicyclist's legal right to the street.*

Paved Shoulder - *A widening of the paved surface on the outer edge of a road, intended for non-motorized use. The width of a Paved Shoulder can vary from 1 to 4 feet. Paved Shoulders are typically considered to be the area between the white line marking the edge of the travel lane and the edge of pavement. Paved Shoulders are typically provided along rural roads where a safe buffer from motor vehicles is preferred but a shared lane is not feasible.*





Sharrow – *A marked shared lane between cars and cyclists which is typically used where a dedicated bike lane is not feasible. Sharrows are only for use on roads with less than 3,000 vehicles per day and speed limits of 25 mph or less. Sharrows are typically identified by intermittent shared lane markings (painted markings on the roadway and/or signage) that indicate a shared lane environment for bicycles and motor vehicles. Sharrows reinforce the legitimacy of bicycle traffic on the street and increase motorist awareness that there may be cyclists in the travel lane.*

Recreational Trails

In Prince William County, "recreational trails" are typically outside of the road right-of-way and principally designed for recreational uses such as walking, jogging, bicycling, or equestrian use. They are also generally managed and maintained by the County's Department of Parks and Recreation (DPR). This plan refers only to recreational trails owned and maintained by the County and is not intended to pertain to recreational trails provided by other jurisdictions or trail providers. The design of recreational trails is heavily influenced by the terrain and intended user groups. This leads to more varied and non-standardized design guidelines, which can be found in the County's Trail Standards Manual (published by DPR). The Recreational trail types considered in this plan are described below.



Natural Surface Trail – *Natural Surface Trails have a compacted native soil surface and no sub-grade remediation. The majority of the County's park and greenway trails are natural surface trails due to their low cost and low impact design. These trails can range from rough 2-foot-wide single-track (Class 1) trails, primarily designed for hiking or mountain biking, to wider (4 to 5-foot-wide) smoothed/intermittently rough trails (Class 3) that appeal more to equestrians and multi-use traffic patterns.*

Stonedust Trail – *A Stonedust Trail is an improved surface trail consisting of imported material such as crushed stone or aggregate with a larger stone base for improved drainage. Stonedust Trails provide a user-friendly, all-season surface that is generally suitable for a wide variety of trail uses. The tread of Stonedust Trails should generally be a minimum of 6-foot-wide to accommodate two-way use, while trails in higher use areas can be up to 10-foot-wide. Aggregate size can impact equestrian use and should be considered where a trail is to accommodate horses. If designed and constructed properly, Stonedust Trails can also meet the federal guidelines for accessible trails.*





Paved Trail – *Paved Trails that are for recreational use outside of a road right-of-way are generally not held to the same design standards as a shared use path (inside a road right-of-way) and, as such, can be lower impact facilities constructed of asphalt, concrete, or a resin-based stabilizing material. Paved Trails are not generally designed for equestrians but may be utilized for this purpose for short distances where necessary. The tread of Paved Trails should be a minimum of 6-foot-wide to accommodate two-way use, with wider trails (up to 10-foot-wide) located in higher use areas. Paved Trail surfaces typically meet the federal guidelines for accessible trails.*

Boardwalk – *A Boardwalk is an elevated trail designed to keep users above and out of wet or environmentally-sensitive areas and is typically constructed of wood or concrete. Boardwalks should be a minimum of 6-foot-wide to accommodate two-way use, and up to 12-foot-wide in high traffic areas. Boardwalks may or may not have a railing depending on site conditions and local building requirements. A Boardwalk surface will typically meet the federal guidelines for accessibility if properly designed.*





Blueway – *Blueways, also called water trails, follow streams and rivers and are intended primarily for hand-carried watercraft such as kayaks and canoes. Blueway planning focuses on location and design of launches and the associated wayfinding that highlights key features along the paddling route. Key design considerations for a Blueway launch include parking, ease of access to the water, type of launch area (bank or dock), and distance between adjacent launches.*

1.6: Plan Development

This plan is an inter-departmental document prepared by staff within DPR, DTCC, and the Planning Office, collectively referred to in this document as the Project Team. As identified previously, this plan is an extension of the Mobility Chapter and intended to advance the Mobility Chapter goals for trails into actionable projects. This plan evaluates community sentiment and stakeholder preferences regarding trail types and connectivity to arrive at priorities for capital improvement planning efforts. Plan development included multiple opportunities for public participation and feedback, including:

- an online survey
- two in-person planning charette-style meetings
- a webpage with online comment portal, and
- bi-monthly updates/discussions with the TBC

The Project Team compiled a comprehensive inventory of County planned and managed trails through a review of existing planning documents and field data collection. Active mobility trails were compiled from the Mobility Chapter and recreational trails were compiled via an updated review of park master plans and deeds and easements for recreational trail segments located off County property. Trail inventories from DPR and DTCC were evaluated using GIS-based analysis to support decision making. Project prioritization was further supported by stakeholder feedback and review.

Stakeholders that participated in this process, not including the Project Team or staff from other County Departments, in no particular order, are:

- Town of Dumfries
- Town of Occoquan
- City of Manassas
- City of Manassas Park
- DPR Parks & Recreation Commission
- PWC Trails & Blueways Council
- PWC Trails & Streams Coalition
- Greater Prince William Trails Coalition
- Active Prince William
- Prince William Conservation Alliance
- Mid Atlantic Off-Road Enthusiasts (MORE)
- Northern Virginia Regional Commission
- National Park Service – Potomac Heritage National Scenic Partnership Coordinator
- East Coast Greenway Alliance
- Various local homeowner's associations

The Project Team would like to thank all those who participated in the discussions pertinent to the content of this report, including residents who took time to attend meetings and/or provide written comments. In particular, we would like to thank the members of the TBC who, since 2009, continue to dedicate their time to advocating for trails and work collaboratively with County staff to advance the County's trail planning and construction projects.



In-person planning charette meeting



Project Team presenting to the Planning Commission

Chapter 2: Plan Advancement

2.1: Vision and Mission

Inherent to the master planning process is the creation of a vision statement for what the plan is to achieve when implemented. It is also beneficial to identify the steps that will be taken to achieve the overall vision, thereby creating the plan's mission statement. Since this plan is, in effect, an implementation plan for the upcoming 10-year horizon, the broader goal of the plan is to provide an interconnected network of trails that improves the quality of life for residents, by connecting residents to the places where they live, work, and play. Stemming from this broader goal, the Project Team developed the below vision and mission statements as the drivers for how this plan moves forward.

Vision Statement

In 10 years the County's trail network will be more extensive and interconnected, and will be steadily advancing active mobility and recreational trail priorities that support County Strategic and Comprehensive Plan goals, via targeted capital investment efforts.





Mission Statement

Advance active mobility and recreational trail planning goals by formalizing segment gaps (ie. securing easements, completing final design/cost estimates, utilizing volunteers, or similar)

Figure 2.1: Vision and Mission Statements

2.2: Mobility Chapter Goals

As identified in the Mobility Chapter, the intent of that plan is to provide an accessible, safe, comprehensive, multimodal transportation network that allows for the safe and efficient movement of goods and people throughout the county and into surrounding jurisdictions. As a high-level planning document, the Mobility Chapter was designed to address five key focus areas regarding Mobility. There are several goals under each of these five focus areas that are intended to direct future long-range planning efforts, as they relate to Mobility. Most applicable to the creation and implementation of this plan are the Active Mobility/ Transportation (AT) and Recreational Trail focus areas (RT). Some tasks/efforts conducted as part of the development of this plan directly address/fulfill the AT and RT goals identified in the Mobility Chapter. With this, an update on the current status of the Mobility Chapter's AT and RT goals is provided in Appendix G.



Groundbreaking for Potomac Heritage National Scenic Trail at Featherstone National Wildlife Refuge



Ribbon cutting for Brentsville Road Interchange Pedestrian Bridge

2.3: Key Objectives and Action Strategies

Throughout the development of this plan there were three key objectives that drove decision making, particularly during the analysis and prioritization phase described in the following chapter. Moving forward, these three key objectives should continue to be applied in a manner that supports the vision and mission statements of this plan. These key objectives should also continue to drive decision making as trail priorities and other related planning tasks are undertaken during the 10-year horizon of this plan.

Key Objective 1: Identify network connectivity priorities and funding for implementation.

Action Strategy: *Over the next 10 years, priority will be placed on completing gaps in the trail network that support connectivity, in advance of creating or adding new trail segments. Connectivity is the key focus of this plan, as it was the number one planning priority identified by stakeholders in the public participation process. Creation of an inter-connected network of active mobility and recreational trails is also a long-standing goal of the County, acknowledging that an interconnected trail network is vital for achieving a healthy and vibrant community, and improving quality of life.*

Impetus: *Completing connections and filling gaps in the network are the primary drivers of the prioritization matrices utilized in this plan and, with this, staff are confident the Tier 1 priorities identified herein align with stakeholder interests and plan goals. The Mobility Chapter directs that this plan should include priorities for inclusion in capital improvement and maintenance budgets, and the planning-level estimates included are intended to be a first step. Having an estimate, even a high-level planning estimate, enables staff to be more agile in response to grants, year-end funds, or other ad-hoc funding opportunities. Moving forward, additional design and cost estimating will need to be undertaken for selected Tier 1 segments, as they are identified and prioritized for advancement by County staff and stakeholders, so that funding mechanisms for these top tier projects can be reviewed and established, and that project can move forward to construction. Projects that are ultimately advanced by the Board of County Supervisors in future budgets can be funded via a variety of sources including, but not limited to, debt financing, general funds, capital reserves, grants, and developer contributions (proffers). Smaller scale projects might also be able to be constructed by volunteer groups with a minimal investment in materials. While the appropriate funding source for future trail projects will need to be determined on a project-by-project basis, this plan sets the framework for a preferential order by which the projects will be considered and evaluated for funding and advancement.*

Key Objective 2: Continue to coordinate active mobility recommendations with land use and community planning efforts.

Action Strategy: *The active mobility trail network will be advanced through a mix of resources and planning efforts, including the County's capital improvement program, federal and state grants, contributions from the development community including monetary contributions and/or trail construction, right of way dedications, and/or the construction of active mobility infrastructure as part of other transportation projects, including roadway widening and enhancement projects. Other types of active mobility infrastructure will also continue to be evaluated with regard to how it may support this objective - such as sidewalks for connectivity, rails with trails for increased mobility, or other similar supporting infrastructure.*

Impetus: *Providing residents with multimodal access to community destinations such as parks, public facilities, jobs, retail, and transit facilities, is key to transportation equity and a healthy community. In developing criteria for prioritizing the various active mobility trail segments included in this plan, access to these community destinations was a key consideration to ensure the identified trail segments align with the needs of residents. The active mobility recommendations in both this plan and the Comp Plan will continue to be evaluated in conjunction with changes to the County's overall land use vision and expansion of the County's transit network. Opportunities exist to expand consideration of pedestrian only facilities, such as sidewalks, in trail planning efforts. Opportunities also exist for expanding the diversity of active mobility facilities recommended as part of land development applications, including recommendations for more bike lanes, buffered bike lanes, or wider asphalt trails (outside of the VDOT right-of-way).*

Key Objective 3: Continue to seek partnerships that support trail construction, stewardship, and network expansion.

Action Strategy: *Where feasible, DPR will continue to pursue opportunities to improve/expand the stewardship program (or similar) to offset the smaller and/or lower cost recreational trail projects identified in this plan, particularly for natural surface trail projects that fill gaps in the greenway trail network and match the capabilities of volunteers and other partners. DTCC and DPR will continue to seek and utilize partners, where feasible, to advance the active mobility and recreational trail priorities of this plan.*

Impetus: *Collaborative efforts with volunteer groups and partner organizations help support trails at a more granular level than can be provided solely with County personnel and funding. Volunteers and partners already play an important role in supporting the maintenance and construction of trails. DPR currently has a stewardship program for organizations that are interested in maintaining trails within the County's parks and secured trail easements. If trail construction can be permitted under this program or other similar agreement, there is the potential for volunteers to assist staff with moving the smaller trail projects in this plan forward more expeditiously since volunteer hours offset the need for additional staff and can extend the project budget.*

Agency and jurisdictional partners are also vital to ensuring connectivity across the county and across jurisdictional boundaries. VDOT and DTCC work in concert to plan the mobility infrastructure that is most suitable along the county's roadways, including connections to adjacent jurisdictions. DTCC and DPR staff also coordinate with regional planning agencies and local jurisdictions to ensure that the County's mobility and recreational trails are considered part of regional trail networks. DPR has also recently established an agreement with Prince William Water to pursue the collocation of trails along water/sewer easements, where feasible, and hope to begin similar discussions with other similar entities that have utility and/or transportation corridors crossing the county. Seeking opportunities to collocate trails in these corridors helps advance the development of an interconnected trail network and, in turn, promotes the benefits identified in this plan.







Assorted trail volunteers, partners, and advocates

Chapter 3: Current Conditions

3.1: Current Trail Inventory

Active Mobility - The current active mobility trail network in Prince William County continues to expand as the County implements the recommendations of the Land Use and Mobility Chapters of the Comp Plan. These efforts include a focus on developing the network within and between regional and local activity centers, advancing complete street designs for new roadways, and expanding/improving existing facilities. DTCC, in partnership with VDOT, has made significant advancements in the proposed active mobility network, such as the expansion of the shared use path facility along U.S. Highway Route 1 which was done in conjunction with ongoing widening efforts. Improvements to multiple intersections/interchanges to include expanded trail facilities and crossings have also been undertaken, such as the bicycle and pedestrian bridge over Route 234 (Dumfries Road) at the Brentsville Interchange. In addition, there has been an expansion of grant applications for stand-alone trail projects that address connectivity, safety, and access to transit.

Trail System/Type	Existing	Planned	Total
All Active Mobility Trails	121	291	**412**
By Trail Type:			
Shared Use Path	119	147	**266**
Bike Lanes	2	30	**32**
Sharrows	0	11	**11**
Paved Shoulders	To Be Inventoried	103	**103**

Figure 3.1: Current Active Mobility Trail Status by Type

In total, there are currently approximately 121 miles of existing active mobility facilities along roadways in the county, the majority of which are 10-foot-wide shared use paths. Planned active mobility facilities identified in this plan and the Mobility Chapter total approximately 291 miles. Completion of this planned network will require substantial capital investment to complete, including funding from both local and regional sources. While not specifically addressed in this plan, it is worth noting that there is also an estimated 1,892 miles of sidewalk facilities in the county (both publicly and privately maintained). Sidewalks are a key part of the infrastructure that gets residents from their homes to the broader trail network envisioned in this plan and, as such, a review of sidewalk connections should continue to be part of site plan review and land development processes. The breakdown of the County's existing and planned active mobility trail network, by trail type, is shown in Figure 3.1.

Recreational Trails - For the purposes of this plan, recreational trails are considered those that are managed by DPR. The County's current recreational trail network is located both within County parks and within public trail easements secured by the County that extend beyond park boundaries. This recreational trail network has been planned to provide residents across the county with dedicated, off-road trail corridors, not only for recreation but also for access to the county's open spaces and natural areas. As a planning tool, DPR staff divide recreational trails into three status categories: existing, planned, and proposed. A brief description of each trail status is provided in Figure 3.2.

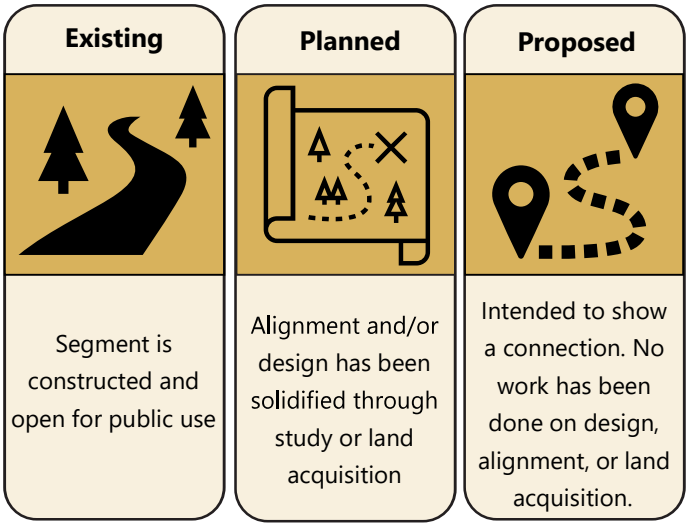


Figure 3.2: Recreational Trail Development Status

Trail segments typically move from 'proposed' to 'planned' status when DPR obtains access to the land needed for the trail, typically either through a dedicated easement or fee-simple ownership. There are also planned segments for which DPR may not yet have access to the land, but a feasibility study or other planning work has been completed that in effect approves that trail segment to move forward in the development process. Proposed trail segments are more aspirational and have not been vetted for specific

alignment or design. The 'proposed' trail status is a new level of analysis provided for in this plan and is intended to primarily assist with identifying gaps for which trail easements or other approved access needs to be acquired in order for the County to complete a trail alignment. From an acquisition perspective, it is noted that the existing, planned, and proposed trail lines utilized by DPR are for planning and mapping purposes only and any easements secured for recreational trails are always at the discretion of the property owner.

As shown in Figure 3.3, the County's current recreational trail network consists of 82 miles of existing trails, with another 117 miles in a planned or proposed status. Of the County's existing recreational trails in use today a majority are natural surface trails (61 miles) followed by asphalt trails (13 miles) and stonedust trails (9.5 miles). While designs are site-specific, natural surface trails are and will likely continue to be the preferred trail surface for DPR in most situations, not only due to the low cost and low impact to the environment, but also because such a large portion of the County's recreational trails are part of a greenway corridor. Figure 3.3 shows the breakdown of the County's recreational trail network by surface type and highlights the significant difference between the amount of planned and proposed natural surface trails versus asphalt or stonedust trails. A key takeaway from this table is that the County continues to have a vision for a robust recreational trail network, which at build-out will consist of over 200 miles of trails designated for recreational use, yet only 40% of this vision currently exists and is serving public demand.

Trail System/Type	Existing	Planned	Proposed	Total
All Recreational Trails	83.8	65.8	51.9	**201.5**
By Surface Type:				
Natural Surface	61.4	58.3	47.5	**167.2**
Stonedust	9.5	3.5	0.8	**13.8**
Asphalt	12.9	4.0	3.6	**20.5**
Corridor/Greenway:				
Broad Run Greenway	5.9	6.7	8.7	**21.3**
Cannon Branch Greenway	0.0	1.2	1.2	**2.4**
Catharpin Greenway	4.5	3.6	3.8	**11.9**
Kettle Run Greenway	0.0	0.0	4.7	**4.7**
Little Bull Run Greenway	0.4	5.5	4.8	**10.7**
Neabsco Greenway	2.9	2.1	5.9	**10.9**
Occoquan Greenway	14.3	1.2	0.7	**16.2**
Powells Creek Greenway	4.1	7.9	2.4	**14.4**
Rocky Branch Greenway	0.0	2.0	0.0	**2.0**
Potomac Heritage NST	26.2	5.3	7.5	**39.0**

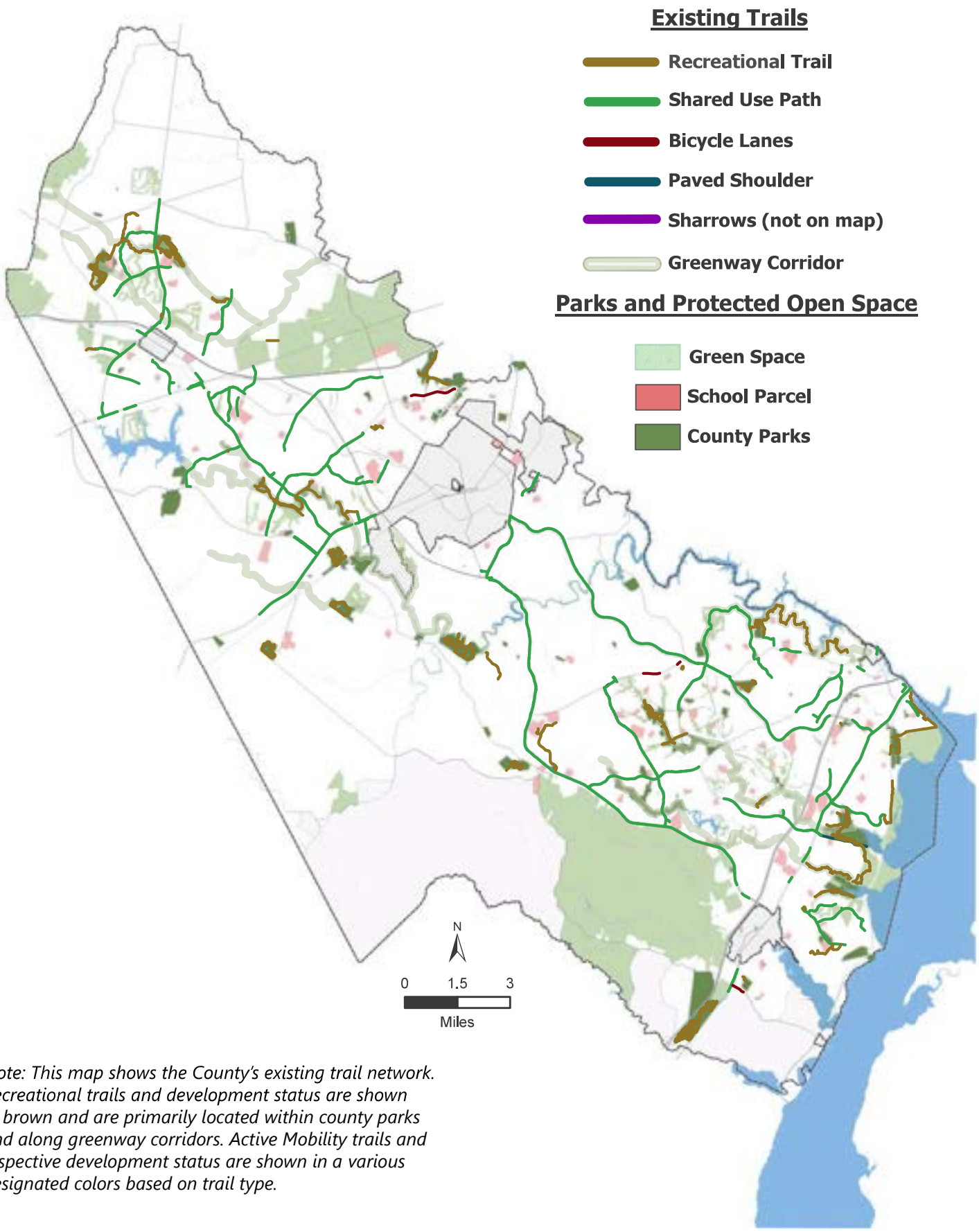
Figure 3.3: Current Recreational Trail Status by Surface Type and Individual Greenway Corridor

Chapter 3 Map Page Notes – *On the following pages there are three maps that show the various phases of the Countywide trail network. Map 3.1 shows existing active mobility and recreational trails. Map 3.2 shows the full trail network including existing, planned, and proposed trails. Map 3.3 shows the location of existing launch locations along the county's streams and is the basis for the blueways analysis presented later in this document.*



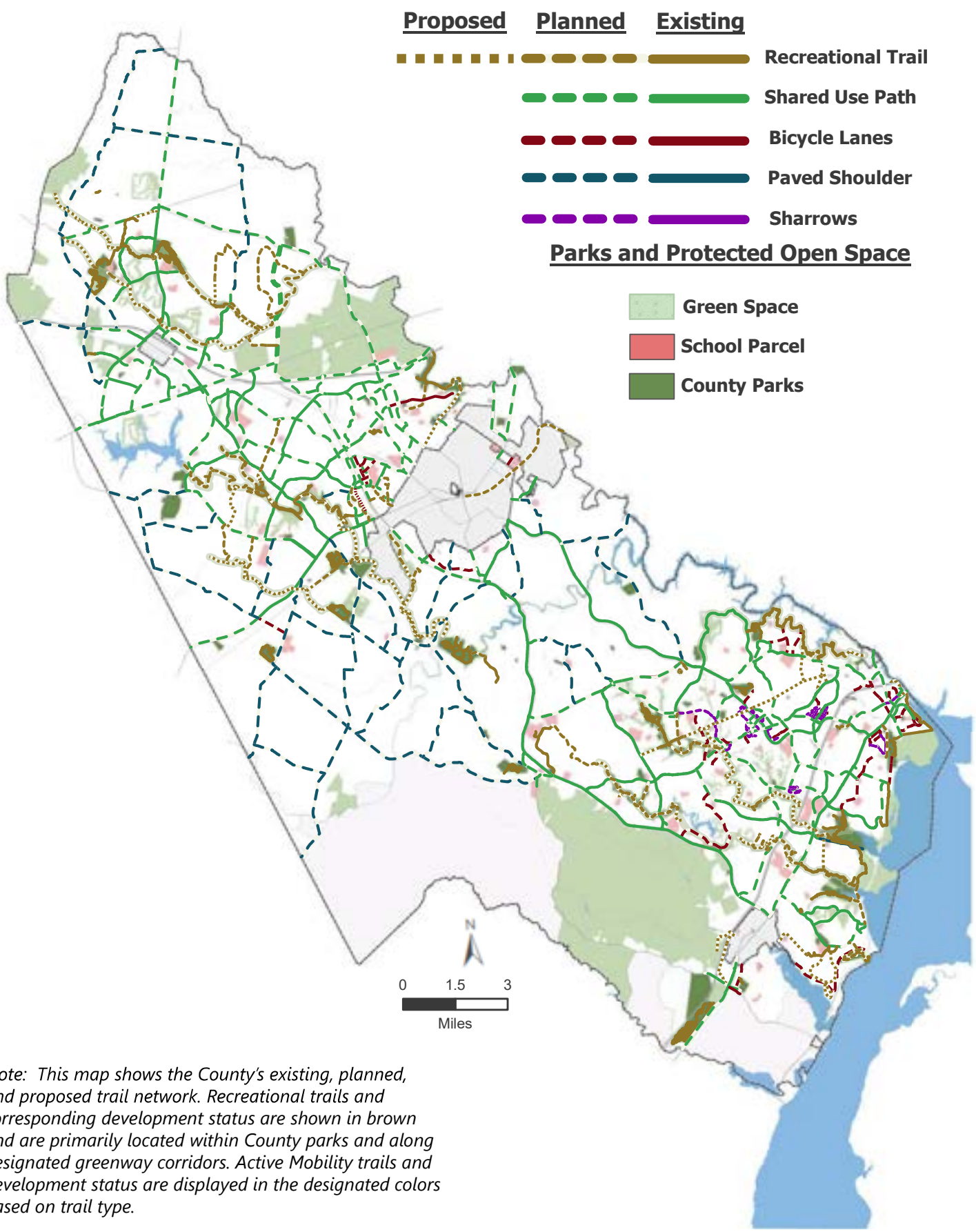
Asphalt trail behind Chinn Aquatics and Fitness Center

Map 3.1: Trails Existing Conditions



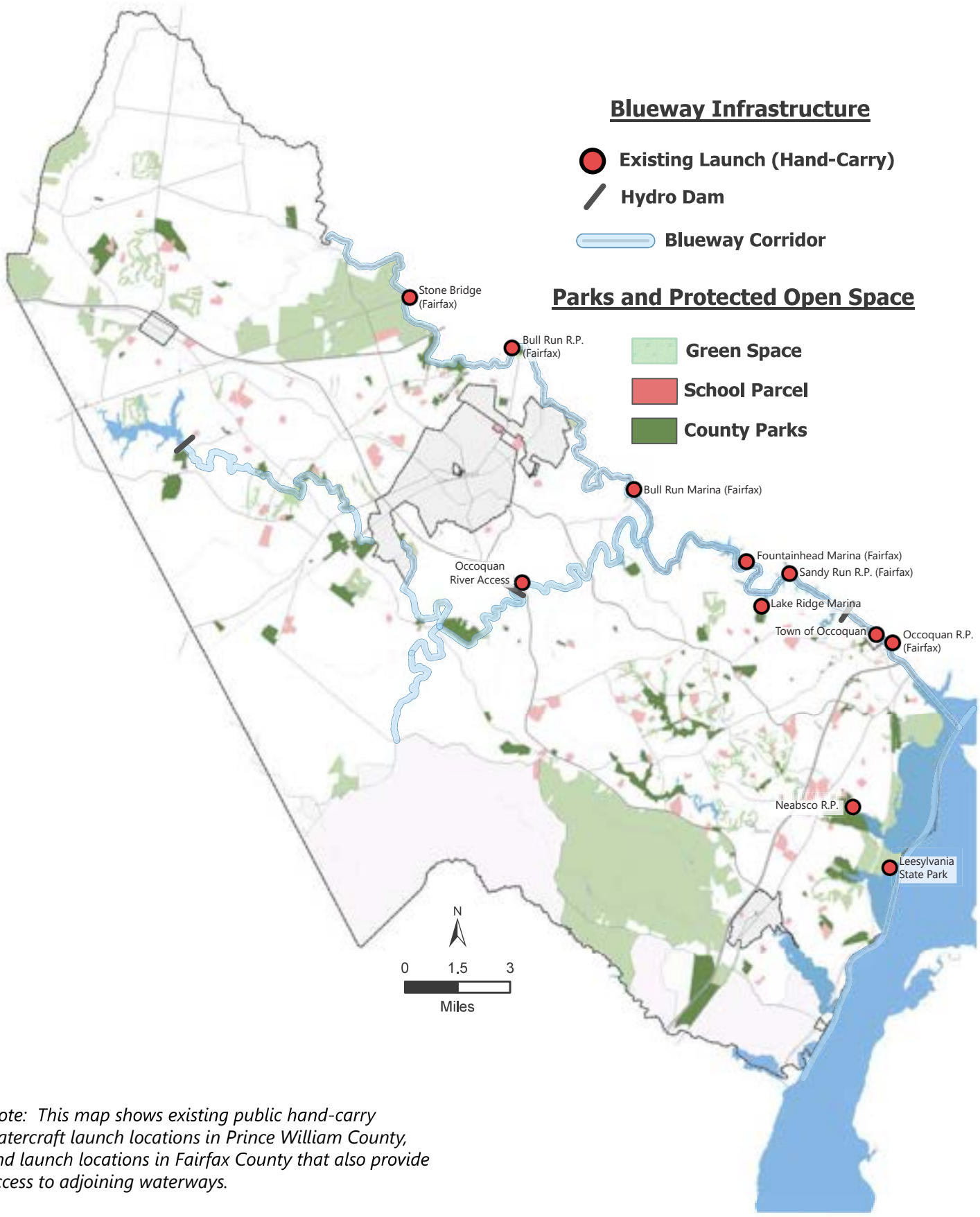
Note: This map shows the County's existing trail network. Recreational trails and development status are shown in brown and are primarily located within county parks and along greenway corridors. Active Mobility trails and respective development status are shown in a various designated colors based on trail type.

Map 3.2: Existing, Planned, and Proposed Trails



Note: This map shows the County's existing, planned, and proposed trail network. Recreational trails and corresponding development status are shown in brown and are primarily located within County parks and along designated greenway corridors. Active Mobility trails and development status are displayed in the designated colors based on trail type.

Map 3.3: Blueways Existing Conditions



Note: This map shows existing public hand-carry watercraft launch locations in Prince William County, and launch locations in Fairfax County that also provide access to adjoining waterways.

3.2: Regional Trails

As noted previously, there are three nationally recognized regional trails that connect to and pass through Prince William County. The following pages provide a brief overview of each trail's purpose, alignment, and key features.

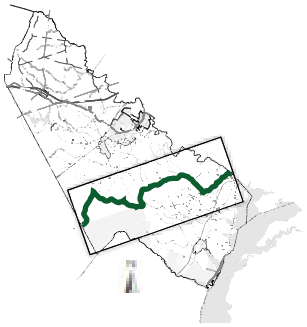
U.S. Bicycling Route 1 (37 Miles) – U.S. Bicycling Route 1 (USBR1) is a bicycling route that follows the eastern seaboard from Maine to Florida. This route was designated by Congress in 1982 and is managed by local, state, and national partners. The alignment for this route generally follows U.S. Highway Route 1 and consists of a mix of shared roadways, shared use paths, and other cycling-focused facilities. In Prince William County, USBR1veers away from U.S. Highway Route 1 and instead takes a westerly route from the Town of Occoquan, along Prince William Parkway, to Hoadly Road, on to Aden Road, and then west to the Fauquier County line. There are intermittent sections of bike lanes along the route through Prince William County, but much of the route is on road, particularly west of Dumfries Rd./Rt. 234. VDOT is responsible for designating the route in Virginia. There are local groups such as Active Prince William that are advocating for improvements to this trail and working with DTCC staff to advance recommendations. DTCC staff will continue to coordinate with VDOT on potential improvements to this route and will continue to make sure that it is considered and evaluated as part of any related roadway improvements.

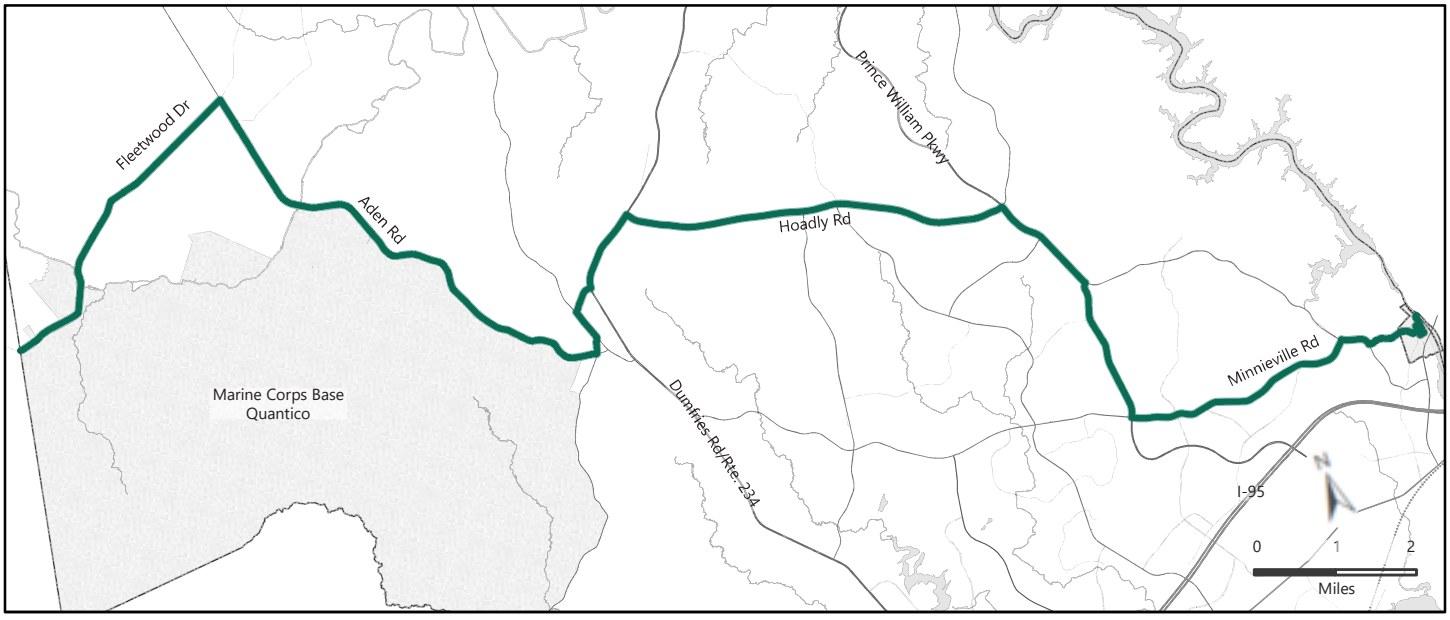
Map 3.4: U.S. Bicycling Route 1





U.S. Bicycling Route 1 sign on Bristow Road



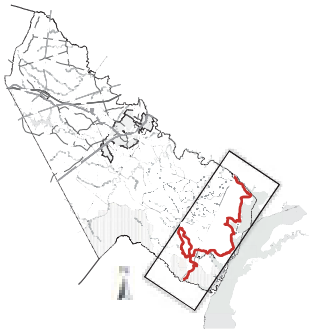


Potomac Heritage National Scenic Trail (39 Miles) - The PHNST is part of the National Scenic Trail system and was designated by Congress in 1983. The PHNST represents a major effort to preserve and celebrate the unique heritage of the Potomac River corridor, spanning three states and over 800 miles from the Laurel Highlands in western Pennsylvania to the mouth of the Potomac River at its confluence with Chesapeake Bay. Per the national scenic trail designation parameters specific to this trail, no lands were (or are) to be acquired by the federal government for the PHNST and instead it was intentionally planned to be a braided network of trails developed and maintained by a partnership of land managers, most of which, in Virginia, are local governments. The trail has been evolving since 1983 and in Prince William County has followed several different temporary alignments in order to benefit from the use of existing trails while working to fund and construct a more singular and final alignment.

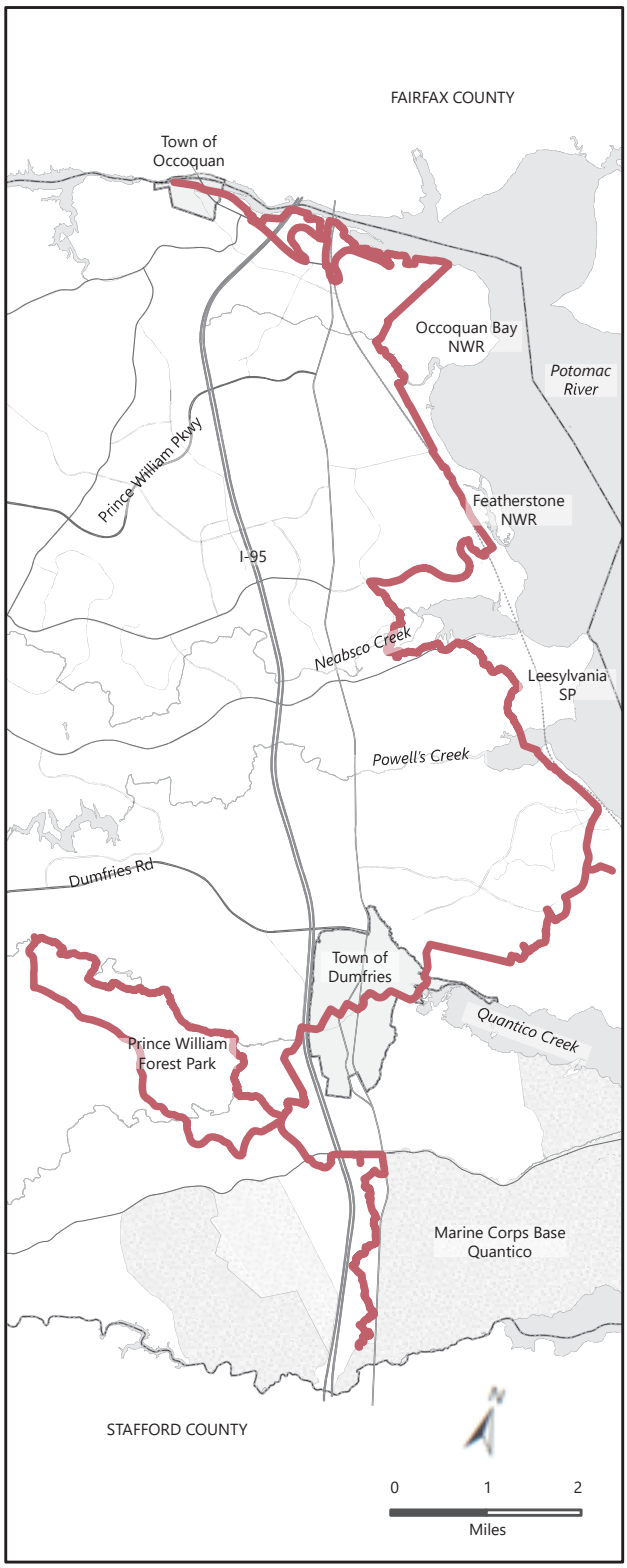
The current planned route of the PHNST through the county consists of 26.2 miles of existing trail (a mix of roadway and recreational trails), 5.3 miles of planned trail, and 7.5 miles of proposed trail – which when combined provides for an almost 40-mile-long trail for county residents and visitors. The route links several destinations in the eastern end of the county, including the historic Towns of Occoquan and Dumfries, the Occoquan Bay and Featherstone National Wildlife Refuges, Leesylvania State Park, Prince William Forest Park, the National Museum of the Marine Corps, as well as eight (8) County parks and historic sites – the highlight of which is the Neabsco Boardwalk. The County is currently constructing the trail segment that passes through the Featherstone National Wildlife Refuge. The County also recently completed a study to assist with identifying a feasible route for the PHNST through three different segment gaps, all heavily impacted by the lack of safe bike-ped facilities. The County received preliminary planning-level cost estimates to complete these gaps and have included those values in the cost estimate section of this plan.



Construction of the Potomac Heritage National Scenic Trail in Featherstone National Wildlife Refuge



Map 3.5: Potomac Heritage National Scenic Trail



East Coast Greenway (20 Miles) – The East Coast Greenway (ECG) is a considered a "nationally connected, locally rooted" trail system that spans nearly 3,000 miles from Maine to Florida. The nonprofit East Coast Greenway Alliance, founded in 1991, leads the planning and designation of this trail corridor by partnering with local, state, regional, and national entities who own trail segments that can be developed and connected for this trail. The goal of the ECG is to create the nation's longest connected walking and biking trail. To be able to serve both walkers and bikers, trails designated as part of the ECG need to have a stable surface, preferably paved. There are several trail segments in Prince William County that have officially been designated as part of the ECG. The route through the county generally follows an alignment along and near the U.S. Highway Route 1 corridor on the eastern side of the county. As a local trail partner, DPR continues to support the East Coast Greenway Alliance with formalizing and designating the route through the county. The ECG is identified in this plan for the purpose of identifying how it fits into the larger County trail network and the extent to which it connects with other County trails. The County will continue to advance the goals of the ECG, as appropriate, and ensure that it is considered and evaluated as part of future trail planning efforts in the U.S. Highway Route 1 corridor. Moving forward, however, the ECG is anticipated to have little to no budgetary impact on the County, as designated trail segments will likely align with active mobility improvements already considered in the County's long-range plans.

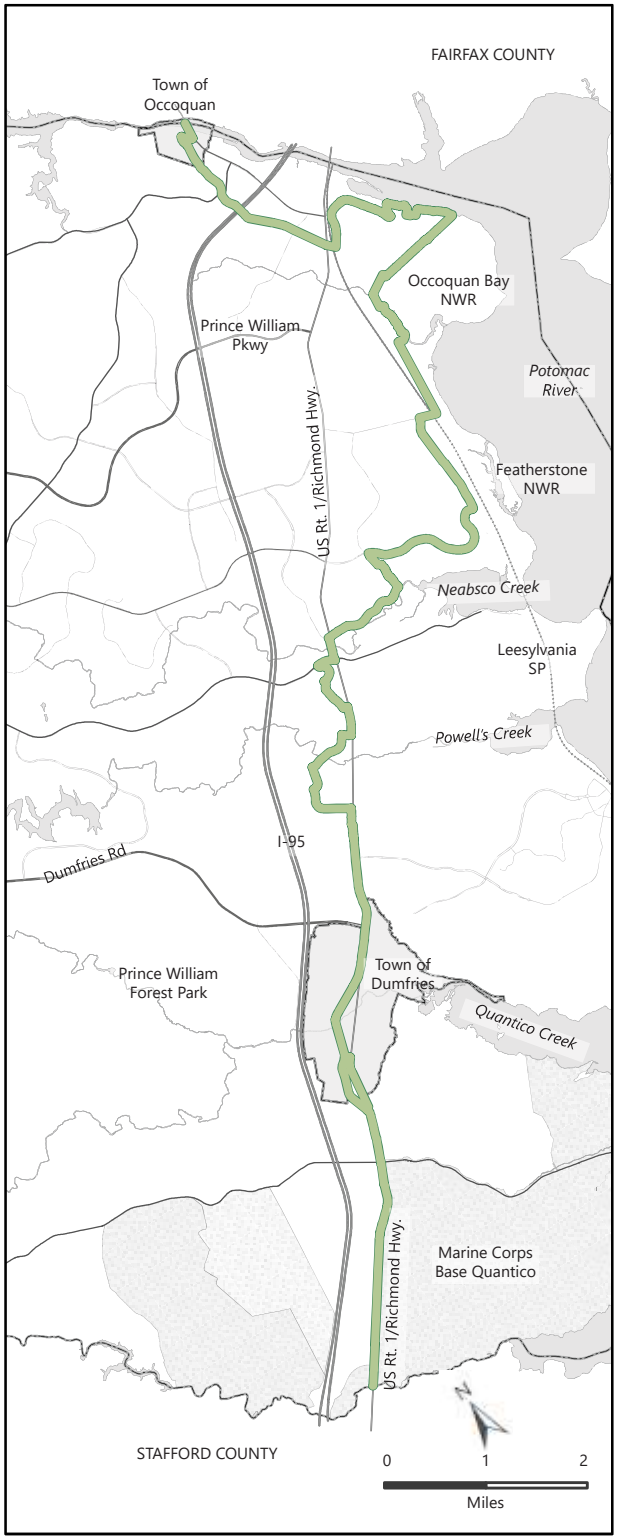
East Coast Greenway marker along US Highway 1

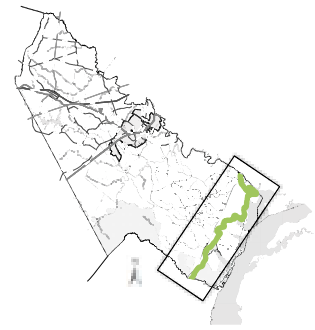


Map 3.6: East Coast Greenway



East Coast Greenway ALLIANCE





3.3: Greenway Corridors

In Prince William County, the term "greenway" is generally used to describe a corridor of open space, often following a stream, that is planned and preserved for the purpose of trail connectivity. Greenway corridors have historically been used as a planning tool to show the general location of greenway trails. The term "greenway" is not intended to predetermine any specific design parameters for the trails in these corridors, and although most greenway trails are likely to be natural surface trails, the final surface choice is dependent on use and site constraints. DPR generally manages the County's greenway trails and currently identifies a total of nine greenway corridors with trails in various stages of planning and construction. Having greenway corridors identified as part of an approved long-range plan assists DPR staff with securing land dedications and trail easements within these corridors as part of the development review process. As noted previously, much of the current greenway trail system has been secured via development proffers and this opportunity must continue to be utilized when expanding the broader network proposed in this plan. The total length of the existing, planned, and proposed trail segments within each greenway corridor is shown in Figure 3.3.

On the following pages there are schematic maps of the nine greenway corridors, that generally show the extent of the existing, planned, or proposed trail segments in each corridor, along with the mix of public lands that are connected within that corridor. These maps are provided as a general introduction to the current development status of each corridor, as well as to the current expected termini of that corridor. Given the extent of development still required to bring each of these original 1993 greenway corridors to completion, DPR remains focused on building out each of these corridors before seeking to add additional greenway corridors to the network, unless there is an opportunity to expand or connect to an existing greenway corridor.

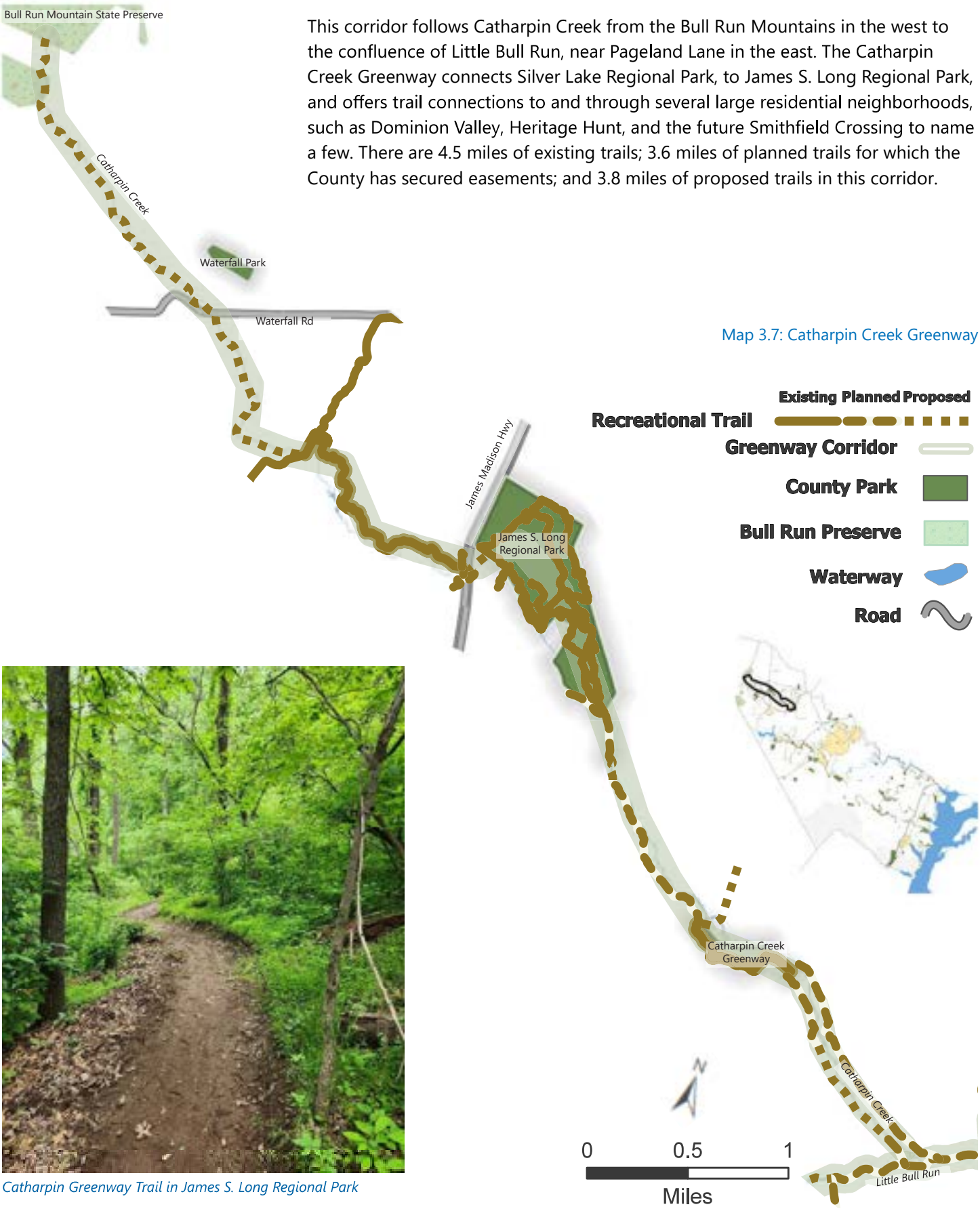


Occoquan Greenway Trailhead at Lake Ridge Park

Catharpin Creek Greenway (12 miles)

This corridor follows Catharpin Creek from the Bull Run Mountains in the west to the confluence of Little Bull Run, near Pageland Lane in the east. The Catharpin Creek Greenway connects Silver Lake Regional Park, to James S. Long Regional Park, and offers trail connections to and through several large residential neighborhoods, such as Dominion Valley, Heritage Hunt, and the future Smithfield Crossing to name a few. There are 4.5 miles of existing trails; 3.6 miles of planned trails for which the County has secured easements; and 3.8 miles of proposed trails in this corridor.

Map 3.7: Catharpin Creek Greenway



Catharpin Greenway Trail in James S. Long Regional Park

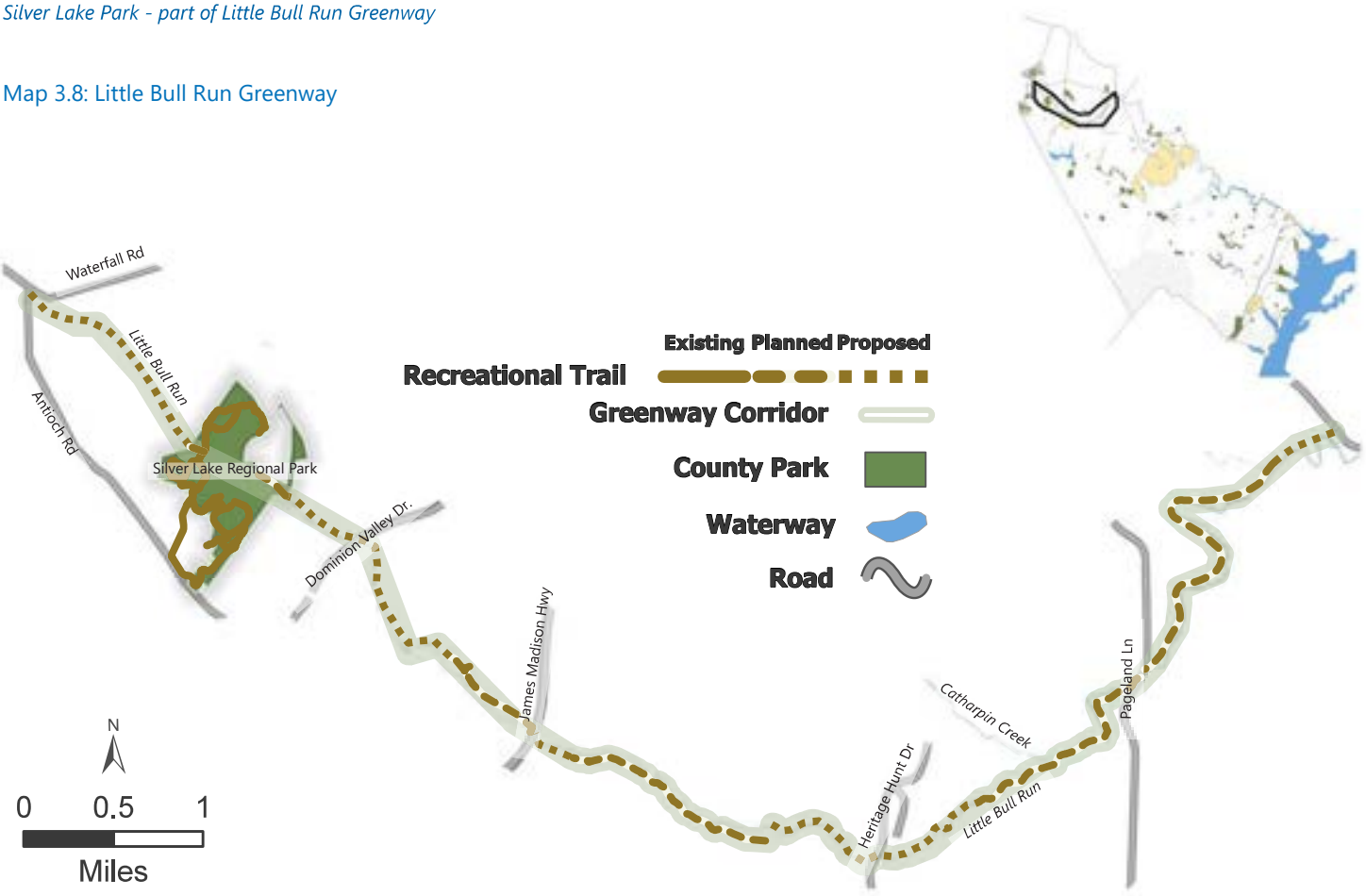
Little Bull Run Greenway (11 miles)

This corridor follows Little Bull Run from a westerly point beginning at Silver Lake Park to an eastern terminus at Sudley Road. This corridor connects Silver Lake Park to Conway-Robinson Memorial State Forest and points east, passing through residential neighborhoods such as Dominion Valley, Westmarket, Piedmont South, and the southerly sections of Heritage Hunt. There are 0.4 miles of existing trails; 5.5 miles of planned trails for which the County has trail easements; and 4.8 miles of proposed trails in this corridor.



Silver Lake Park - part of Little Bull Run Greenway

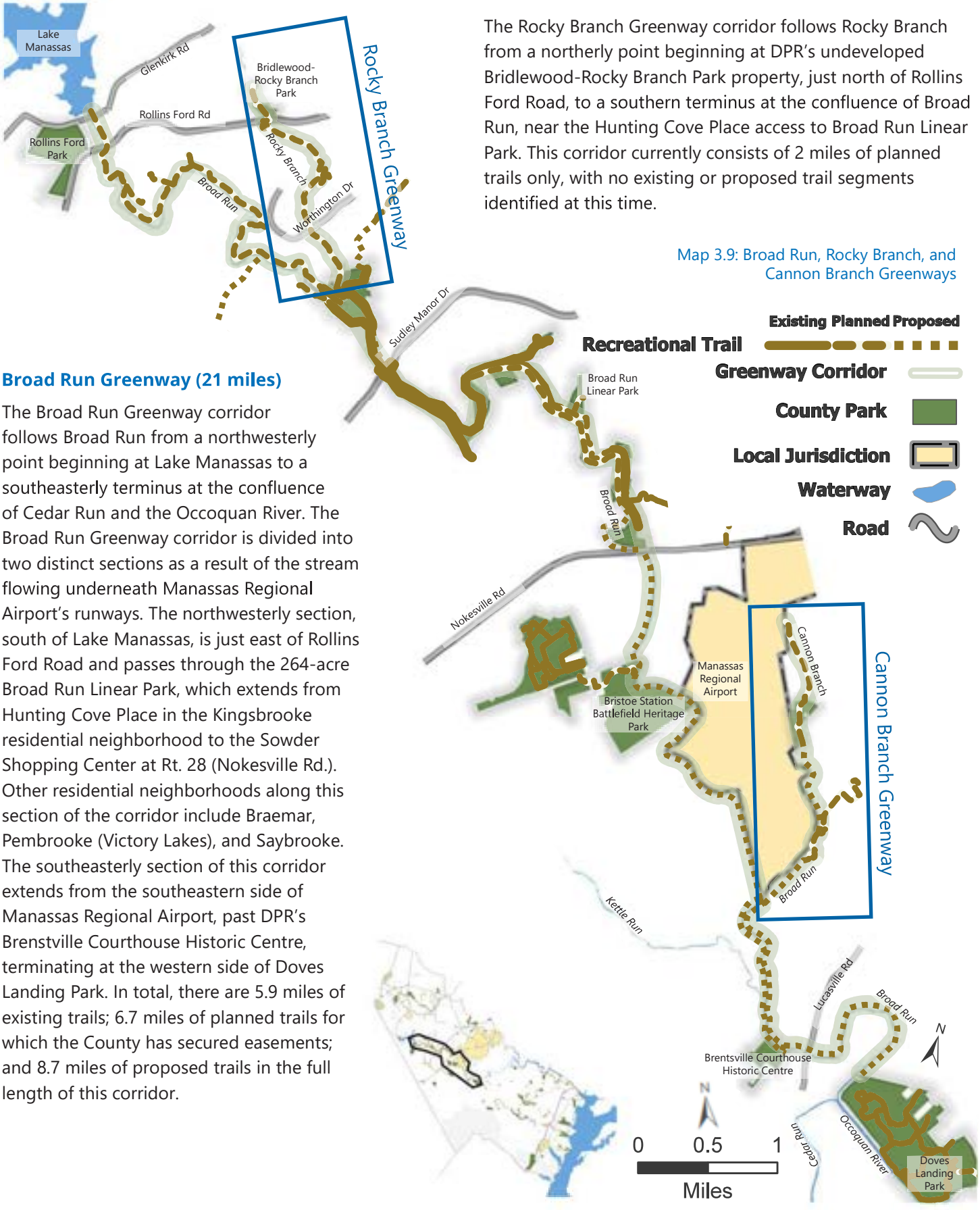
Map 3.8: Little Bull Run Greenway



Rocky Branch Greenway (2 miles)

The Rocky Branch Greenway corridor follows Rocky Branch from a northerly point beginning at DPR's undeveloped Bridlewood-Rocky Branch Park property, just north of Rollins Ford Road, to a southern terminus at the confluence of Broad Run, near the Hunting Cove Place access to Broad Run Linear Park. This corridor currently consists of 2 miles of planned trails only, with no existing or proposed trail segments identified at this time.

Map 3.9: Broad Run, Rocky Branch, and Cannon Branch Greenways



Broad Run Greenway (21 miles)

The Broad Run Greenway corridor follows Broad Run from a northwesterly point beginning at Lake Manassas to a southeasterly terminus at the confluence of Cedar Run and the Occoquan River. The Broad Run Greenway corridor is divided into two distinct sections as a result of the stream flowing underneath Manassas Regional Airport's runways. The northwesterly section, south of Lake Manassas, is just east of Rollins Ford Road and passes through the 264-acre Broad Run Linear Park, which extends from Hunting Cove Place in the Kingsbrooke residential neighborhood to the Sowder Shopping Center at Rt. 28 (Nokesville Rd.). Other residential neighborhoods along this section of the corridor include Braemar, Pembrooke (Victory Lakes), and Saybrooke. The southeasterly section of this corridor extends from the southeastern side of Manassas Regional Airport, past DPR's Brenstville Courthouse Historic Centre, terminating at the western side of Doves Landing Park. In total, there are 5.9 miles of existing trails; 6.7 miles of planned trails for which the County has secured easements; and 8.7 miles of proposed trails in the full length of this corridor.

Cannon Branch Greenway (2 miles) - see Map 3.9 on previous page

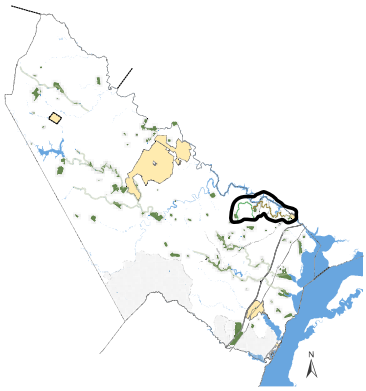
The Cannon Branch Greenway corridor is primarily located along the east side of Manassas Regional Airport, following Cannon Branch from a northerly point at the northeast corner of the airport property, to a southern terminus at the confluence of Broad Run. There is undeveloped County-owned park land along this corridor (i.e. Glen-Gery Park site) and open space associated with a state-owned wetlands mitigation area. There are 1.2 miles of planned trails and 1.2 miles of proposed trails in this corridor, with no existing trail segments at this time. County staff are currently evaluating options for creating a future trailhead with parking at the Glen-Gery Park site.



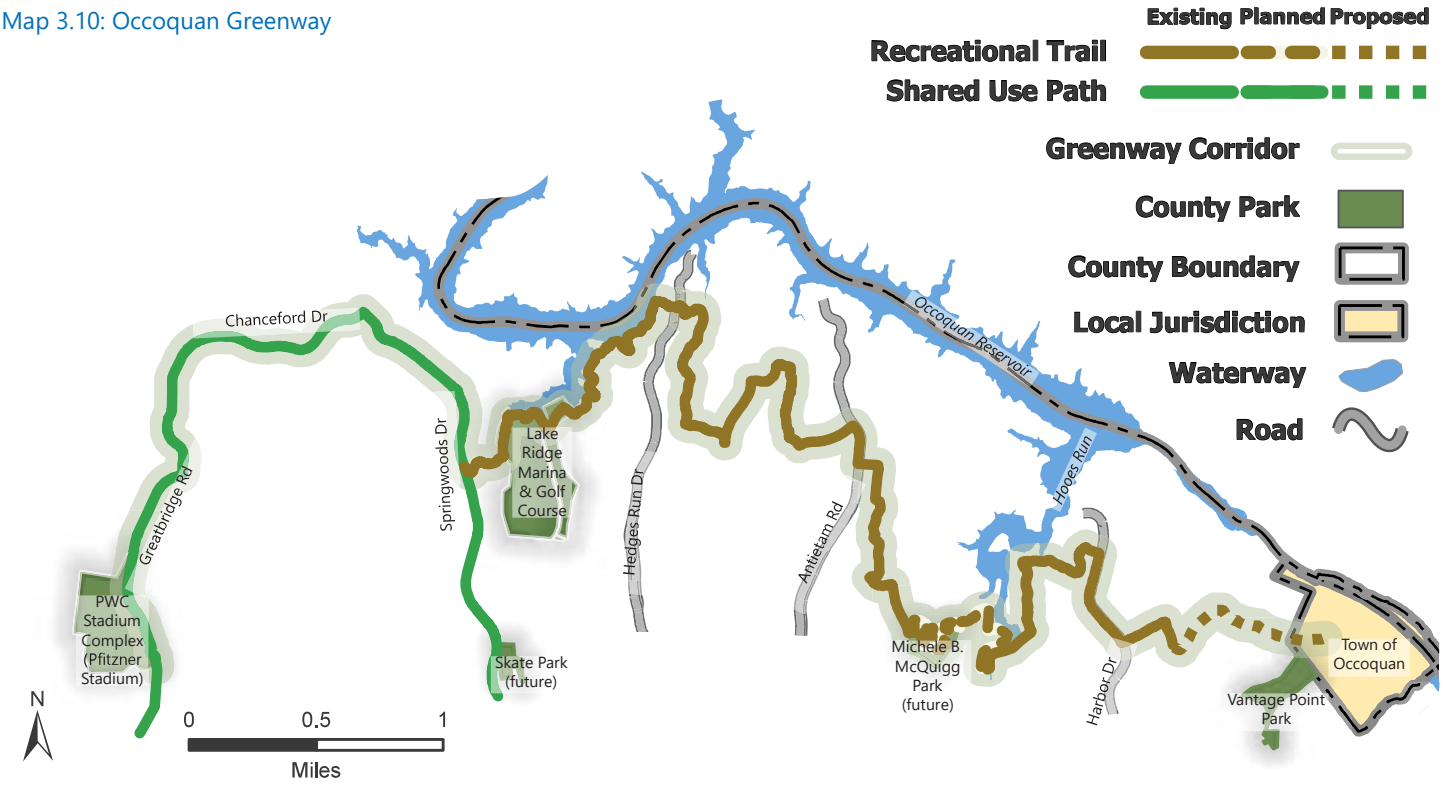
Cannon Branch

Occoquan Greenway (16 miles)

The Occoquan Greenway is a land-based corridor planned to connect the County's Government Center Complex to the Town of Occoquan. This trail corridor was originally identified as the East End Trail. The corridor is a planned mix of sidewalk and recreational trails following Chanceford Drive, Springwoods Drive, passing through the County's Lake Ridge Marina and Golf Course property and undeveloped Michele B. McQuigg Park site, and through a string of open space parcels managed by the Lake Ridge Parks and Recreation Association, before entering the Town of Occoquan near Ellicott Street. This corridor is currently under construction with 14.3 miles of existing trail/sidewalk, and 1.2 miles of planned trail and 0.7 miles of proposed trail.



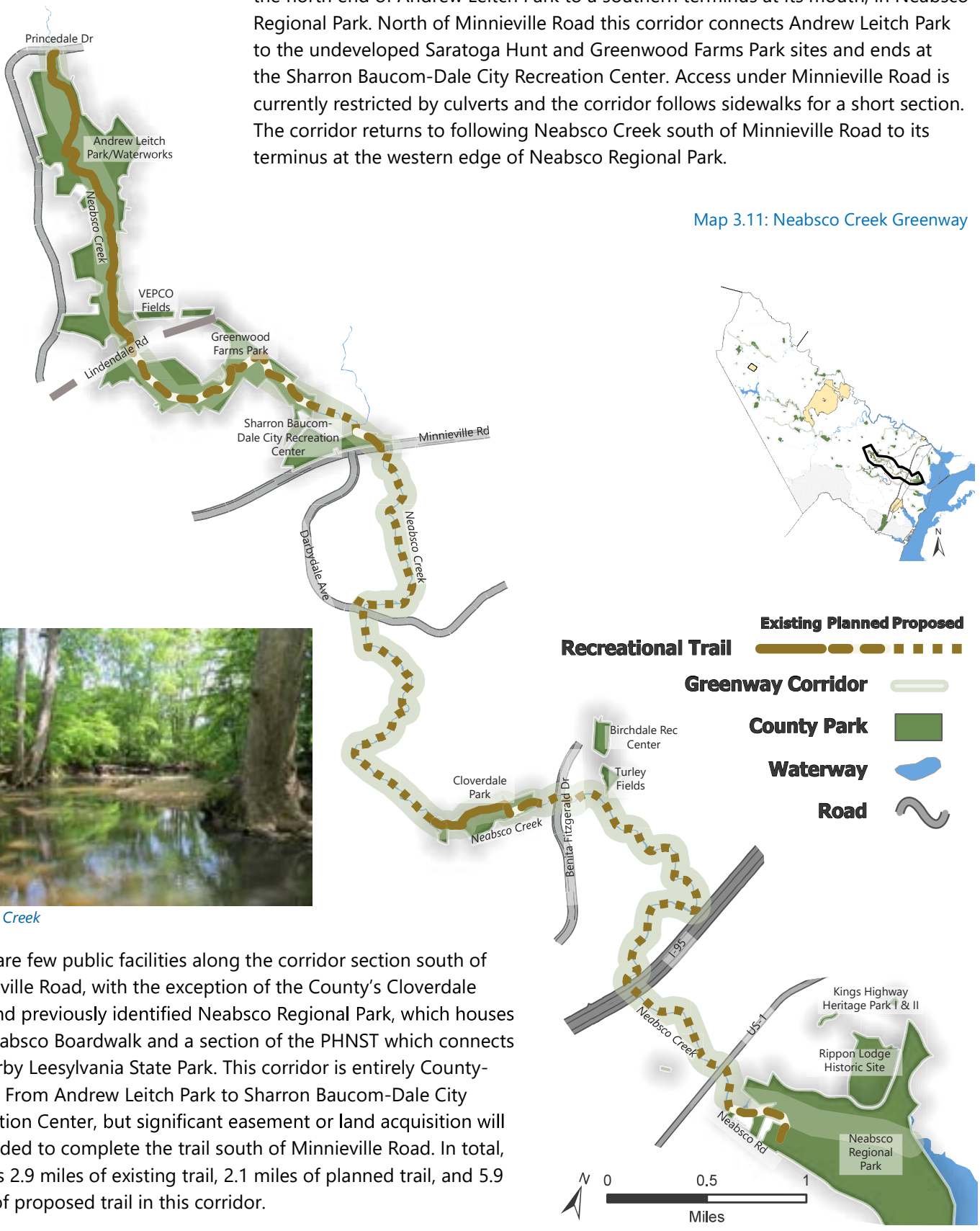
Map 3.10: Occoquan Greenway



Neabsco Creek Greenway (11 miles)

This greenway corridor follows Neabsco Creek from a northerly point beginning at the north end of Andrew Leitch Park to a southern terminus at its mouth, in Neabsco Regional Park. North of Minnieville Road this corridor connects Andrew Leitch Park to the undeveloped Saratoga Hunt and Greenwood Farms Park sites and ends at the Sharron Baucom-Dale City Recreation Center. Access under Minnieville Road is currently restricted by culverts and the corridor follows sidewalks for a short section. The corridor returns to following Neabsco Creek south of Minnieville Road to its terminus at the western edge of Neabsco Regional Park.

Map 3.11: Neabsco Creek Greenway



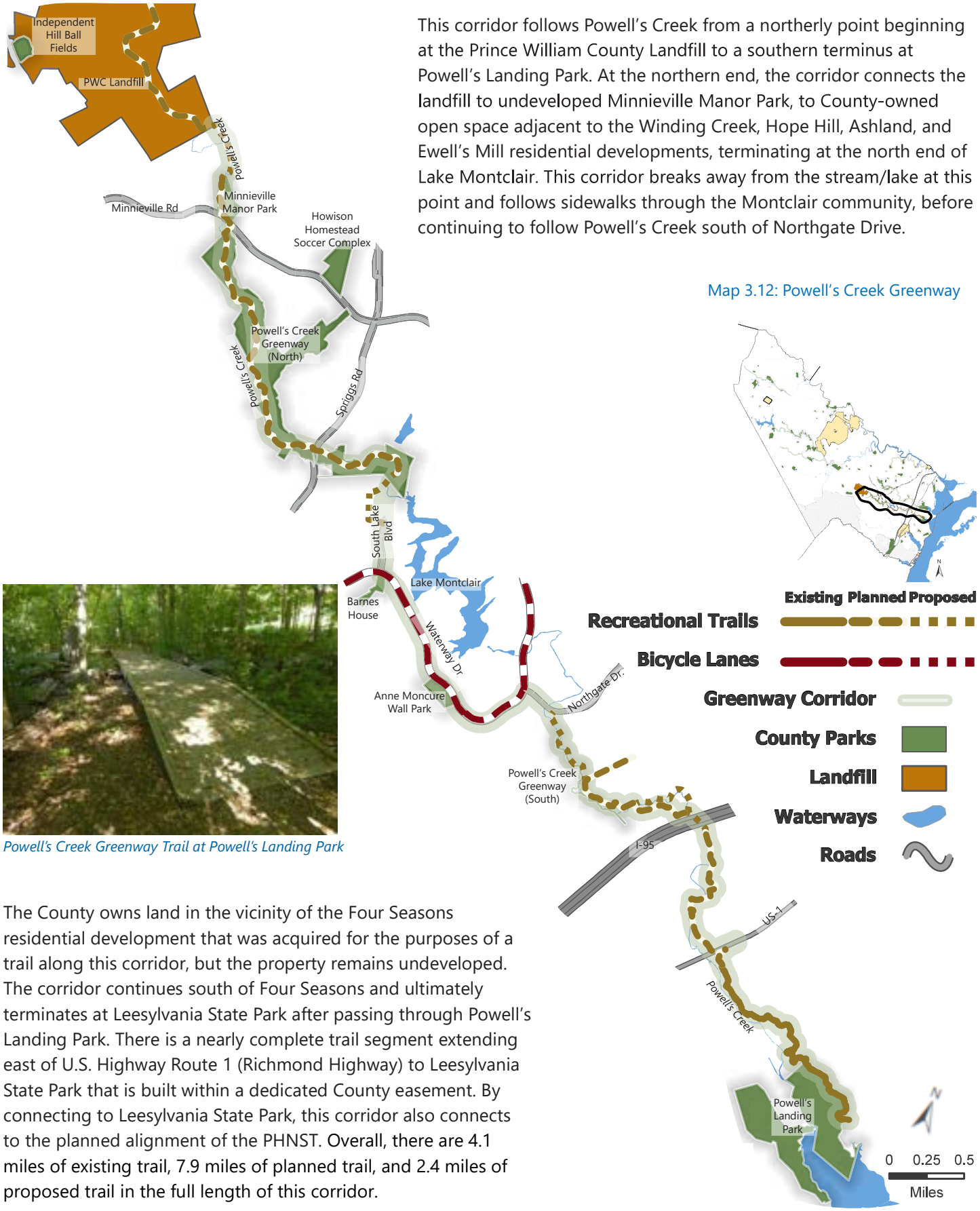
Neabsco Creek

There are few public facilities along the corridor section south of Minnieville Road, with the exception of the County's Cloverdale Park and previously identified Neabsco Regional Park, which houses the Neabsco Boardwalk and a section of the PHNST which connects to nearby Leesylvania State Park. This corridor is entirely County-owned From Andrew Leitch Park to Sharron Baucom-Dale City Recreation Center, but significant easement or land acquisition will be needed to complete the trail south of Minnieville Road. In total, there is 2.9 miles of existing trail, 2.1 miles of planned trail, and 5.9 miles of proposed trail in this corridor.

Powell's Creek Greenway (14 miles)

This corridor follows Powell's Creek from a northerly point beginning at the Prince William County Landfill to a southern terminus at Powell's Landing Park. At the northern end, the corridor connects the landfill to undeveloped Minnieville Manor Park, to County-owned open space adjacent to the Winding Creek, Hope Hill, Ashland, and Ewell's Mill residential developments, terminating at the north end of Lake Montclair. This corridor breaks away from the stream/lake at this point and follows sidewalks through the Montclair community, before continuing to follow Powell's Creek south of Northgate Drive.

Map 3.12: Powell's Creek Greenway



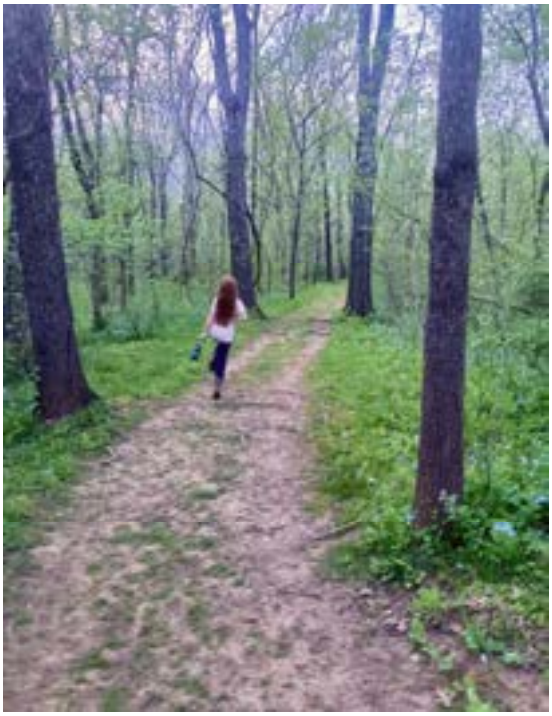
Powell's Creek Greenway Trail at Powell's Landing Park

The County owns land in the vicinity of the Four Seasons residential development that was acquired for the purposes of a trail along this corridor, but the property remains undeveloped. The corridor continues south of Four Seasons and ultimately terminates at Leesylvania State Park after passing through Powell's Landing Park. There is a nearly complete trail segment extending east of U.S. Highway Route 1 (Richmond Highway) to Leesylvania State Park that is built within a dedicated County easement. By connecting to Leesylvania State Park, this corridor also connects to the planned alignment of the PHNST. Overall, there are 4.1 miles of existing trail, 7.9 miles of planned trail, and 2.4 miles of proposed trail in the full length of this corridor.

Kettle Run Greenway (5 miles)

The Kettle Run Greenway was originally proposed in the 1993 Trails Plan. It was not shown on the Trails Map in the 2022 Comp Plan update due to the lack of public facilities in the corridor and general lack of development/advancement since 1993. Since 2022, however, there have been several residential rezoning applications that have presented the opportunity to re-establish a planned greenway corridor along this stream. This plan therefore re-establishes the Kettle Run Greenway, with a starting point where Kettle Run intersects with Lonesome Lane. From there, the corridor follows the stream in an easterly direction, terminating at Valley View Park. Future trails and easements have been proffered with the recently approved Alderwood at Kettle Run and Hawthorn at Kettle Run rezoning applications. Outside of these pending developments, the County does not currently have any other easements or agreements to construct trails along this corridor and, as such, the remainder of the corridor is identified as 'proposed' at this time.

Map 3.13: Kettle Run Greenway



Kettle Run Greenway Trail at Valley View Park

3.4: Blueway Corridors

Since blueway alignments are established by a waterway's course, the blueway planning efforts in this plan focused on locating and designing access points (i.e. launches) along the county's streams and waterways. Overall, the County currently operates three hand-carry boat launches - at Neabsco Boardwalk, Lake Ridge Marina, and the Occoquan River Access site. There are another eight public launches that are available to paddlers in the county, but those launches are managed by other entities and generally require residents to travel outside the county to launch at those sites.

For the purposes of this plan, a blueway corridor is generally a corridor that follows a stream, river, or other waterway that may be used for recreational purposes. The term blueway by itself refers to a water trail with marked access points for hand-carried watercraft such as canoes, kayaks, paddleboards, and rafts. Blueways provide safe paddling routes, designed for various skill levels, that avoid hazards and the need for long portages. Prince William County has water that is free flowing, dammed, and tidal. Paddling distance can vary depending on water characteristics such as stream flow and a paddler's experience level. In certain instances,the paddler might only travel in a downstream direction, while other times their trip might be an out and back paddle. Designated launch sites provide public access to blueways and can affect paddling routes due to the distance between launch locations.

This plan is the County's first attempt at identifying where water trails might be most plausible based on existing, planned, and possible launch locations. The blueway corridors considered in this plan are as follows:

Broad Run Blueway (13 miles) - The Broad Run Blueway is bisected into two sections by the Manassas Regional Airport. The section north of the airport extends from just below Lake Manassas dam to the airport. There are no existing public launch sites along this section of stream, despite the County's 264-acre Broad Run Linear Park occupying a large portion of the streambank and adjacent land area in the southern half of this section. With this, the potential for launch access from the Broad Run Linear Park parcels should be evaluated. The southern section of the Broad Run Blueway corridor extends from the southeast corner of the Manassas airport property to Broad Run's confluence with the Occoquan River, terminating at the western end of Doves Landing Park. There are no public launches along this corridor, and the adjacent landownership is mostly private. The County's Brentsville Historic Centre is located in this section but still needs to be evaluated as a potential launch site. As identified above, there is a launch proposed with the future development of Doves Landing Park, but that launch is proposed on the Occoquan River frontage of that site.



Broad Run

Bull Run Blueway (20 miles) - Bull Run separates Prince William County from Loudoun and Fairfax Counties. The Bull Run Blueway corridor begins in the vicinity of Gum Springs Rd (north of Manassas National Battlefield Park) and follows Bull Run in a southeasterly direction, to its confluence with the Occoquan River. There are three existing hand-carried launch sites along this blueway corridor, all of which are located in Fairfax County - Stone Bridge at Manassas Battlefield, Bull Run Regional Park at Route 28, and Bull Run Marina. A review of paddling information posted online indicates this stretch of river is navigable and considered part of the Occoquan Water Trail promoted by the Northern Virginia Regional Park Authority (NOVA Parks). There are no existing launch locations on the Prince William County side of the river in this corridor. The County's Ben Lomond Regional Park and Orchard Bridge Park have frontage along Bull Run, but parking and vehicular access at these parks is located well away from the stream and would require further investigation regarding their suitability for a launch facility.

Cedar Run Blueway (6 miles) - The Cedar Run Blueway begins at Aden Road and ends at the stream's confluence with Broad Run and the Occoquan River at Doves Landing Park. There are no launches located along this section of stream as it traverses mostly private property. The blueway does not extend west of Aden Road due to access limitations imposed by the stream traversing Marine Corps Base Quantico.

Occoquan Blueway (26 miles) - The Occoquan Blueway corridor has several dams that create portaging barriers thereby creating three distinct sections. The most upstream section extends from Doves Landing Park to Lake Jackson Dam. Future launch sites are proposed at the County's Doves Landing Park and future Sinclair Mill Park site. The middle section of this blueway extends from the County's Occoquan River Access site just below Lake Jackson Dam to the Occoquan Reservoir dam just upstream from the Town of Occoquan. Although it is difficult and the site needs several enhancements there are a few paddlers that launch at the existing Occoquan River Access site. There are three other existing launches along this section and include two on the Fairfax County side of the river (Fountainhead Marina and Sandy Run Regional Park), and the Lake Ridge Park Marina on the Prince William County side. The most downstream section of the Occoquan Blueway extends from the Town of Occoquan to the river's confluence with the Potomac River. There are two existing launches along this stretch – underneath the Rt. 123 bridge in the Town of Occoquan and at NOVA Parks' Occoquan Regional Park in Lorton.

The Occoquan Blueway is home to the Virginia Scholastic Rowing Association's (VASRA) crew training and regatta facility which operates out of Sandy Run Regional Park (in Fairfax County). The park provides crew facilities for education, training, practice and racing for competitive and recreational sculling and rowing. There is no public boat access at Sandy Run and only shells and other boats authorized by NOVA Parks may be launched from the docks or shoreline of this park. VASRA manages a 2,000 meter Class A racecourse for local crew programs, extending from just above the Occoquan Dam to Sandy Run. This course is considered a premier course within the mid-Atlantic region, and is home to multiple regattas in the spring, summer, and fall. Price William County rowing clubs/programs access the course from the County's Lake Ridge Park.



Crew boats on the Occoquan Reservoir

Potomac River Blueway (12 miles) - The County's eastern boundary is defined by its frontage on the Potomac River. As a corridor, the Potomac River Blueway extends from the Occoquan National Wildlife Refuge in the north to the Town of Quantico and Stafford County line in the south. There are several Federal, State, and County parks that front the Potomac River or inland stream entrances, but limited launch sites operated by these entities. Federal lands include the Occoquan Bay and Featherstone National Wildlife Refuges, operated by the U.S. Fish and Wildlife Service, with neither site offering a launch. The State owns and manages Leesylvania State Park which offers paddlers the opportunity to launch from the main boat ramp area. This site is conveniently located midway along the County's Potomac River shoreline and offers opportunities to explore to the north and south. The County owns and manages Veterans Memorial Park, Neabsco Regional Park, Powell's Landing Park, and the undeveloped Cockpit Point Civil War Park site in this corridor. DPR recently installed a hand-carried launch at Neabsco Regional Park, in the Neabsco Creek inlet to the Potomac River. This is the only County-owned launch along this corridor. Tidal changes along the Potomac River rarely affect a paddlers' ability to navigate north and south on the waterway, but with its inland location, tidal conditions do have the potential to impact navigability in and out of the Neabsco Regional Park launch.

The Potomac River is also part of the Captain John Smith Chesapeake National Heritage Trail managed by the National Park Service. The brochure for this heritage trail identifies Occoquan Bay Wildlife Refuge and Leesylvania State Park as points of interest along the County's river frontage, with the previously referenced Occoquan Water Trail highlighted as a "local water trail".

3.5: Recreational Trail Maintenance

From a network perspective, the overall condition of the recreational trails managed by DPR is considered fair, but there are numerous sections that are in need of significant capital maintenance investment to address deferred maintenance concerns. The current existing network of County recreational trails has arisen mostly from a mix of social trails created by residents traversing various corridors through the County's parks and stream valleys, as well as trails built by other entities without consideration of proper design and construction standards. This has led to trails are unsustainable in design and location.

The largest and most widespread area of concern across the entirety of the recreational trail network is erosion. Many trails are losing materials and becoming rutted or are experiencing user drift as trail users migrate to more stable tread surfaces. A key reason for these erosion issues is that many of the trails were not built sustainably. These trails are missing necessary drainage dips and grade reversals, have steep grades over 10% that do not follow a sustainable trail alignment (i.e. water drains longitudinally along the trail surface instead of across it), or have bench cuts that have not been maintained, causing the trail tread to erode. The County also has several recreational trails in wet areas, such as the stream valley trails. A higher incidence of flooding events in recent years has eroded stream banks and trail tread in these areas, bringing about the need to replace several bridges and relocate trails further away from the stream. Moving forward, there are several existing trail segments that need to be rerouted and/or improved to address these concerns and once the erosion issues are mitigated, many of the trails will also need to be resurfaced with mineral soil or stone dust to create a sustainable tread so that there is less material loss moving forward.

The number of staff dedicated to trail maintenance has increased in the last few years, but the full extent of trail maintenance needs has not yet been quantified, as staff work to address the most urgent repairs alongside regular day-to-day maintenance needs. At the completion of this study, DPR staff intends to undertake a Geographic Information System, or GIS-based approach, to inventory and quantify the deferred trail maintenance concerns along all recreational trails, to have a more efficient and targeted system for identifying long-term capital maintenance needs. The intent is that these maintenance needs will then be prioritized so that they can systematically feed future capital maintenance and/or grant funding requests.



Repairs/Maintenance along Catharpin Creek Greenway Trail

Chapter 4: Analysis and Prioritization

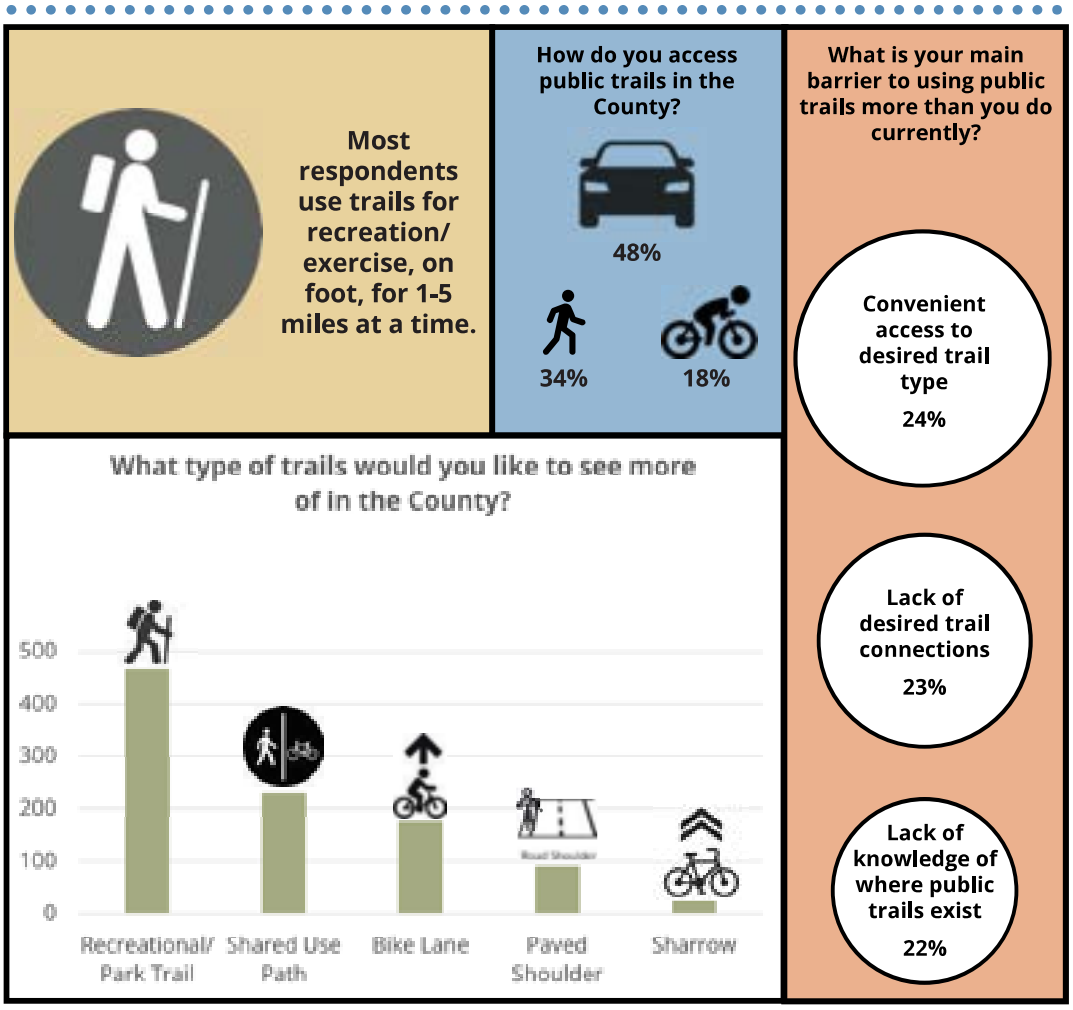
4.1: Public Outreach and Feedback

Online Survey - As part of the public outreach process, the Project Team posted an online survey to garner community feedback on trail use and priorities. Notices of the survey were distributed via social media and other online formats and signs were posted in County parks with QR codes for accessing the survey. To reach the greatest mix of respondents and underrepresented areas of the county, sign locations were changed midway through the survey timeline, with sign locations updated to target underrepresented areas.

The survey received a solid response rate, with 529 respondents. Geographically all zip codes in the County were represented. Overall, minorities are underrepresented in the survey respondents, with 80.4% of survey respondents identifying as white compared to 74.3% of the Prince William County population according to the most recent U.S. Census American Community Survey 5-Year Estimates.

Survey outcomes show that the vast majority of respondents use trails for recreation/exercise, on foot, for one to five miles at a time. Most survey respondents want to see more recreation/park trails (466 responses), followed by shared use paths (230 responses), bike lanes (174 responses), sidewalks (155 responses), and paved shoulders (90 responses). Most respondents also access trails by driving to a trailhead or other trail access point (375 respondents), followed by walking (267 responses), and by biking (142 responses). Convenient access to desired trail types was the main barrier to public trail use reported in the survey, followed by lack of desired trail connections, and lack of knowledge regarding where public trails exist.

Figure 4.1: Public Survey Key Outcomes



Approximately 50% of survey respondents have used County waterways for paddling, and the majority launch from county parks. The survey did not differentiate between Fairfax or Prince William County parks, but it is valuable to know that public access areas appear to be preferred and/or most utilized for accessing the county's waterways. 95% of paddlers make round trips (putting in and taking out at same launch location) and most respondents paddle one to five miles per trip. Desired amenities at trailheads and launches had a more varied response, with parking being selected by 368 respondents followed by bathrooms with 343, with substantial interest also identified for trash receptacles, informational signs, wayfinding, and pet waste stations, also. A full survey report is provided in Appendix I.

Planning Charettes - In addition to the online outreach, the Project Team held two in-person planning charettes to discuss priorities and allow the public to rank trail segments in their respective magisterial districts. Each evening meeting brought in around fifty participants.

The first charette was held in May 2025 and formatted to introduce the project to the public. Participants were asked to identify their top priorities for the County's trail network on a broad scale. These priorities were later used to develop prioritization criteria and rank the trail segments under consideration. Coincidentally, charette attendees identified the same top three priorities for both active mobility and recreational trails which, in order of importance, were: 1) connect to regional trails; 2) complete/close planned gaps in network; and, 3) connect to public facilities. The Project Team also led an exercise that gave participants a blank map on which to draw and identify the connections that they would like to see in the County, by trail type, which also fed the future prioritization criteria. From this exercise, Staff was able to conclude that a majority of the planned and proposed trail network (active mobility and recreational) aligns very well with where charette attendees felt trails were needed.

In November 2025, the Project Team held a second planning charette to provide the public an update on project progress and to gather additional feedback from participants on prioritization. The Project Team covered the results of the online survey and provided an overview of the prioritization criteria developed and applied to identify the top active mobility and recreational trail gaps for each magisterial district. Participants broke into groups based on the magisterial district in which they reside and were asked to rank the top active mobility and recreational trail gaps for their respective districts. This exercise provided the Project Team with localized feedback on staff's ranking of priority segments and is key to the recommendations made in this plan. The Project Team also presented the blueways analysis that had been completed up to that point, including a review of existing and potential launch locations. Charette participants were asked to provide written feedback on this analysis.



Meeting of the Prince William County Trails and Blueways Council

4.2: Prioritization Criteria

The Project Team developed two detailed scoring rubrics to prioritize trail segments: one for active mobility trails and one for recreational trails. Priority scoring was separated to capture the different goals of the different trail types with the primary difference being the need to incorporate safety as a qualifier for active mobility facilities. Prioritization scoring was conducted using spatial analyses on existing County GIS data. The weighting of the different criteria was based on public feedback received during the outreach process, County planning initiatives, and the primary intended use of the trail segment. The final prioritization criteria and weights are shown in Figure 4.0.

Active Mobility Prioritization Rubric – Active mobility prioritization weights were evaluated to align with stakeholder feedback, industry best practices, and guiding County documents, including the Comp Plan, Strategic Plan, and Comprehensive Traffic Safety Action Plan. The highest weights were given to safety, regional trail connectivity, and access to public facilities and transit. Other criteria such as access to retail and jobs, overall system connectivity, equity and stakeholder/

community input were also considered. Safety is the one prioritization criteria that is specific only to active mobility trails because there are currently methods available for measuring the proximity of an active mobility trail to a safety priority area.

Recreational Prioritization Rubric - For recreational trail prioritization, the highest weights were given to the top priorities identified in the first public planning charette which included connecting to regional trail corridors and closing gaps in the existing trail network, with higher weights also given to segments called out in the drawing exercise during the first charette. Segments that increase access to public facilities and those that were identified by the BOCS-appointed Trails and Blueways Council received the next highest weighting, followed by equity, access to commercial uses, and multimodal connectivity.

4.3: Blueways Analysis

For the purposes of this plan, the County's blueway corridors were evaluated to determine suitability for non-motorized boating access, with a focus on identifying existing and potential access points, or launches, and what portions of streams are considered navigable by non-motorized watercraft like canoes and kayaks. Local paddlers were solicited to determine navigability of different stream sections, as well as appropriate distance between launches, and the preferred distance for a paddling trip. In addition, staff reviewed online posts from local paddlers to get a better understanding of navigability and access concerns, and considered responses provided during the second public planning charette. After reviewing all information received, staff settled on a target distance of two to three miles between launches as a suitable starting point for this first-time analysis.

To use this target distance for planning new launches, staff evaluated GIS data of the existing launch locations in the County, the availability of County-owned property along the blueway corridors, as well as impediments like dams or restricted areas that block paddling access. Because they provide a level of service to paddlers in the County, non-County owned launches in Fairfax County and at Leesylvania State Park were also included in the analysis. When combined with a target distance of two to three miles between launches, the analysis of existing launches highlighted the sections of each blueway corridor that are outside the preferred two to three-mile desired paddling range and allowed staff to further identify the County-owned sites that could potentially close gaps. This analysis also identified which sections of each blueway corridor may need further evaluation regarding the acquisition of land for launch purposes.



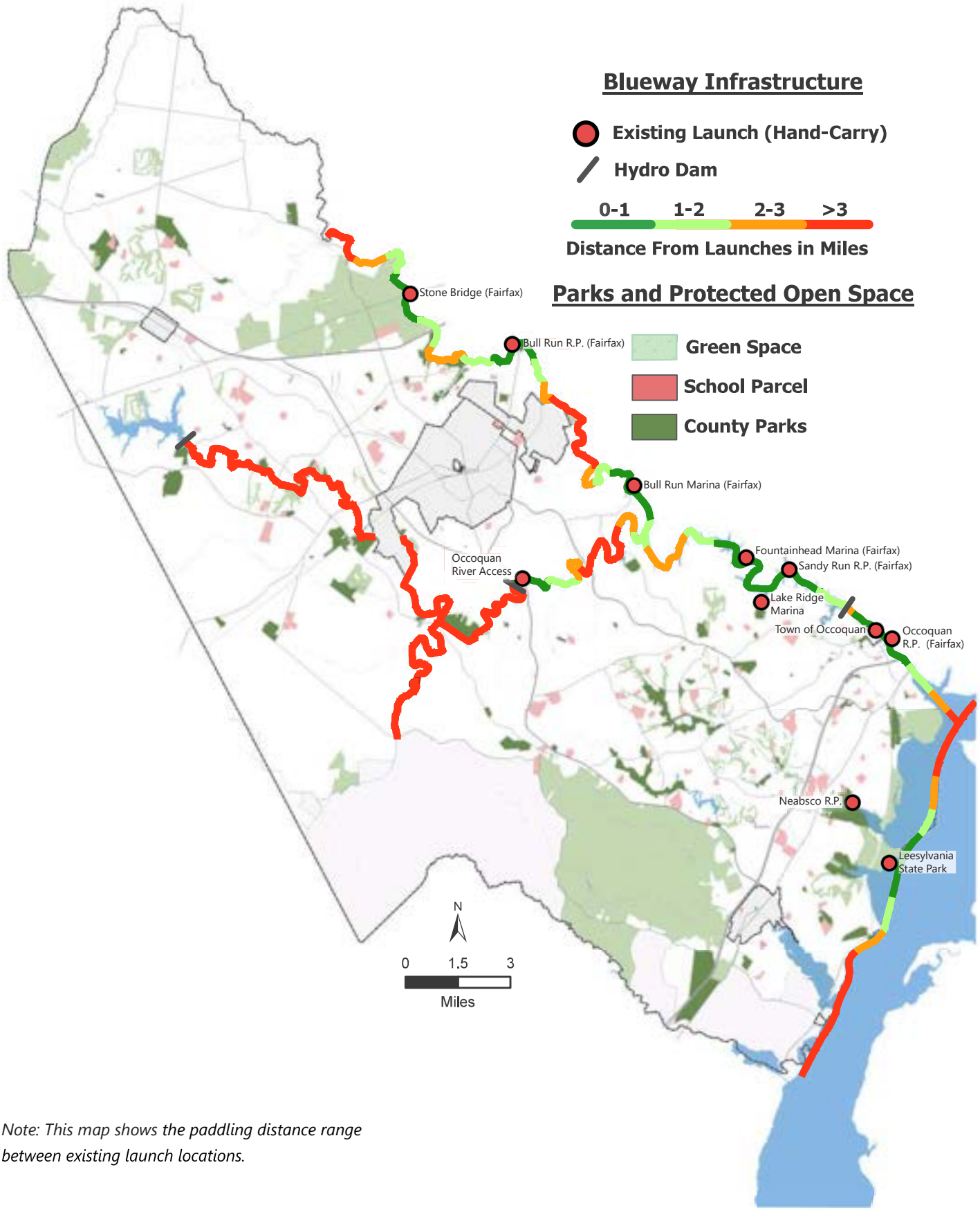
Occoquan River Access Site below Lake Jackson Dam

To prioritize and implement the potential launch locations and provide time for staff to conduct additional analysis/investigation of water levels, flow rates, vehicular access/parking, and other site-specific design considerations, staff are including an action item in this plan to expand this analysis and work toward developing a more detailed Countywide Blueways Plan, in the 10-year horizon of this plan. Ultimately, the goal of a Countywide Blueways Plan would be to designate formal water trails along the County's waterways, where paddlers could have the opportunity to undertake longer distance one-way trips, with appropriate intermediary stopping points. Paddler feedback garnered during this planning effort, including recommendations for launch design/access considerations, is included for future reference in Appendix H.

Criteria	Measurement	Score Range	Scoring Details	Active Mobility Weight	Recreational Weight
Supports Active Mobility	Proximity to transit points (Bus Stops, Train Stations, Commuter Lots)	0	More than 1 mile from a transit point	3	1
		1	Within 1 mile of a transit point		
		2	Within 0.5 miles of a transit point		
		3	Connects to a transit point		
Increases Access to Public Facility	Proximity to public facilities (Rec Centers, Libraries, Schools, Parks)	0	More than 1 mile from a facility	3	3
		1	Within 1 mile of facility		
		2	Within 0.5 miles of facility		
		3	Connects to a public facility		
Increases the Equity of the County's Trail System	Proximity to MWCOG's Equity Emphasis Areas	0	More than 1 mi. from an Emphasis Area	2	2
		1	Within 1 mile from an Emphasis Area		
		2	Within 0.5 mi. of an Emphasis Area		
		3	Connects to an Emphasis Area		
Increases Access to Retail and Jobs	Proximity to commercial long range land uses	0	More than 1 mi. from commercial land use	1	1
		1	Within 1 mile of commercial land use		
		2	Within 0.5 mi. of commercial land use		
		3	Connects to commercial land use		
Increases Trail System Connectivity	Extends the existing, public trail network	0	Does not connect to an ex. trail segment	2	4
		1	Extends an existing trail segment		
		2	Closes gap between 2 ex. trail segments		
Connects to a Regional Trail	Connects to an ex. segment of a regional trail in the County (ECG, PHNST, USBR1)	0	Does not connect to an existing regional trail segment	3	4
		1	Connects to an existing regional trail segment		
Segment Identified in Public Outreach	Trail segment was identified during public outreach for the Trails Master Plan	0	Segment not identified in public outreach efforts	1	4
		1	Segment identified on 1 map, referenced in email or in a Survey Comment		
		2	Segment identified on two maps		
		3	Segment identified on three maps		
		4	Segment identified on four maps		
Segment Prioritized by the Trails and Blueways Council	Trail segment was identified by the Trails and Blueways Council as a funding priority.	0	Segment is not identified on TBC priority list	1	3
		1	Segment is identified on TBC priority list		
Safety (Active Mobility Only)	Proximity to Identified Safety Priority Areas	0	Within low crash area	4	N/A
		1	Contains a segment on the High Risk Network		
		2	Contains a segment identified as Tier 2 in the High Injury Network		
		3	Contains a Segment identified as Tier 1 in the High Injury Network		

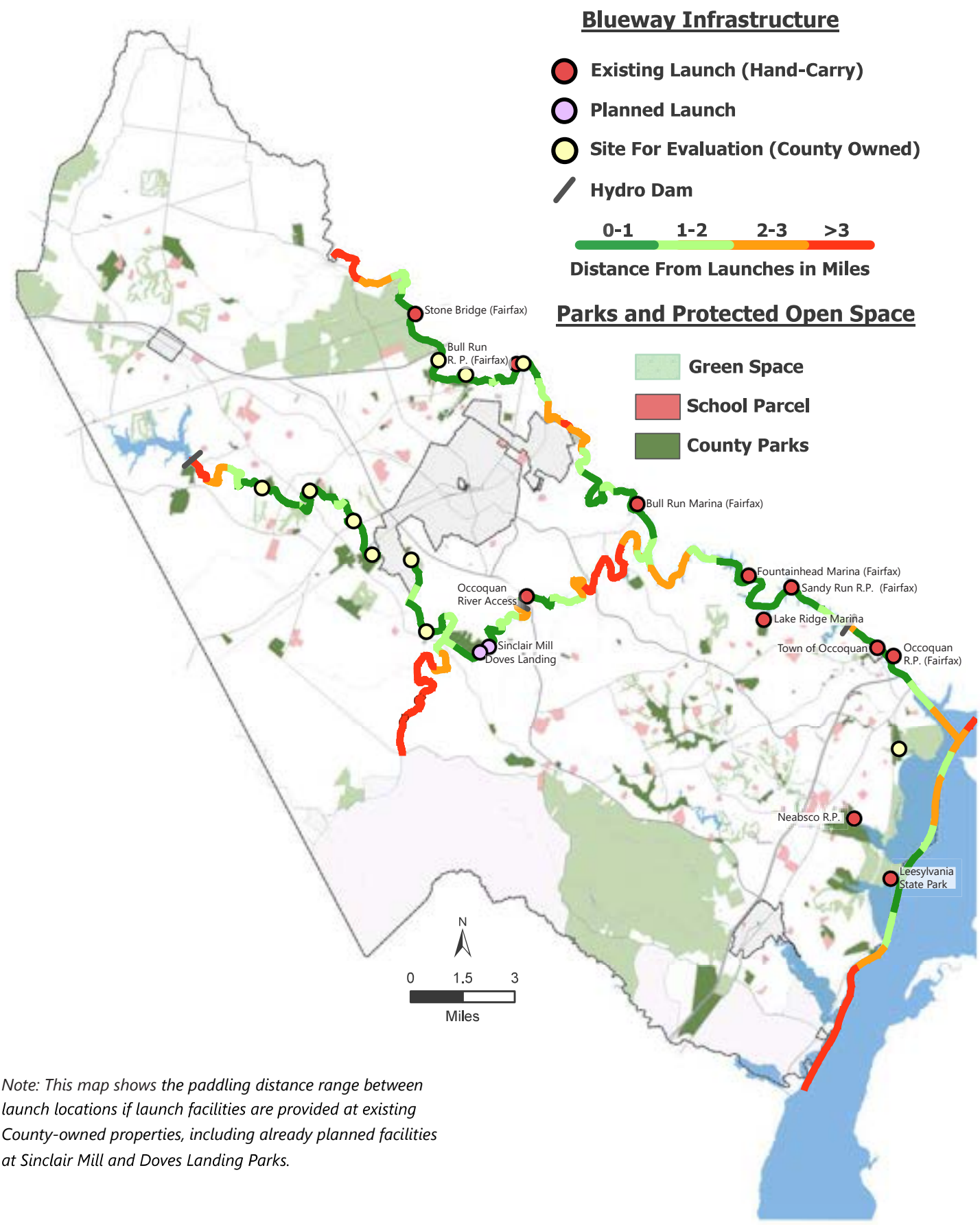
Figure 4.2: Trail Prioritization Criteria Rubric

Map 4.1: Blueways Existing Conditions - Distance Between Launches



Note: This map shows the paddling distance range between existing launch locations.

Map 4.2: Blueways Analysis - Future Potential Distance Between Launches



Note: This map shows the paddling distance range between launch locations if launch facilities are provided at existing County-owned properties, including already planned facilities at Sinclair Mill and Doves Landing Parks.

4.4: Cost Analysis/Summary

The number one question behind the implementation of most every planning document is: "What is the cost associated with the recommendations presented?". At the planning level, however, any costs identified must be understood to be broad estimates for implementing actions that will occur in the future and may still have several unidentified variables for which the final cost is unknown. The following section provides a summary of staff's methodology and assumptions for arriving at a cost range for implementing the active mobility and recreational trail priorities identified in this plan. These estimates are planning-level estimates intended to support funding requests and internal prioritization. The actual cost for any given trail project cannot be determined until the design parameters for that specific segment are identified and developed based on market conditions at the time of construction. For the purposes of this plan, a separate methodology has been developed for determining active mobility trail costs versus recreational trail costs, due to the vast differences in trail types within each category and associated design differences.

Active Mobility Cost Estimation – As identified, having long-range planning level cost estimates for active mobility projects can assist staff, local decision makers, and community trail advocates with prioritizing, selecting, and promoting projects for local, state, and/or federal funding opportunities. However, also as identified, determining accurate and inclusive cost estimates that accurately reflect the final cost for active mobility projects can be a significant challenge for local jurisdictions as there is no standardized methodology and project costs can vary significantly between jurisdictions and/or regions where design, right-of-way acquisition, utility adjustment, and project construction and permitting costs can vary greatly. Additionally, the primary ownership and maintenance of public roads within Prince William County, which by extension includes active mobility facilities, falls under the jurisdiction of VDOT. Therefore, all facilities must be designed, permitted, and constructed to VDOT standards.

The cost estimates for active mobility facilities identified below are intended to provide high-level planning cost estimates and are based on an analogous methodology of comparing recently completed projects to arrive at a per linear mile construction cost per trail facility type. It is noted, however, that due to the increased complexity for active mobility trails, which as identified are generally located within VDOT right of way, the linear costs per mile identified herein will need to be adjusted at design and implementation to account for additional factors such as project design, right of way acquisition, utility relocation, and other frequent cost escalators that impact active mobility trail construction. A more detailed breakdown of the methodology applied to arrive at the active mobility cost estimates in Figure 4.1 is provided in Appendix E.

Facility Type	Description/ Assumption	Cost Per Facility Type as of Jan. 2026 (Miles)
10′ Shared Use Path	Assumed to be 10′ asphalt path in accordance with DCSM Detail No. 650.36 Bicycle Trail/Shared Use Path Standards for VDOT Maintenance (BT-1) and per VDOT Road Design Manual requirements.	$4,500,000
5′ Bike Lane	Assumed to be 5′ wide facility in accordance with the Bicycle Lane Standards for VDOT Maintenance (BL-1) proposed in the DCSM Section 600 and per VDOT Road Design Manual requirements.	$125,000
Sharrow Markings	Assumed to be 5′ wide facility in accordance with the Bicycle Lane Standards for VDOT Maintenance (BL-1) proposed in the DCSM Section 600 and per VDOT Road Design Manual requirements.	$6,300
Paved Shoulder	Minimum of 4′ paved portion of the roadway outside the edge stripe in accordance with VDOT Road Design Manual requirements.	Variable and reliant on opportunity to pave in place during typical VDOT Pavement Program.

Figure 4.3: Active Mobility Cost Per Mile by Facility Type

Recreational Trail Cost Estimation - Recreational trail surfaces can range from natural surface to asphalt, and depending on location can also require bridges and/or boardwalks. These design parameters lead to a wide range in costs to construct a recreational trail. Staff developed planning level cost estimates for the County's recreational trails based on current and recently completed DPR trail projects and planning-level estimates provided by neighboring jurisdictions. The review of recent projects included a mix of surface types and project complexity that are representative of the segments identified in this plan. The projects were all normalized to a dollar per mile value, and the three highest data points were removed due to the unique nature of those projects which made them outliers in comparison to the other projects. Based on this analysis staff arrived at a planning-level range of $425,000 to $6,000,000 per mile, for recreational trail development in Prince William County.

Staff reiterate that this range covers costs for single-track natural surface hiking trails up to complex boardwalk projects and is in line with estimates derived by other local jurisdictions. Cost estimates for the low-cost natural surface trails identified in Figure 4.2 assumes contracted versus volunteer construction, and none of these estimates includes County staff time or ongoing maintenance. The quartile breakdown of costs in Figure 4.2 is primarily intended to provide a rough order of magnitude for a project, with the acknowledgment that surface type and width will help narrow down which quartile is likely most applicable to any given project. This level of estimation strikes a balance between the flexibility needed for long-range planning and the detail needed to respond to funding opportunities. This range does not cover every trail development scenario and there will likely continue to be outliers that fall outside of this estimated range.

The cost estimation range was intentionally not included as part of the prioritization criteria presented earlier in this section to avoid a bias towards lower cost projects. Planning level cost estimates have been completed for the County's greenway trails and are provided in Appendix D. It is noted that the estimates in Appendix D are for completing the full length of each greenway trail corridor, and are not broken down to show the cost of each individual segment. This was done in an effort to match the broad planning-level nature of the cost range to the diversity of trail segments that may make up any given corridor. More detailed cost estimates for the shorter/individual trail segments will be evaluated and developed as those individual segments are recommended for design and development.

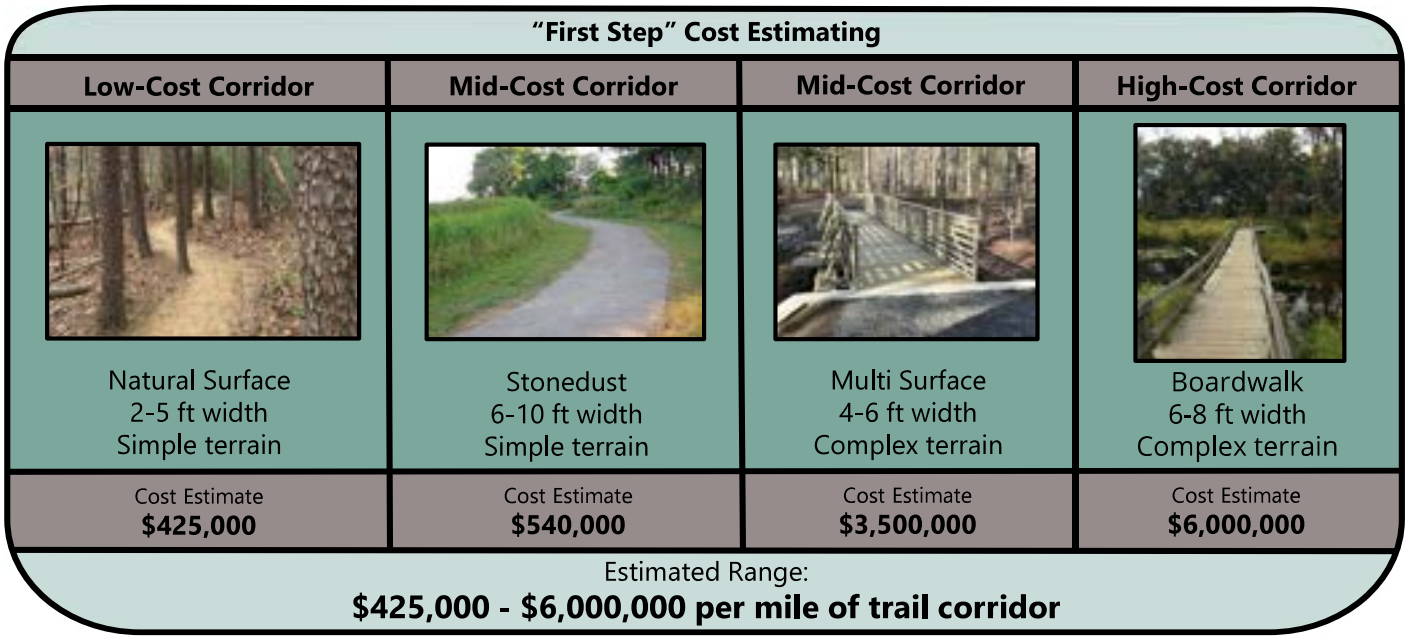


Figure 4.4: Recreational Trails Per Mile Cost Estimate by Facility Type

Chapter 5: Implementation

The final steps of most planning efforts are geared toward implementation – i.e. what actions now need to be taken to move from analysis to execution, so that the County can achieve the key objectives and action strategies identified in the previous chapters of this plan? As a plan with a 10-year horizon, this section therefore presents actions recommended to bring the *Pathways 2035* vision to fruition in the decade ahead.

5.1: Trail Priorities

As identified in Chapter 2, the key purpose (or mission) of this plan is to identify active mobility and recreational trail development priorities that fill gaps in the County's trail network and advance those priorities through the County's capital improvement plan or other funding opportunities. This section therefore highlights current network gaps and the separate prioritization results for active mobility and recreational trails based on the application of the prioritization criteria identified in Chapter 4.

Active Mobility Priorities - To prioritize active mobility trails, staff reviewed the existing GIS data for the non-motorized trail network identified in the Mobility Chapter. After verifying trail segments constructed/built since the adoption of the chapter in 2022, staff filtered the data to only include the planned active mobility network and consolidated the data to logical segments/termini. The result was a network comprised of approximately 200 individual trail segments to be prioritized. The prioritization rubric described in Chapter 4 was then applied to generate individual prioritization scores per segment, not considering trail length, cost, and facility type.

The resulting score distribution ranged from a low of 0 to a high of 49, with most of the top scoring facilities located on the east end of the County where higher population totals and more robust infrastructure currently exist. However, when evaluating the scores of the top 10% of active mobility trail segments, all magisterial districts are represented thus ensuring a solid distribution of high priority projects across the county. Staff's evaluation of the prioritized scoring of the top segments also generally aligns with stakeholder input and staff expectations. To ensure equitable investment across the county, consideration should also be given to pursuing the top scoring segments in all magisterial districts when considering projects for grant funding and/or inclusion in the capital improvement program. Additionally, to better align with feedback received from the community and stakeholder input outlined in Chapter 4, all active mobility trail segments, even those with lower prioritization, should be considered as funding opportunities, development proposals, or other factors arise. The full table of active mobility segments, by tier, is provided in Appendix A, with breakdowns of the top ten active mobility facilities by magisterial district, shown in the individual district priority maps included in Appendix C.



Typical Shared Use Path

Recreational Trail Priorities - To prioritize recreational trails, staff updated and reviewed the GIS data for the recreational trail network and split the data into segments based on planning status (existing, planned, or proposed). This created 190 segments representing a total network of approximately 200 miles. After removing the existing trail segments, there were a total of 140 planned and proposed segments to be prioritized. The prioritization rubric described in Chapter 4 was applied to generate a segment score that was used to rank the segments. Length, cost, and trail surface were not considered as part of prioritization. The full table of recreational trail segments prioritized using this methodology is provided in Appendix B. The top ten recreational trail priorities by magisterial district are also shown in the individual district priority maps included in Appendix C.

The scores returned in the recreational trail analysis showed an alignment with the recreational trail priorities County staff are currently pursuing. Of the

scoring criteria, increasing equity, extending existing trails, and public outreach have the highest correlation to an overall high score. Overall, the individual segment scores range from a low of 0 to a high of 38, and the distribution indicates a healthy variety of score totals. Geographically, recreational trail segments on the eastern end of the County tend to score higher than similar trails on the western end due to the diverse population and ability to connect to existing trails, but all seven magisterial districts are represented in the top eight of scored segments. A deeper statistical analysis of the prioritization results for both active mobility and recreational trails is provided in Appendix F.

To identify a more manageable implementation schedule for the prioritized recreational trail segments, (active mobility and recreational) staff further separated the segments into three tiers based on overall score. Given that this analysis is based on the prioritization rubric, staff recommends that the Tier 1 projects be the primary focus of the 10-Year Plan described later in this chapter and that projects in all tiers be considered as opportunities arise to advance this plan in a broader capacity, such as a trail project with a specific location priority, available funding, or similar. These tiers should also be used to assist with long range planning decisions regarding recreational trail development and individual segments should still be considered when seeking funding and/or proffer contributions. While these tiers will be used to track network progress and create CIP, bond, and other funding-related lists, they are not intended to be a guaranteed order of completion. If opportunities arise to complete a lower priority segment, staff will pursue an outcome that advances implementation of the network, regardless of priority ranking.

Blueway Priorities - After reviewing the results of the blueways analysis and considering where launches are needed to achieve the two to three-mile distance between launch locations, the Broad Run Blueway stands out as the most feasible corridor in which to move forward with the County's first corridor-specific blueways trail plan. From Lake Manassas to Lake Jackson, there are two planned launches and six county park sites that could potentially house launch facilities, thereby making a significant portion of the corridor within 2 to 3 miles of a launch, which was identified as a preferred distance among paddlers. Since the proposed launch sites are already County-owned, DPR can move forward with the site analysis for these facilities without the need for land acquisition or dedication. This analysis should therefore be undertaken as soon as feasible and incorporated as part of the broader County-wide blueways plan (recommended later in this chapter), when that plan comes to fruition. This will allow development of the Broad Run Blueway Trail to remain a higher priority while additional analyses is undertaken on the county's other blueway corridors.



Broad Run

5.2: The 10-Year Plan

To move the prioritized trail segments identified in Section 5.1 towards implementation, staff's focus for the upcoming 10-year plan cycle will be to advance the Tier 1 trail segments for both active mobility and recreational trails forward to the greatest extent possible. As identified, the Tier 1 segments are the highest scoring segments based on the applied prioritization criteria and, as such, have the strongest correlation to the public's priorities identified in our outreach. Again, the Tier 1 active mobility and recreational trail segments are identified in Appendices A and B, respectively, with the separately-ranked priorities by magisterial district provide with the maps in Appendix C.

Active Mobility 10-Year Plan - For Active Mobility Trails the 42 trail segments that fall within the Tier 1 ranking represent the top 20 percent of the planned active mobility segments, totaling approximately 76 miles of trail facilities. These facilities can be further broken

down by facility type with 60.4 miles of shared use path, 4.4 miles of bike lanes, 2.2 miles of sharrows, and 9.0 miles of paved shoulder. Applying the planning-level cost estimates from Section 4.4 (with the exception of paved shoulder segments which will require further analysis to determine an estimated cost), the Tier 1 active mobility network priorities are estimated to cost between $456 to $608 million to complete. While completion of the Tier 1 Active Mobility network is not feasible within the 10-Year horizon of this plan due to funding and construction constraints imposed by this plan's timeline, staff will continue to evaluate the Tier 1 trail segments, in conjunction with supervisor priorities, input from the TBC and other community organizations, to prioritize and identify segments for potential funding sources and advancement, to the degree feasible, within the 10-Year Plan horizon.

As with all active mobility projects, a large percentage of funding for these facilities is assumed to be allocated through leveraging local funds to apply for grant applications on a project-by-project basis. Additionally, many of the projects identified on this list can be incorporated, in part, as part of larger transportation projects, such as the construction or widening of new roadway facilities. Finally, local dollars can be invested by breaking up these segments into phases based on the capacity of potential funding sources. With this, staff will continue to pursue advancing the Tier 1 priorities via a variety of methods and funding sources.

Recreational Trail 10-Year Plan - For Recreation Trails, the 44 trail segments within Tier 1 represent just over 54 miles of trails across all seven magisterial districts. Six of the nine County Greenways, as well as the PHNST have trail segments included. 19 miles are "planned" segments, for which the County either has access to the land (typically ownership or dedicated easement) or has moved forward with some related form of implementation, such as a feasibility study or approved plan that acknowledges a trail in the identified location.

Some of the recreational trail segments in Tier 1 (Powell's Creek Crossing, Manassas Rail Trail, and Jefferson Park Connector) are already in the design phase or have had full engineering cost estimates completed. There are also recreational trail segments in Tier 1 that are proffered to be constructed by developers as part of approved rezoning applications.

Applying the cost estimation ranges identified in Section 4.4 to the Tier 1 recreational trail segments, the total estimated range to construct the Tier 1 trails is estimated to be between $68 to $326 million. Again, this range is based on planning level cost estimates that do not take into consideration the design specifics for any given trail segment, and individual trail segments could fall above or below the per mile estimates provided in Section 4.4.

When looking at the full scope of the planned and proposed recreational trail network as it currently exists, staff notes that out of the 117.7 miles of planned and proposed recreational trail segments, 105.8 miles (or 90%) of those trails are slated to be natural surface trails which would likely fall to the lower end of the cost range. With this, staff anticipates the cost to construct the Tier 1 recreational trails will be closer to the $68 million estimate, as this estimate does include an attempt to adjust the costs by surface type. It must be noted, however, that these estimates will continue to change as each segment advances to design. Staff therefore continues to reiterate that cost projections may fluctuate significantly as projects move through design, and ultimately to construction.



Typical DPR natural surface trail

To build the Tier 1 recreational trail network within the 10-Year horizon of this plan, it is acknowledged that DPR will need to seek significant outside resources (grants, donations, or similar) to support project costs,

versus relying solely on traditional County funding sources, such as CIP and bonds. While it is not staff's intent for all Tier 1 recreational trails to be constructed within the 10-year timeline, prioritization of the Tier 1 trails does put staff in a better position to apply for and receive state and federal grant funding, as well as take advantage of ad hoc funding opportunities available through other sources, including the potential to utilize donations made to the Prince William County Parks Foundation. There is also the opportunity to better direct the efforts of the County's robust trail volunteer and advocacy groups on fundraising and trail construction projects that are most impactful on filling network gaps and/or identified as priorities within this plan. Finally, the additional importance and awareness placed on all segments (Tiers 1, 2, and 3) will allow staff to better advocate for trail easements, land dedications, trail construction, and other contributions from the development community through the County's rezoning and land development review processes, as applicable.

Although the primary focus of the 10-year Plan is on the Tier 1 trail segments, this should not preclude staff or the community from advancing and/or advocating for Tier 2 and 3 active mobility or recreational trail segments as opportunities arise. Throughout the 10-year implementation cycle, staff will therefore undertake annual reviews of the prioritization scoring for all trail segments identified herein. These annual reviews will allow staff to incorporate updates for newly constructed trails, land acquisitions, or incoming/changing proffer contributions, and reprioritize segments as deemed appropriate based on value of connectivity and stakeholder feedback. Overall, this plan should be considered a living document that serves as the driver for advancing the County's vision for an interconnected network of trails, and a tool for constructing trails that are focused on stakeholder priorities, and which provide the greatest community benefit.

5.3: Additional Considerations

While this plan identifies priorities for trail construction and lays out a plan for implementing those priorities, there are additional considerations that need to be addressed to ensure that the County arrives at the desired high quality, interconnected trail network. The additional considerations identified in this section are intended to support the key objectives and action strategies identified in Chapter 2 and will help ensure that the County's trail network develops in a responsible and sustainable manner. These additional considerations are meant to be undertaken within the 10-year horizon of this plan and are listed in no particular order.

Expand Rural Bicycle Facilities - While the county has grown significantly in the last several decades, there is still a large percentage of the county located within more traditional rural areas. In addition to providing crucial agricultural and environmental benefits to residents, these areas also have the potential to be a significant asset from an on-road recreational trail perspective. Trails along rural roads can provide long-distance recreational opportunities for pedestrians and cyclists. The significant challenge is that most of the county's rural roads were designed without multimodal considerations in mind and will therefore require significant alterations to address issues such as drainage, right of way, and/or utilities. While all rural roads might not be appropriate for this level of investment, the County should continue to explore opportunities to provide dedicated bicycle and pedestrian facilities along key rural corridors. With this, DTCC staff will continue to explore grant opportunities, allocation of local funding, and coordination with VDOT, to pursue rural road enhancements as part of the annual Northern Virginia Paving Program.



Example of road that could benefit from multi-modal enhancements

Improve the On-Road Bicycle Facility Network - As the county shifts away from a traditional vehicle-focused transportation network to a more diverse multimodal active mobility network, the need to expand on-road bicycle facilities will continue to increase. DTCC should therefore continue to coordinate with VDOT

as part of the Northern Virginia Paving Program to identify opportunities to add sharrows, bike lanes, and buffered bike lanes as part of re-paving efforts, where appropriate. Additionally, other alternatives such as "road diets" should be considered and evaluated where feasible and appropriate. Through design changes, a road diet can reconfigure an existing road such that the focus shifts from a vehicle centric design that prioritizes speed and parking, to a more multimodal and complete street approach, that includes narrower lanes, reduced speeds, and shared use paths or bike lanes, as examples. In addition to safety, a complete street is also often considered a more attractive alternative to a typical roadway, since vegetation can be added to provide separation between active mobility uses and provide for a wider and 'greener' roadway corridor, which is often preferred for its visual appeal.

Develop a Recreational Trail Maintenance Plan - As identified in Section 3.5, the County's recreational trail system is suffering from a backlog of deferred maintenance concerns, mostly brought on by trails that were not originally built in a sustainable manner, resulting in significant erosion. Designing and upgrading trail systems to be sustainable significantly reduces long-term maintenance costs. Trails that are thoughtfully designed and constructed with environmental conditions, user behavior, and future upkeep in mind also require fewer reactive repairs and allow maintenance resources to be used more efficiently.

To address existing recreational trails that have fallen into disrepair due to overuse, improper design, or other deficiencies, DPR will develop a prioritized maintenance plan that is based on analysis similar to what has been applied in this plan. DPR will catalog all existing recreational trails and compile a detailed inventory of capital maintenance needs, from which decisions can be made regarding the segments that are most in need of repair. Having a prioritized list of maintenance needs will assist with identifying grant and other funding sources for trail maintenance, including prioritization of projects for capital maintenance funding. Having a prioritized list will further allow DPR to identify projects that may be able to be completed via the use of volunteers, thereby opening opportunities to advance smaller maintenance projects in line with projects that require more significant funding/resources. Overall, bringing existing trails up to a sustainable design standard should be of equal priority to expanding the trail network, and having a recreational trail maintenance plan that is developed in concert with this plan will help ensure that development and maintenance are aligned.

Identify "Low Hanging Fruit" Segments - There are many new recreational trail segments identified in this plan that are low cost and/or low difficulty to construct, and which can be developed by DPR trail volunteer groups with minimal County support. These "low hanging fruit" projects consist mostly of natural surface trail projects that are located within existing trail easements and have limited slopes or grade changes, such as the existing segment gaps along several of the stream valley corridors. These trail sections typically require basic clearing and stabilization of the trail tread, with minimal equipment or material needs. DPR has volunteers familiar with this type of work and should therefore utilize volunteers, as feasible, to advance the priorities in this plan. To advance this effort, DPR will seek to develop appropriate operating procedures and approval processes that will allow projects to advance in this manner and will continue to coordinate with the TBC membership to create an annual review of the "low hanging fruit" projects that can be developed under this format. Where there are funding needs to support the purchase of materials, DPR staff will further work with volunteers and other partners to obtain funding and/or materials through grants, donations, or similar. A coordinated approach to expanding the existing trail network through the development of these "low hanging fruit" projects is a win for the volunteers, DPR, and the members of the public that ultimately use these trails, as it will allow smaller segment gaps to advance more expeditiously than waiting to construct these segments as part of a lengthier full corridor project.

Expand Stewardship & Other Trail Partnerships - DPR currently has a Stewardship Agreement in place to allow volunteer groups to maintain mountain bike trails in three County parks. In addition, DPR has an Adopt-A-Trail program where volunteer groups conduct scheduled trail clean-up events. Moving forward, DPR staff will work to streamline and expand the stewardship agreement and trail partnerships, to the extent feasible, to maximize the impact of volunteer efforts and provide a clear path for interested groups to advance the key objectives of this plan.

Partnerships are vital to advancing the development and maintenance of the County's recreational trail network by bringing together resources, knowledge, and support from multiple groups. The opportunity to align partnerships with the recommendations in this plan will help create a more symbiotic relationship where all partners can benefit and work effectively toward a common goal. Several of DPR's current trail partner groups have members on the TBC and a greater effort should be made to bring these groups together outside of the responsibilities of the TBC. Partnering on the "low hanging fruit" projects identified previously, hosting multi-group trail clean-up events or maintenance workdays, and/or fundraising for trail projects (including sign replacement) are just a few examples of activities that could benefit from broader partnership roles and participation.



Volunteer work day

Expand Utility Provider Partnerships - DPR recently entered into a Memorandum of Understanding with Prince William Water (PWW; previously Prince William Service Authority) to share regular updates and seek opportunities to combine efforts that are beneficial to both agencies. This includes identifying opportunities to collocate recreational trails with PWW utility corridors/ easements. DPR staff will continue to seek similar agreements with other utility providers in the county, where feasible, to utilize other utility easements/ corridors for recreational trail purposes, particularly for the trails identified in this plan and for future trail opportunities that advance connectivity to and within the existing trail network. As a policy statement, DPR does not intend for any collaborative efforts with utility providers to imply that DPR will automatically allow utility easements to be located along trails within the County's parks, particularly our linear/greenway parks, which have been established for land conservation and open space preservation purposes, in addition to trail use. Utility partnerships are to be based on clearly defined roles and responsibilities and subject to approval by all parties, including the Board of County Supervisors.

Promote Safety and Educational Programming - In addition to expanding the overall trail network, a key initiative to increasing trail usage within the county while simultaneously reducing the occurrence of accidents related to bicycle and pedestrian facilities, is to promote safety and education initiatives. This includes but is not limited to providing promotional materials which outline safety tips, best practices, and relevant laws and regulations, as well as educational classes, such as adult learn to ride, bike rodeos, and safety demonstrations to teach riding skills and encourage trail usage by those who would otherwise tend not to participate. In order to implement this program, the County will need to explore potential grant funding opportunities or establish dedicated local funding. The County should also consider expanding existing programs, such as those offered through Prince William Public Libraries, Prince William County Public Schools, DPR, and Prince William County Police, to encourage residents to be more active on trails, including using the active mobility network more for commuting, access to services, and exercise.



Adult learn-to-ride event

Develop a Wayfinding/Signage Implementation Plan - A trail system is of little use to the community if there are no signs or wayfinding provided to offer direction, information on trail rules, emergency

contact information, or similar. DPR has recently been working to standardize signage and wayfinding along the County's recreational trails, but due to budget limitations and the magnitude of trail signs that have fallen into disrepair and/or been vandalized, it has been difficult for DPR to keep pace with updating and replacing all of the signs needed along the County's 80+ miles of existing recreational trails. With this, DPR will continue its efforts to develop trail wayfinding sign standards as part of DPR's wayfinding "sign family". As part of the trail maintenance inventory proposed herein, staff will also work to collect GIS-based data on the current location and condition of all trail signs and work to develop signage standards that cover trailheads, on-trail wayfinding, and blazing to create a consistent user experience across all County recreational trails. A trail wayfinding plan should also identify any recurring funding sources and volunteer support opportunities that would assist with implementing these standards on existing trails.

In addition to recreational trail wayfinding within parks, the County should also consider working with the County's Department of Economic Development and Tourism and VDOT to develop signage, striping, and other wayfinding alternatives that would be acceptable for active mobility trails within VDOT rights-of-way. This would help highlight trails as a means to access key destinations throughout the county such as event venues, community destinations, local businesses, etc.

Update DPR Trail Design Standards Manual – DPR's Trail Design Standards Manual is intended to guide recreational trail construction, but it has not been updated since 2017. This manual should be revisited and updated, potentially on a 10-year cycle, to ensure that terminology is aligned between the various County documents and also ensure that all trail design standards are current and in line with County expectations, particularly regarding sustainability. Standards for key trail features such as fair-weather crossings, blazing, and wayfinding (as identified above), are lacking in the current manual and should be included. As DPR moves into the 10-year horizon of this plan and pursues construction of the "low hanging fruit" projects by volunteers or larger trail connections by the development community, it will be crucial that these groups have a clear understanding of the expectations surrounding trail design and construction.

DPR has taken interim steps to update the trail construction standards included in Section 600 of the County's Design and Construction Standards (DCSM) manual (currently in process as of the date of this plan), which had not been updated since 2008. The recreational trail details included in DCSM Section 600, however, are intended to serve as a basic guide for details such as bench cuts, tread slope, and clear zones, and do not depict the broader range of details by recreational trail class, which can range from natural surface single-track (Class 1) to asphalt multi-use (Class 5). The DCSM Section 600 update further recommends consulting the DPR Trails Standard Manual for more specific details based on type of trail use, which further drives the need for DPR to maintain an updated Trail Standards Manual.

Advance Blueway Planning Efforts - After evaluating the impacts of developing hand-carry boat launches at various County-owned properties, it is apparent that the Broad Run Blueway corridor, particularly the area north of Manassas Regional Airport, currently has the best potential to serve as a blueway trail for county residents. The County owns a fair amount of land along this corridor which has the potential to offer multiple launch sites and the opportunity for paddlers to take a mix of shorter or longer paddling trips. With this, staff recommend advancing the blueway planning efforts on the northern section of Broad Run, by evaluating and creating a blueways trail plan for the portion of this blueway north of the airport. This plan should include evaluating the viability of launches on the various County-owned properties in the corridor, the extent to which this section of the Broad Run corridor is navigable at different times of year, and general design parameters for each proposed launch site.

Development of this plan should be a priority for DPR, with a focus on having additional launches open to the public within the 10-year horizon of this plan. Having a water trail plan for this section of Broad Run is considered the most immediate way for the County to advance public paddling opportunities.

In addition to the above efforts, the County should develop a broader Blueways Plan for the entirety of the County's blueway corridor network. An overarching Blueways Plan should fully vet the reach and extent to which the county's streams and waterways are

navigable to hand-carried watercraft, identify the viability of potential launch locations, and identify opportunities to expand the blueway network beyond the strategies identified in this plan. A proper Blueways Plan will also create standards for signage, wayfinding, and launch design. Because of the scale and scope of a plan like this, which will likely require the assistance of a consultant, staff are recommending that a water trail plan be developed for Broad Run, in concert with this broader plan. Staff understand the desires of county residents who want more immediate access to the County's streams and waterways, and staff do not want to defer the opportunity to evaluate and develop launches while a broader countywide plan is developed. Both efforts identified in this section, however, will be dependent on staff capacity and funds available to prepare the identified studies.

As part of this plan, staff preliminarily asked the paddling community about the types of facilities that they would like to see provided at launch sites. As noted previously, this information is included in Appendix H along with generic, schematic details of what the layout of a launch facility might look like. These schematic details will continue to be advanced as sites are evaluated and formally designed for hand-carried launch access.



Hand-carried launch at Neabsco Regional Park

Integrate Pathways 2035 Into County Planning – This *Pathways 2035* plan is intended to be a bridge between the Comp Plan and the CIP. Although each of these plans is updated at fairly regular intervals, it is anticipated that there may be periods where there are minor discrepancies between documents, particularly in the periods between update cycles. Staff will therefore need to evaluate and identify any proposed changes to ensure continual alignment between each of these plans. Following adoption of this *Pathways 2035* plan, consideration should be given to revisiting the Mobility Chapter to evaluate and address any elements that may not align. The same holds for future updates to the Comp Plan that may affect the recommendations of this plan. Overall, any facility identified in this *Pathways 2035* plan that is not identified in the adopted Comp Plan may require further review in the form of a Public Facility Review to determine if the facility is substantially in accord with the Comp Plan.

Ultimately, the Mobility Chapter should identify the long-range planning vision for trail facilities in Prince William County (20 year Plan), with the trails prioritized for advanced planning and implementation in the updates to this *Pathways 2035* plan (i.e. 10 year Trails Master Plan), and then designed/moved forward for construction in the Capital Improvement Program (5 year Plan), or via other approved funding avenues. Following construction, these trails should then either be incorporated into the future maintenance plans of DPR (recreational trails) or VDOT (active mobility trails). As part of this process, it is further recommended that DPR, DTCC, and Planning Office staff continue to work to merge their respective GIS-based trail datasets, so that there is greater consistency between the trail map products developed by each Department moving forward.

To track implementation of this plan staff will develop a consolidated implementation matrix to allow for more detailed tracking of the active mobility and recreational trail segments as they move from planned, through design and construction, to completion. Staff will also develop an online GIS storyboard to digitally share larger versions of the map products in this document, as well as additional information about the recreational trail cost estimates, as those efforts advance. Staff will further continue to streamline the information in this plan and compile interim status updates to support capital planning. Overall, this is the first step in establishing priorities for completing the active mobility and recreational trail gaps in the County's trail network. The next step is now for County Departments and staff to work together to build out the vision of an interconnected trail network that ensures Prince William County continues to be a healthy and vibrant place to live and work.

Appendices

Appendix A: Active Mobility Trail Priorities by Tiers 1, 2, and 3

Appendix B: Recreational Trail Priorities by Tiers 1, 2, and 3

Appendix C: Top Active Mobility and Recreational Trail Priorities by District

- Map C1 – Brentsville District Priority Segments
- Map C2 – Coles District Priority Segments
- Map C3 – Gainesville District Priority Segments
- Map C4 – Neabsco District Priority Segments
- Map C5 – Occoquan District Priority Segments
- Map C6 – Potomac District Priority Segments
- Map C7 – Woodbridge District Priority Segments

Appendix D: Recreational Trail Cost Estimates by Greenway Corridor

Appendix E: Active Mobility Cost Estimate Methodology

Appendix F: Statistical Analysis of Priority Ranking Scores (Active Mobility and Recreational)

Appendix G: Mobility Chapter Active Mobility and Recreational Trail Goal Status Update

Appendix H: Site Recommendations for Blueway Access/Launch

Appendix I: Online Survey Results Summary

Appendix A – Active Mobility Trail Priorities by Tiers 1, 2, and 3

Active Mobility Segment Cost Estimates

Roadway Name	Trail Type	Trail Length (Miles)	Trail Segment Location	Score	Primary Mag. District	Low Cost Estimate	High Cost Estimate
TIER 1							
Minnieville Road	SUP	3.22	Caton Hill Rd to Cardinal Drive	49	NE	$24,274,254	$32,365,671
Old Bridge Road	SUP	1.77	Rolling Brook Dr to Oakwood Dr	48	OC	$13,314,805	$17,753,074
Richmond Highway	SUP	0.47	Cardinal Dr to Port Potomac Ave	46	WB	$3,578,913	$4,771,883
Bristow Road	PS	9.10	Nokesville Rd to Independent Hill Dr	46	BR	Variable	Variable
Smoketown Road	SUP	2.71	Cavalier Drive to Gideon	45	NE	$20,408,221	$27,210,962
Richmond Highway	SUP	0.53	Powells Creek to Panther Pride Dr	43	PO	$4,013,081	$5,350,774
Joplin Road	SUP	0.79	Prince William Forest Park to US Route 1	41	PO	$5,938,784	$7,918,378
Dale Boulevard	SH	1.75	Ridgefield Rd to Glendale Rd	40	NE	$18,501	$24,669
Richmond Highway	SUP	2.02	Marine Corps Museum entry to Stafford CL	40	PO	$15,225,664	$20,300,885
Hoadly Road	SUP	2.15	PW Pkwy to Purcell Rd	40	OC	$16,207,200	$21,609,599
Cardinal Drive	SUP	1.20	Minnieville Rd to Auburn Hills Dr	39	PO	$9,056,190	$12,074,920
Heathcote Boulevard	SUP	2.81	James Madison Hwy (Rt 15) to Lee Hwy (Rt 29)	38	GV	$21,186,950	$28,249,267
Richmond Highway	SUP	1.04	River Ridge Blvd to Dumfries TL	38	PO	$7,830,715	$10,440,954
Opitz Boulevard	SUP	1.54	US Route 1 to Gideon Drive	38	WB	$11,608,439	$15,477,919
Gordon Boulevard	SUP	1.59	Commerce St to Belmont Bay Dr	38	OC	$11,982,571	$15,976,761
Dale Boulevard	SUP	3.75	Glendale Rd to Neabsco Mills Rd	37	NE	$28,270,346	$37,693,794
Lee Highway	SUP	2.23	Pageland Ln to John Marshall Hwy	37	GV	$16,791,158	$22,388,211
Richmond Highway	SUP	0.44	Dumfries TL to Bradys Hill Rd	36	PO	$3,303,010	$4,404,013
Horner Road	SH	0.48	Occoquan Rd to Annapolis Way	35	WB	$5,126	$6,835
Dumfries Road	SUP	0.82	I-95 access to US Route 1	35	PO	$6,219,737	$8,292,983
Old Bridge Road	SUP	1.74	Cavalier Dr to PW Pkwy	35	OC	$13,147,621	$17,530,161
Wellington Road	SUP	5.57	University Blvd to Godwin Dr	34	BR	$42,013,002	$56,017,336
Prince William Parkway	SUP	0.67	Summerland Dr to commuter lot access road	34	WB	$5,054,864	$6,739,818
Hillendale Drive	SUP	0.94	PW Parkway to Dale Blvd	34	NE	$7,057,943	$9,410,591
Prince William Parkway	SUP	3.06	Brentsville Rd to Manassas TL	34	CO	$23,056,456	$30,741,941
Centreville Road	SUP	2.12	Fairfax CL to Manassas Park TL	33	CO	$16,021,002	$21,361,336
Old Bridge Road	SUP	0.68	Gordon Blvd to Darby Brooke Ct	33	OC	$5,121,923	$6,829,230
Horner Road	SUP	1.05	Summerland Dr to Occoquan Rd	33	WB	$7,932,322	$10,576,429
Prince William Parkway	SUP	1.65	Sudley Manor Dr to Innovation Dr connector	33	BR	$12,440,050	$16,586,733
Hoadly Road	SUP	2.25	Spriggs Rd to Hoadly Rd	33	CO	$16,945,565	$22,594,086
Occoquan Road	BL	1.17	US Route 1 to Old Bridge Rd	32	OC	$246,703	$328,937
Van Buren Road	SUP	2.75	Cardinal Dr to Dumfries Rd	32	PO	$20,697,928	$27,597,238
The Landing SAP: New	BL	1.53	New roadway - The Landing SAP	31	OC	$321,743	$428,990
Caton Hill Road	SUP	0.50	Minnieville Rd to The Landings SAP	31	OC	$3,791,407	$5,055,209
Sudley Road (VA-234 Bus.)	SUP	2.60	I-66 to Godwin Dr	31	GV	$19,577,852	$26,103,802
Antietam Road	BL	0.92	Cotton Mill Rd to Old Bridge Rd	29	OC	$193,844	$258,459
Annapolis Way	BL	0.77	US Route 1 to Gordon Blvd	29	WB	$162,667	$216,889
Lomond South Drive	SUP	0.55	Route 28 Bypass to Manassas TL	29	CO	$4,181,423	$5,575,230
Elm Farm Road	SUP	0.87	Prince William Pkwy to Minnieville Rd	29	NE	$6,524,506	$8,699,342
Coverstone Drive	SUP	0.97	Sudley Rd to Bethlehem Rd	29	GV	$7,318,767	$9,758,355
Balls Ford Road	SUP	1.52	Sudley Rd to Mayhew Sports Complex	29	GV	$11,495,034	$15,326,712
Hornbaker Road	SUP	1.82	Wellington Road to Thomasson Barn Way	29	BR	$13,718,012	$18,290,683

Trail Type:
SUP = shared use path
PS = paved shoulder
SH = sharrow
BL = bike lane

Magisterial District:
BR = Brentsville
CO = Cole
GV = Gainesville
NE = Neabsco
OC = Occoquan
PO = Potomac
WB = Woodbridge

Roadway Name	Trail Type	Trail Length (Miles)	Trail Segment Location	Score	Primary Mag. District	Low Cost Estimate	High Cost Estimate
			TIER 2				
Wood Street	BL	0.30	Regency Road to Belmont Bay Drive	28	WB	$63,735	$84,981
Delaney Road	BL	1.56	Dale Blvd to Minnieville Rd	28	NE	$328,345	$437,794
James Madison Highway	SUP	0.39	Town of Haymarket	28	GV	$2,955,810	$3,941,080
Williamson Boulevard	SUP	1.57	Sudley Rd to Portsmouth Rd	28	GV	$11,821,844	$15,762,459
Dale Boulevard	SUP	2.03	Hoadly Rd to Ridgefield Rd	28	NE	$15,343,302	$20,457,736
Sudley Road	SUP	8.77	US Route 15 to I-66	28	GV	$66,128,011	$88,170,681
Neabsco Road	BL	0.35	Indus Dr to Potomac Heritage Alternate	27	WB	$74,282	$99,043
Mohican Road	BL	0.91	Old Bridge Rd to Cromwell Ct	27	OC	$190,162	$253,549
Benita Fitzgerald Drive	SUP	0.85	Dale Boulevard to Brightwood ES	27	NE	$6,373,848	$8,498,463
Prince William Parkway	SUP	1.68	Sudley Manor Dr to Balls Ford Rd	27	BR	$12,658,100	$16,877,466
Vint Hill Road	SUP	3.50	Rollins Ford Rd to Fitzgerald Way	27	BR	$26,424,781	$35,233,041
Aden Road	PS	11.58	Nokesville Rd to Joplin Rd	27	BR	Variable	Variable
Darbydale Avenue	BL	0.45	Minnieville Rd to Evergreen Dr	26	NE	$94,432	$125,909
Centreville Road	SUP	0.25	Manassas Park TL to Manassas TL	26	CO	$1,900,436	$2,533,914
Dumfries Road	SUP	0.29	Talon Dr to Van Buren Rd	26	PO	$2,166,861	$2,889,148
Smoketown Road	SUP	0.38	Griffith Ave to Old Bridge Rd	26	OC	$2,901,814	$3,869,085
Dawson Beach Road	SUP	0.70	US Route 1 to Occoquan Bay NWR	26	WB	$5,252,491	$7,003,321
Cushing Road	SUP	0.85	Balls Ford Rd to I-66 access	26	GV	$6,377,480	$8,503,306
US-29 Alternate	SUP	5.19	US Route 29 to Fairfax CL	26	GV	$39,100,360	$52,133,813
Valley View Drive	PS	2.65	Bristow Rd to Parkgate Dr	26	BR	Variable	Variable
Davis Ford Road	PS	4.69	Yates Ford Rd to Prince William Pkwy	26	OC	Variable	Variable
Cotton Mill Drive	BL	0.48	Hedges Run Dr to Mohican Rd	25	OC	$101,337	$135,116
Belmont Bay Drive	BL	0.43	Palisades St to Harbor Side St	25	WB	$89,420	$119,227
Fuller Heights Road	SUP	0.37	US Route 1 to Fuller Heights Park	25	PO	$2,756,597	$3,675,462
Featherstone Road	SUP	1.14	US Route 1 to Marseille Ln	25	WB	$8,599,595	$11,466,127
Old Centreville Road	SUP	1.84	Fairfax CL to Centreville Rd	25	CO	$13,849,631	$18,466,174
Neabsco Road	PS	1.38	Leesylvania ES to Daniel K. Ludwig Dr	25	WB	Variable	Variable
Waterway Drive	BL	3.44	Dumfries Rd to Cardinal Dr	24	PO	$721,394	$961,858
Greatbridge Road	SUP	0.31	PW Pkway to Mays Quarter Road	24	OC	$2,310,720	$3,080,960
Belmont Bay Drive	SUP	0.49	Dawson Beach Rd to Herons View	24	WB	$3,694,256	$4,925,674
Dumfries Road (234 Bus.)	SUP	0.57	Manassas TL to Godwin Drive	24	CO	$4,270,469	$5,693,958
Farm Creek Drive	SUP	1.06	Featherstone Rd to Rippon Blvd	24	WB	$7,966,444	$10,621,926
Ashton Avenue	SUP	2.95	Balls Ford Rd to Godwin Dr	24	BR	$22,230,889	$29,641,186
Purcell Road	PS	2.74	Vista Brooke Drive to Token Forest Dr	24	OC	Variable	Variable
Signal Hill Road	PS	0.82	Signal View Rd to Moore Dr	24	CO	Variable	Variable
Antioch Road	PS	3.24	US Route 15 to Waterfall Rd	24	GV	Variable	Variable
Possum Point Road	BL	1.40	Dumfries TL to Cockpit Point Rd	23	PO	$295,029	$393,372
Landings SAP: Sharrows	SH	2.89	New Roadways - The Landing SAP	23	OC	$30,604	$40,805
Devils Reach Road	BL	0.58	Occoquan Rd to Carolyn Forest Dr	23	OC	$121,876	$162,501
Featherstone Road	BL	0.79	Marseille Ln to Veterans Memorial Park	23	WB	$165,861	$221,148
Godwin Drive	BL	1.55	Manassas TL to Dumfries Rd (234B)	23	CO	$324,777	$433,037
Caton Hill Road	SUP	0.37	Telegraph Rd to PW Parkway (Both Sides)	23	OC	$2,785,200	$3,713,601
River Heritage Boulevard	SUP	0.70	US Route 1 to River Ridge Blvd	23	WB	$5,294,622	$7,059,496
John Marshall Highway	SUP	1.46	Thoroughfare Rd to Haymarket Village Ctr	23	GV	$10,987,954	$14,650,605
Bethlehem Road	SUP	1.84	Balls Ford Road to Sudley Manor Drive	23	GV	$13,887,397	$18,516,529
Cockpit Point Road	BL	1.83	Possum Point Rd to trmini	22	PO	$383,999	$511,999
Dale City SAP: Sharrows	SH	3.35	Dale City SAP - Quartz Node	22	NE	$35,474	$47,299
Sudley Manor Drive	BL	0.62	Sudley Road to Brookview Court	22	GV	$130,908	$174,543
Old Triangle Road	BL	0.74	Dumfries TL to Fuller Heights Rd	22	PO	$156,339	$208,452
Blackburn Road	BL	1.38	Featherstone Rd to Rippon Blvd	22	WB	$288,797	$385,063
Limestone Drive	SUP	0.21	Wellington Branch Dr to commuter lot (W)	22	BR	$1,593,264	$2,124,352
University Boulevard	SUP	3.06	HS entry to Sudley Manor Dr	22	BR	$23,065,724	$30,754,299
Lake Jackson Drive	PS	2.22	Manassas TL to Dumfries Rd	22	CO	Variable	Variable
Innovation SAP: Bike Ln	BL	0.83	Innovation Park SAP	21	BR	$174,672	$232,896
Country Club Drive	SUP	0.13	Waterway Dr to Dumfries Rd	21	PO	$947,417	$1,263,223
University Boulevard	SUP	0.20	Wellington Rd business frontage	21	BR	$1,480,261	$1,973,682
Groveton Road	SUP	0.47	Cushing Road to 29 Alternate	21	GV	$3,575,125	$4,766,834
Telegraph Road	SUP	1.28	Morse Ln to Opitz Boulevard	21	OC	$9,688,600	$12,918,134

Active Mobility Segment Cost Estimates

Roadway Name	Trail Type	Trail Length (Miles)	Trail Segment Location	Score	Primary Mag. District	Low Cost Estimate	High Cost Estimate
			TIER 3				
Harbor Side Street	BL	0.24	Palisades St to Belmont Bay Dr	20	WB	$51,446	$68,595
Potomac River Boulevard	SUP	0.22	Gap in SUP w/ existing sidewalks	20	PO	$1,640,325	$2,187,100
Griffith Avenue	SUP	0.27	Cotton Mill Dr to Smoketown Rd	20	OC	$2,064,700	$2,752,933
Thomasson Barn Road	SUP	0.32	Hornbaker Rd to Discovery Blvd	20	BR	$2,389,501	$3,186,001
George Mason Circle	SUP	0.68	University Blvd to New Street 3	20	BR	$5,130,754	$6,841,005
James Madison Highway	SUP	0.85	Thoroughfare Rd to Madison Crescent	20	BR	$6,381,054	$8,508,072
John Marshall Highway	SUP	0.94	Haymarket TL to Gainesville Bus. Park	20	GV	$7,111,777	$9,482,370
Kettle Run Road	PS	2.35	Vint Hill Rd to Fitzwater Dr	20	BR	Variable	Variable
Palisades Street	BL	0.06	Belmont Bay Dr to Harbor Side St	19	WB	$12,420	$16,560
Mt Pleasant Drive	SH	0.59	Bayside Ave to Fisher Ave	19	WB	$6,218	$8,291
Russell Road	BL	0.46	PW Pkwy to Dale City SAP boundary	19	NE	$97,638	$130,185
Course View Way	BL	0.52	Dawson Beach Rd to Belmont Bay Drive	19	WB	$108,523	$144,697
Reddy Drive	SUP	0.29	US Route 1 to Blackburn Road	19	WB	$2,166,277	$2,888,369
Bristow Road	SUP	0.84	Independent Hill Dr to Dumfries Rd	19	CO	$6,350,706	$8,467,608
Dale City SAP: SUPs	SUP	1.28	Dale City SAP - Quartz Node	19	NE	$9,685,120	$12,913,494
Glenkirk Road	SUP	1.59	Linton Hall Rd to Hamlin Run Dr	19	BR	$11,952,865	$15,937,153
Lucasville Road	PS	3.16	Manassas TL to Bristow Rd	19	CO	Variable	Variable
Hereford Road	BL	0.30	Minnieville to Forestdale Rd	18	NE	$63,309	$84,412
Dale City SAP: Sharrows	SH	1.13	Dale City SAP - East Gateway Node	18	NE	$11,988	$15,984
Street 24	BL	0.33	New Roadway - Minnieville Node	18	NE	$68,346	$91,128
Signal Hill Road	SUP	0.25	Liberia Ave to Signal View Dr	18	CO	$1,911,397	$2,548,529
Catharpin Road	SUP	0.52	Legend Dr to John Marshall Hwy	18	GV	$3,886,039	$5,181,385
Lee Highway	SUP	0.67	Church entrance to Fauquier CL	18	BR	$5,071,977	$6,762,636
Rixlew Lane	SUP	1.06	Sudley Rd to Wellington Rd	18	CO	$8,008,555	$10,678,073
Somerset Crossing Drive	SUP	1.07	US Route 15 to Old Carolina Road	18	BR	$8,099,619	$10,799,492
Lee Highway	SUP	1.56	Garden Park Dr to shopping center frontage	18	BR	$11,746,096	$15,661,461
Vint Hill Road	PS	2.35	Fauquier CL to Rollins Ford Road	18	BR	Variable	Variable
Regency Road	BL	0.25	Dawson Beach Rd to Wood St	17	WB	$53,462	$71,283
Fisher Avenue	SH	0.34	Harrison St to Mt Pleasant Dr	17	WB	$3,554	$4,739
Hylton Center Boulevard	BL	0.23	Prince William Pkwy to George Mason Circle	17	BR	$47,897	$63,863
Golansky Boulevard	BL	0.61	PW Parkway to Smoketown Rd	17	NE	$127,198	$169,598
Aden Road	SUP	0.14	Joplin Road to Bristow Road	17	PO	$1,076,835	$1,435,781
Portsmouth Road	SUP	0.20	Sudley Road to Williamson Blvd	17	CO	$1,513,440	$2,017,920
DC SAP: Mapledale SUPs	SUP	0.41	Dale City SAP - Mapledale Node	17	NE	$3,111,835	$4,149,113
Gideon Drive	SUP	0.82	Smoketown Rd to Dale Boulevard	17	NE	$6,160,623	$8,214,163
University Boulevard	SUP	0.82	Innovation Dr to Godwin Dr	17	BR	$6,176,465	$8,235,287
Sudley Manor Drive	SUP	1.20	Chatsworth Dr to Sudley Rd	17	GV	$9,065,653	$12,087,537
Nokesville Road	SUP	2.14	Fitzwater Dr to Fauquier CL	17	BR	$16,123,744	$21,498,325
Mt Pleasant Drive	BL	0.20	US Route 1 to Bayside Ave	16	WB	$42,988	$57,318
Euclid Avenue	BL	0.26	Manassas TL to Manassas Park TL	16	CO	$55,404	$73,873
East Longview Drive	BL	0.30	US Route 1 to ~Harrison St	16	WB	$63,238	$84,317
Hedges Run Drive	SUP	0.06	Shopping center to Old Bridge Rd	16	OC	$459,867	$613,156
Independent Hill Drive	SUP	0.39	Dumfries Rd to Bristow Rd	16	CO	$2,912,403	$3,883,203
McGraws Corner Drive	SUP	0.56	Bellingham Dr to US Route 29	16	BR	$4,243,186	$5,657,581
Devlin Road	SUP	0.70	University Blvd to Ashleys Park Ln	16	BR	$5,240,459	$6,987,278
Old Carolina Road	SUP	1.41	Somerset Crossing Drive To US Route 29	16	BR	$10,637,184	$14,182,912
John Marshall Highway	PS	1.98	Fauquier CL to Thoroughfare Road	16	BR	Variable	Variable
Fitzwater Drive	BL	0.89	Nokesville Rd to Aden Rd	15	BR	$187,224	$249,632
Street 25	SH	0.24	New Roadway - Minnieville Node	15	NE	$2,518	$3,357
N. Wdbridge SAP: Bike Ln	BL	0.39	North Woodbridge SAP - Marumsco Node	15	WB	$82,406	$109,874
Katherine Johnson Avenue	BL	0.88	Wellington Rd to University Blvd	15	BR	$183,791	$245,055
Summerland Drive	SUP	0.21	Horner Rd to Prince William Pkwy	15	WB	$1,584,131	$2,112,175
Pageland Lane	SUP	6.95	US Rt 29 to Sudley Road (VA234) (Both Sides)	15	GV	$52,401,674	$69,868,898
Moore Drive	PS	0.53	Signal Hill Rd to PW Pkwy	15	CO	Variable	Variable
Thoroughfare Road	PS	2.01	John Marshall Hwy to US Route 15	15	BR	Variable	Variable

Active Mobility Segment Cost Estimates

Roadway Name	Trail Type	Trail Length (Miles)	Trail Segment Location	Score	Primary Mag. District	Low Cost Estimate	High Cost Estimate
TIER 3 (Continued)							
Bayside Avenue	BL	0.36	Mt Pleasant Dr to East Longview Dr	14	WB	$75,821	$101,095
Harrison Street	SH	0.22	Longview Dr to Fisher Ave	14	WB	$2,278	$3,038
Colchester Road	BL	0.58	Featherstone Rd to East Longview Dr	14	WB	$122,398	$163,197
Joplin Road	SUP	0.25	Aden Rd to PWCS facility	14	PO	$1,883,615	$2,511,487
Rollins Ford Road	SUP	0.36	Linton Hall Road to University Boulevard	14	BR	$2,708,984	$3,611,979
Lee Highway	SUP	0.20	Shopping center frontage to bridge	14	BR	$1,541,630	$2,055,506
Pump Station Way	PS	0.20	Industrial Rd to Broad Run Linear Park	14	BR	Variable	Variable
Old Carolina Road	SUP	0.17	Heathcote Blvd to Haymarket TL	13	GV	$1,279,158	$1,705,544
Old Carolina Road	SUP	0.14	Haymarket TL to ~Somerset Crossing Dr	13	BR	$1,035,405	$1,380,539
River Heritage Boulevard	SUP	1.01	Scarlet Pine Rd to Potomac Shores Pkwy	13	PO	$7,620,750	$10,161,000
Waterfall Road	SUP	2.99	US Route 15 to Antioch Rd	13	GV	$22,509,882	$30,013,176
Fleetwood Drive	PS	5.85	Parkgate Dr to Fauquier CL	13	BR	Variable	Variable
Lake Drive	BL	1.18	Pine St to south terminus	12	CO	$248,078	$330,770
Potomac Shores Parkway	SUP	0.21	Thoroughgood Drive to River Heritage Blvd	12	PO	$1,605,133	$2,140,177
Clover Hill Road	SUP	0.42	Manassas TL to Harry J Parrish Blvd	12	CO	$3,152,674	$4,203,565
James Madison Highway	SUP	4.18	Loudoun CL to Sudley Rd	12	GV	$31,493,410	$41,991,213
Fitzwater Drive	PS	3.37	Burwell Rd to Nokesville Rd	12	BR	Variable	Variable
Kahns Road	PS	1.76	Purcell Rd to Hoadly Rd	12	OC	Variable	Variable
Linton Hall Road	SUP	0.52	US Route 29 to Gateway Center Dr	11	BR	$3,917,997	$5,223,995
Coles Drive	SUP	0.49	Loop road trail to trail	11	CO	$3,670,735	$4,894,313
Brentsville Road	PS	2.54	PW Parkway to Lucasville Road	11	CO	Variable	Variable
Catharpin Road	PS	1.93	Sudley Rd to Fallen Oaks Pl	11	GV	Variable	Variable
Crockett Road	PS	1.74	Valley View Dr to Old Church Rd	11	BR	Variable	Variable
Hazelwood Drive	PS	2.20	Carriage Ford Rd to Fleetwood Dr	11	BR	Variable	Variable
Industrial Road	PS	0.60	Hornbaker Rd to Pump Station Way	11	BR	Variable	Variable
Dumfries Road	SH	0.07	Collinreid Court section	10	CO	$739	$985
Gum Spring Road	SUP	0.30	Loudoun CL to Sudley Rd	10	GV	$2,283,688	$3,044,918
Carriage Ford Road	PS	2.84	Aden Rd to Fauquier CL	10	BR	Variable	Variable
Hamlin Run Drive	SUP	0.24	Glenkirk Rd to Rollins Ford Rd	9	BR	$1,787,530	$2,383,373
Old Church Road	PS	2.49	Bristow Rd to Parkgate Dr	9	BR	Variable	Variable
Thoroughfare Road	PS	1.16	DPRT addition - Improved Bike Route	9	GV	Variable	Variable
Colvin Lane	PS	1.90	Aden Rd to Valley View Dr	9	BR	Variable	Variable
Purcell Road	SUP	0.34	Dumfries Rd to Vista Brooke Dr	8	OC	$2,562,384	$3,416,512
Owls Nest Road	PS	2.44	Vint Hill Rd to Burwell Rd	7	BR	Variable	Variable
Mountain Road	PS	6.73	Loudoun CL to Waterfall Rd	6	GV	Variable	Variable
Hooe Road	PS	0.60	Bristow Rd to Crockett Rd	5	BR	Variable	Variable
Parkgate Drive	PS	1.04	Old Church Rd to Aden Rd	4	BR	Variable	Variable
Burwell Road	PS	2.09	Vint Hill Rd to Fitzwater Dr	4	BR	Variable	Variable
Keyser Road	PS	0.98	Dumfries Rd to Orlando Rd	3	CO	Variable	Variable
Orlando Road	PS	1.59	Keyser Rd to Aden Rd	3	CO	Variable	Variable
Yates Ford Road	PS	2.35	PW Parkway to Fairfax CL	3	CO	Variable	Variable
Waterfall Road	PS	0.13	Antioch Rd to Mountain Rd	3	GV	Variable	Variable
Logmill Road	PS	6.27	Mountain Rd to Sudley Rd	1	GV	Variable	Variable
Parkgate Drive	PS	0.25	Valley View Dr to Fleetwood Dr	0	BR	Variable	Variable

Trail Type:
SUP = shared use path
PS = paved shoulder
SH = sharrow
BL = bike lane

Magisterial District:
BR = Brentsville
CO = Cole
GV = Gainesville
NE = Neabsco
OC = Occoquan
PO = Potomac
WB = Woodbridge

Appendix B – Recreational Trail Priorities by Tiers 1, 2, and 3

Recreational Trail Segment Prioritization

Trail System Name	Seg. Tag	Seg. Length	Surf.	Status	Section Description	Score	Mag. Dist.
TIER 1							
Neabsco Creek Greenway	NBG-07	2.86	NS	PR	Cloverdale Park to Neabsco Landing park parcel	38	NE
Powells Creek Greenway	PCG-08	1.05	NS	PL	Eagles Pointe - Rt 1 to I-95	37	PO
Kettle Run Greenway	KRG-00	4.71	NS	PR	KRGW - Alderwood to Valley View	36	BR
Occoquan Greenway	OQG-01	1.21	NS	PL	Captains to Deepford via Occoquan GW	35	OC
Ben Lomond Regional Park	BLR-04	1.97	AS	PR	Flat Branch - Sudley Rd to Splashdown	35	GV
Occoquan Greenway	OQG-02	0.71	NS	PR	Clipper Dr to Union St	35	OC
Dale City Transmission Line	DCU-01	2.13	NS	PR	W transmission line - Lindendale to PW Parkway	33	NE
Potomac Heritage NST	PHT-01	0.36	AS	PR	Under HWY 1 - Stone Yard to Pump Station	31	WB
Potomac Heritage NST	PHT-02	0.41	NS	PR	Destination Place - W under I-95	31	WB
Potomac Heritage NST	TSA-01	1.02	AS	PR	Batestown connection - Dumfries to PWFP	31	PO
Broad Run Greenway	BRG-10	7.57	NS	PR	Nokesville Rd to Doves Landing Park	30	BR
Manassas Rail Trail	MRT-00	3.82	AS	PL	Manassas Rail Trail	29	CO
Dale City Transmission Line	DCU-02	2.63	NS	PR	E of PW Parkway to Old Bridge Rd	29	OC
Dale City Transmission Line	DCU-04	0.44	NS	PR	E end - Sturbridge to K9Gunner	29	OC
Dale City Transmission Line	DCU-06	0.37	NS	PR	E end spur - Colby to Harbor Drive Pk	29	OC
Rocky Branch Greenway	RBG-00	2.00	NS	PL	Bridlewood Park to Broad Run/Hunting Cove	28	BR
Broad Run Greenway	BRG-08	0.69	NS	PL	BRG East - Victory Lakes to Avanti	28	BR
Lancaster Park	LPT-00	0.34	NS	PL	Park Facilities to PW Parkway	27	WB
Ben Lomond Connector	BLC-00	1.06	NS	PL	Brandon Way to Ben Lomond	27	GV
Neabsco Creek Greenway	NBG-06	0.05	NS	PL	Cloverdale Park segment	27	NE
Neabsco Creek Greenway	NBG-10	0.18	NS	PL	Cloverdale Park segment	27	NE
Powells Creek Greenway Spur	PCS-06	0.81	NS	PR	Port Potomac transmission line cut	27	WB
Innovation Park	INP-07	0.74	NS	PL	Data Center - Freedom Center Blvd to University Blvd	26	BR
Potomac Heritage NST	PST-02	0.49	WD	PL	Powells Ck crossing - Leesylvania to Potomac Shores	26	PO
Powells Creek Greenway	PCG-09	0.15	NS	PL	Port Potomac - Connection to HWY 1	26	WB
Dale City Transmission Line	DCU-05	0.38	NS	PR	E end spur - Sturbridge to Old Bridge	26	OC
Powells Creek Greenway	PCG-06	0.59	NS	PR	Montclair (Waterway) to Four Seasons - north side	26	PO
PW Digital Gateway	LBL-12	0.66	NS	PL	Conway Robinson to PATC esmt	25	GV
Neabsco Creek Spur	NBS-02	1.14	NS	PL	Old Ridgefield Rd ROW - Dale Blvd to parkland	25	NE
Kettle Run Spur	KRS-04	0.68	SD	PL	Bristoe Station W connection to Kettle Run	25	BR
Potomac Heritage NST	PST-04	1.10	NS	PL	Powells Landing S to Potomac Shores town center	25	PO
Triangle Small Area Plan	TSA-03	1.37	NS	PR	E I-95 Triangle Baptist/Little Creek	25	PO
Neabsco Creek Greenway	NBG-05	2.77	NS	PR	Minnieville Rd to Cloverdale Park	25	NE
Broad Run Greenway	BRG-09	0.73	NS	PR	W BWGW - Bristow Campus	25	BR
Ben Lomond Regional Park	BLR-03	0.87	NS	PL	Internal Park/Field connector to Flat Branch	24	GV
Ben Lomond Regional Park	BLR-02	0.12	NS	PL	Mayhew Park to I-66	24	GV
Dale City Transmission Line	DCU-03	0.54	NS	PR	E end - Merganser to Sturbridge	24	OC
Powells Creek Greenway Spur	PCS-05	0.31	NS	PR	Powells GW spur to Potomac MS	24	PO
Broad Run Greenway	BRG-06	0.31	NS	PR	North gap - Foxborough to Sudley Manor Dr	24	BR
Jefferson Park Connector	JPC-00	0.75	NS	PL	Jefferson Park Connector	23	WB
Potomac Heritage NST	DUT-01	1.21	NS	PR	Possum Point Transmission line to Swan Point ES	23	PO
Powells Creek Greenway	PCG-01	2.08	NS	PL	Landfill - future east side	22	CO
Devlin Transmission Line	DVU-03	0.43	NS	PR	Devlin ext - Hunting Cove to Linton Hall	22	BR
Dale City Transmission Line	DCU-01	0.58	NS	PR	W transmission line - Spriggs to Princedale	22	CO

Surface (Surf.):
NS = natural surface
AS = asphalt
WD = wood/boardwalk
SD = stonedust

Status:
PR = proposed
PL = planned

Magisterial Dist (Mag. Dist.):
BR = Brentsville
CO = Coles
GV = Gainesville
NE = Neabsco
OC = Occoquan
PO = Potomac
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Recreational Trail Segment Prioritization

Trail System Name	Seg. Tag	Seg. Length	Surf.	Status	Section Description	Score	Mag. Dist.
TIER 2							
Broad Run Greenway	BRG-04	1.82	NS	PL	Meadows at Morris Farm to Kingsbrooke	21	BR
Possum Point Park Site	DMP-01	2.30	NS	PL	Trails in future Possum Point park site	21	PO
Innovation Park	INP-03	0.82	NS	PL	Innovation Connector Trail - Freedom Center to Godwin	21	BR
Broad Run Spur	BRS-09	0.61	SD	PL	Bristoe Station Battlefield to Broad Run GW thru Trust	21	BR
Broad Run Greenway	BRG-07	1.81	NS	PL	W Broad Run - Linton Hall to YFT	21	BR
Preserve at Long Branch	LBP-00	0.37	NS	PL	Connection from Doves Landing to Sinclair Mill prop	21	CO
Powells Creek Greenway Spur	PCS-09	0.11	NS	PL	Eagles Pointe Sec 7 esmt	21	PO
Neabsco Creek Spur	NBS-03	0.78	NS	PR	SB-DCRC to Minnieville ES	21	NE
Apollo Subdivision Trail	APP-03	0.06	AS	PL	Earl M Cunard Park to Dimples Ct	20	NE
Little Bull Run Greenway	LBL-04	1.45	NS	PR	DVCC Waverly - Silver Lake to Twin Branch	20	GV
Potomac Shores	PST-05	0.30	NS	PL	Spur - River Heritage to Cockpit Point	19	PO
Neabsco Creek Greenway	NBG-09	0.38	NS	PL	Neabsco Landing to Neabsco Eagles Park	19	WB
Powells Creek Greenway	PCG-03	3.32	NS	PL	Minnieville Manor Park to Ewells Mill	19	PO
Rocky Branch Greenway Spur	RBS-00	0.19	NS	PL	Rocky Br GW east connection to Bristow Run ES	19	BR
Cannon Branch Greenway	CBG-01	0.94	NS	PL	Cannon Branch - N Airport to park prop	18	CO
Broad Run Spur	BRS-08	0.14	NS	PL	E Victory Lake - connection to Pump Station Way	18	BR
Cockpit Point Battery	CBP-00	2.06	NS	PL	Inside park - Cockpit Pt Rd to Potomac River Parcel	18	PO
Neabsco Creek Greenway	NBG-04	0.13	NS	PL	SB-DCRC connection - rec center to S Minnieville	18	NE
Powells Creek Greenway Spur	PCS-12	0.07	NS	PL	Eagles Point W LB-A connection to Four Seasons	18	PO
Powells Creek Greenway Spur	PCS-13	0.18	NS	PL	Eagles Pointe W LB-A Sec 2	18	PO
Broad Run Linear Park	BRC-01	0.06	NS	PL	Hunting Cove trailhead to Linton Hall Rd connector	18	BR
Powells Creek Greenway Spur	PCS-04	0.08	NS	PR	Powells GW spur - Four Seasons to Van Buren	18	PO
Little Bull Run Greenway	LBL-08	1.45	NS	PR	LBR - Catharpin Rd to Conway Robinson SF	18	GV
Powells Creek Greenway	PCG-02	0.52	NS	PR	Minnieville Manor Park to landfill	18	CO
Apollo Subdivision Trail	APP-01	0.27	NS	PL	Apollo Subdivison to Hoadly Rd	17	NE
Devlin Transmission Line	DVU-02	1.14	NS	PL	Devlin transmission line - Linton Hall to Wellington	17	BR
Catharpin Creek Greenway	CTG-05	0.93	NS	PL	Lightner Rd to Regency at Creekside	17	GV
Innovation Park	INP-08	0.09	NS	PL	Connection from Pyramid Pl to Innovation trail system	17	BR
Powells Creek Greenway Spur	PCS-08	0.47	NS	PL	S Powells - Eagles Pointe Sec 6&8 esmt	17	PO
Powells Creek Greenway Spur	PCS-10	0.09	NS	PL	Eagles Pointe Sec 5 esmt	17	PO
Powells Creek Greenway	PCG-10	1.24	NS	PL	Eagles Pointe W LB-A Sec 1	17	PO
Devlin Transmission Line	DVU-01	0.42	NS	PL	Devlin transmission line - Linton Hall to Wellington	17	BR
Catharpin Creek Greenway	CTG-02	0.15	NS	PR	N CGW - Rt 1 to James Long via Burnside	17	GV
Powells Creek Greenway Spur	PCS-14	0.10	NS	PR	Powells Creek spur to Singla Crossing Ln	17	PO
Powells Creek Greenway Spur	PCS-15	0.04	NS	PR	Eagles Pointe Sec 5 internal connection	17	PO
Apollo Subdivision Trail	APP-04	0.03	NS	PL	Dimples Ct to Earl Cunard Park	16	NE
Catharpin Creek Greenway	CTG-03	0.51	NS	PL	James Long Park to Catharpin Greenway connection	16	GV
Neabsco Creek Greenway	NBG-01	0.76	NS	PL	Saratoga Hunt Park section	16	NE
Dominion Valley Spur	DVS-00	0.81	SD	PR	DVCC Waterfall Rd connection to Rt15	16	GV
Powells Creek Greenway	PCG-05	0.25	AS	PR	Connection - Forest Park HS to street	16	PO
Cannon Branch Greenway	CBG-02	0.72	NS	PR	Cannon Branch - VDOT mitigation to data center	16	CO
Little Bull Run Greenway	LBL-06	0.25	NS	PR	Westmarket - Rt 15 to Old Carolina	16	GV
Innovation Park	INN-00	0.14	AS	PL	E Hornbaker Rd parallel esmt	15	BR
Broad Run Greenway	BRG-05	0.24	NS	PL	Kingsbrooke parkland connections	15	BR
Catharpin Creek Greenway	CTG-06	0.41	NS	PL	Heritage Hunt - south of Smith Crossing	15	GV
Little Bull Run Greenway	LBL-07	1.25	NS	PL	Piedmont - Old Carolina to Catharpin Rd	15	GV
Triangle Small Area Plan	TSA-02	0.32	NS	PR	E I-95 Batestown to Triangle Baptist	15	PO
Kettle Run Spur	KRS-03	0.34	NS	PR	Kettle Run GW to Thomas Farm	15	BR

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Recreational Trail Segment Prioritization

Trail System Name	Seg. Tag	Seg. Length	Surf.	Status	Section Description	Score	Mag. Dist.
TIER 3							
Powells Creek Greenway Spur	PCS-02	0.09	NS	PL	Powells GW N spur - Ewells Mill to Lake Terrapin	14	PO
Broad Run Greenway	BRG-01	0.63	NS	PL	Ellis Mill - Glenkirk Rd to Meadows at Morris Farm	14	BR
Broad Run Spur	BRS-05	0.25	NS	PL	W Braemar - Dunbarton extension	14	BR
Neabsco Creek Greenway	NBG-02	0.57	NS	PL	Greenwood Farm Park section	14	NE
Catharpin Creek Spur	CCS-03	0.21	SD	PL	DVCC under Rt 15 S to Burnside	14	GV
Powells Creek Greenway Spur	PCS-11	0.15	NS	PL	Eagles Pointe W LB-A connection to Van Buren Rd	14	PO
Powells Creek Greenway	PCG-07	0.75	NS	PR	HWY 1 to Four seasons in historic VA	14	PO
Neabsco Creek Greenway	NBG-03	0.28	NS	PR	Connection from Delaney Road to Dale City Rec	14	NR
Oak Valley HOA	OVH-01	0.75	NS	PR	HOA trail connection to Catharpin Creek	14	GV
Little Bull Run Greenway	LBL-11	1.94	NS	PL	E Sec - Pageland to Lick Branch	13	GV
Apollo Subdivision Trail	APP-02	0.10	NS	PL	Apollo internal trail	13	NE
Powells Creek Greenway Spur	PCS-07	0.76	NS	PL	Powells GW N - Hope Hill to Minnieville Rd	13	CO
Innovation Park	INP-05	0.10	SD	PL	Innovation Park internal trail system	13	BR
Cannon Branch Spur	CBG-05	0.74	NS	PL	Data Center - BRGW to Harry Parrish Blvd	13	CO
Possum Point Park Site	DMP-02	0.98	NS	PL	Possum Point waterfront connector	13	PO
Little Bull Run Greenway	LBL-02	0.19	NS	PL	LBL S to Silver Lake Park	13	GV
Powells Creek Greenway Spur	PCS-17	0.03	NS	PL	Powells GW connection to Grassy Knoll Ct	13	CO
Little Bull Run Greenway	LBL-03	0.09	NS	PL	LBL N to Silver Lake Park	13	GV
Little Bull Run Greenway	LBL-01	1.30	NS	PR	N Silver lake Park to Bull Run Mtn	13	GV
Little Bull Run Greenway	LBL-09	1.34	NS	PL	Heritage Hunt to Pageland Ln	12	GV
Kettle Run Spur	KRS-02	1.26	NS	PL	Kettle Run GW to Vint Hill Rd	12	BR
Innovation Park	INP-01	1.17	SD	PL	Streamside from Sweeney Barn to 2Silos	12	BR
Little Bull Run Greenway	LBL-05	0.68	NS	PL	Twin Branch West Market - DVCC to Rt 15	12	GV
Catharpin Creek Greenway	CTG-04	0.12	NS	PR	Lightner Road crossing S of Long Park	12	GV
PW Digital Gateway	DG/P	1.59	NS	PL	N section - Lick Br under Pageland to LBR	11	GV
Innovation Park	INP-04	0.26	NS	PL	Innovation Park internal trail system	11	BR
Powells Creek Greenway	PCG-04	0.24	NS	PR	Powells GW North spur to Forest Park HS	11	PO
Catharpin Creek Spur	CCS-05	0.04	SD	PL	Connection S to DVCC at Rt15	10	GV
Catharpin Creek Spur	CCS-06	0.08	NS	PL	CGW Spur w Rt 15 in easement	10	GV
PW Digital Gateway	DG/P	2.46	NS	PL	NW Sec - W Pageland to NW Corner	10	GV
Cannon Branch Greenway	CBG-03	0.28	NS	PL	Cannon Branch - City of Manassas SE Airport	10	CO
Broad Run Greenway	BRG-02	1.34	NS	PL	Meadow at Morris Farm	10	BR
Powells Creek Greenway Spur	PCS-16	0.01	NS	PL	Powells GW to Hazelnut Ct	10	CO
Catharpin Creek Greenway	CTG-01	2.89	NS	PR	Bull Run Mtn to DVCC	10	GV
Cannon Branch Greenway	CBG-04	0.48	NS	PR	Cannon Branch - City of Manassas S Airport	10	CO
Catharpin Creek Greenway	CTG-07	0.15	NS	PL	S side Heritage Hunt to Snyder	8	GV
Catharpin Creek Greenway	CTG-06	1.26	NS	PL	CGW - N side in Smith Crossing	8	GV
Innovation Park	INP-06	0.15	SD	PL	Innovation Park internal trail system	8	BR
Catharpin Creek Greenway	CTG-07	0.59	NS	PR	Catharpin Rd to Little Bull Run (south side)	8	GV
Broad Run Greenway	BRG-03	0.05	NS	PR	Meadow at Morris Farm to Glenkirk	8	BR
Powells Creek Greenway Spur	PCS-01	0.18	NS	PR	Powells GW N spur to Ashland ES	7	PO
Broad Run Spur	BRS-11	1.34	NS	PR	W Braemar - BRGW to Vint Hill Road	7	BR
Chestnut Lick	CHL-00	0.24	NS	PL	Evergreen Forest easement	6	GV
Little Bull Run Greenway	LBL-13	0.40	NS	PR	E section - Lick Branch to Sudley Rd	5	GV
Oak Valley HOA	OVT-02	1.80	NS	PL	N-W perimeter of Oak Valley	4	GV
Kettle Run Spur	KRS-01	1.27	NS	PL	Vint Hill Rd to Kettle Run GW	3	BR
Oak Valley Connector	OVC-01	0.05	NS	PR	Oak Valley trail to Catharpin Rd	1	GV
Chestnut Lick	CHL-01	0.77	NS	PL	Chestnut Lick Easement near Clifton Manor Pl	0	GV

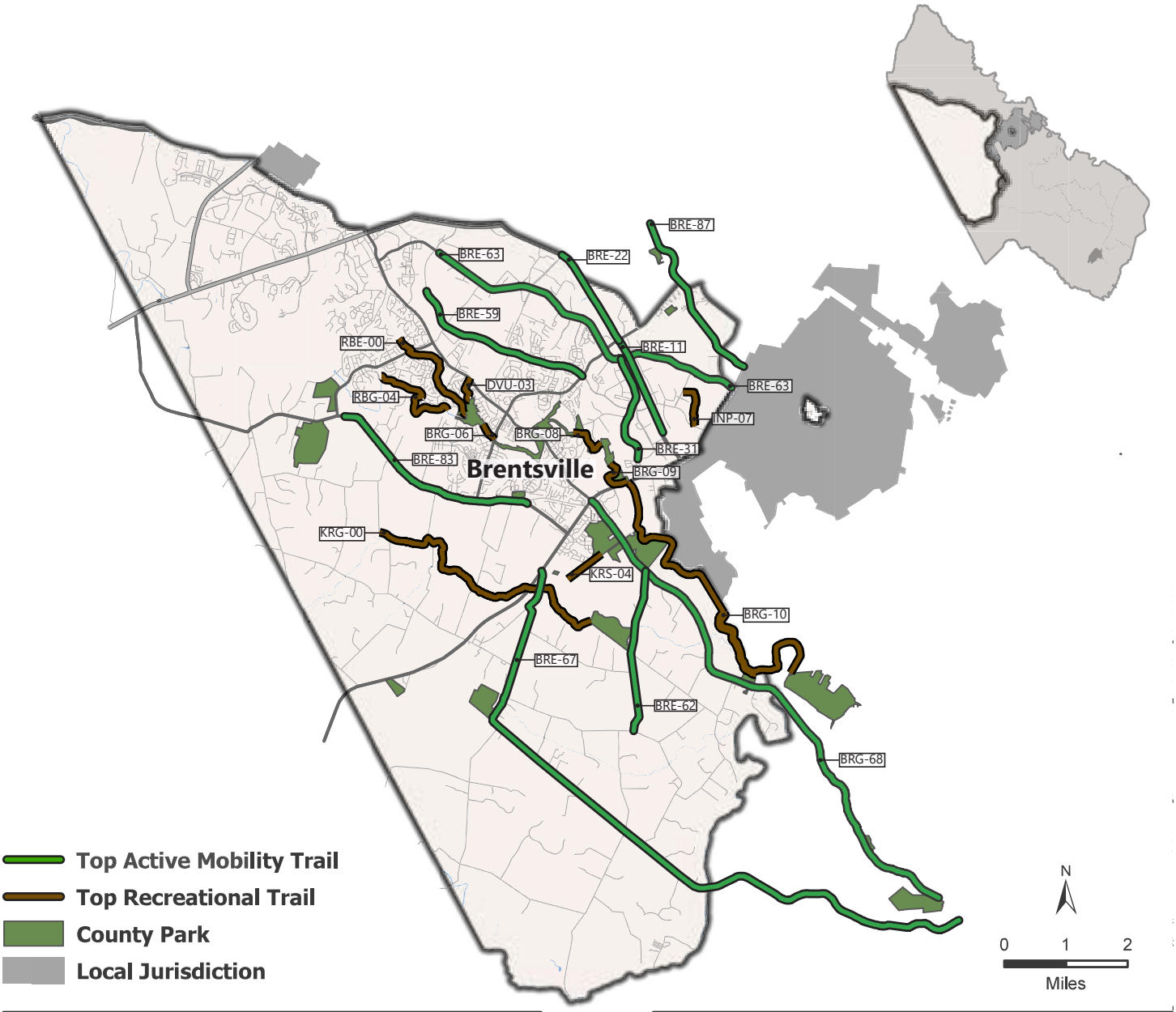
Surface (Surf.):
NS = natural surface
AS = asphalt
WD = wood/boardwalk
SD = stonedust

Status:
PR = proposed
PL = planned

Magisterial Dist (Mag. Dist.):
BR = Brentsville
CO = Coles
GV = Gainesville
NE = Neabsco
OC = Occoquan
PO = Potomac
WB = Woodbridge

Appendix C – Top Active Mobility & Recreational Trail Priorities by District

Map C1: Brentsville District Priority Segments

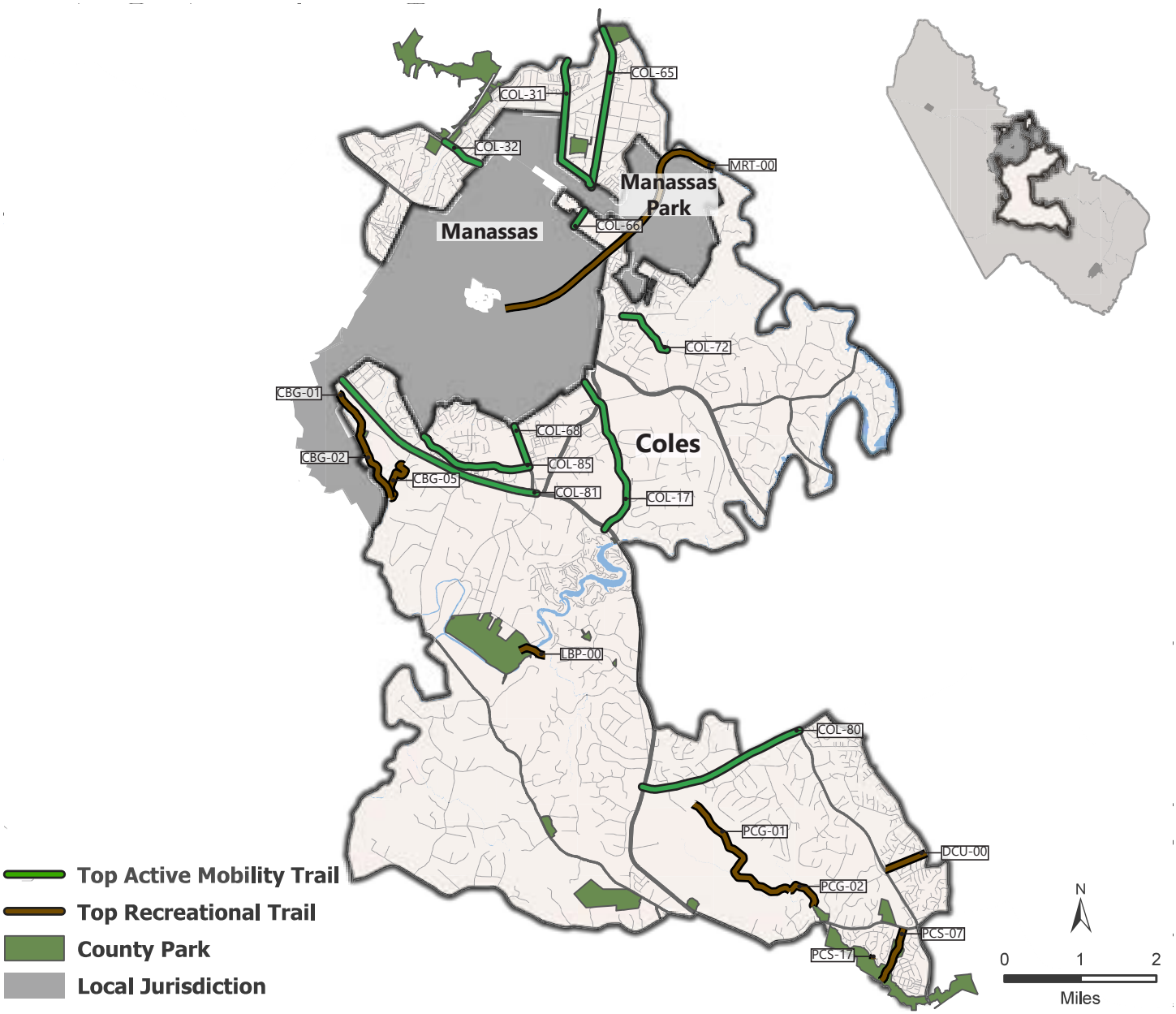


Tag	Recreational Trail Segment	Miles	Score
KRG-00	Kettle Run Greenway*	4.71	36
BRG-10	Broad Run Greenway*	7.57	30
RBG-00	Rocky Branch Greenway*	2	28
BRG-08	Broad Run Greenway*	0.69	28
INP-07	Innovation Park*	0.74	26
KRS-04	Kettle Run Spur*	0.68	25
BRG-09	Broad Run Greenway*	0.73	25
BRG-06	Broad Run Greenway*	0.31	24
DVU-03	Devlin Transmission Line*	0.43	22
BRG-04	Broad Run Greenway	1.82	21

Tag	Active Mobility Segment	Miles	Score
BRE-68	Bristow Road*	9.1	46
BRE-63	Wellington Road*	5.57	34
BRE-11	Prince William Parkway*	1.65	33
BRE-31	Hornbaker Road	1.82	29
BRE-83	Vint Hill Road	3.5	27
BRE-22	Prince William Parkway	1.68	27
BRE-67	Aden Road	11.58	27
BRE-62	Valley View Drive	2.65	26
BRE-87	Ashton Avenue	2.95	24
BRE-59	University Boulevard	3.06	22

* Indicates County Tier 1 Priority

Map C2: Coles District Priority Segments



Tag	Recreational Trail Segment	Miles	Score
MRT-00	Manassas Rail Trail*	3.82	29
DCU-00	Dale City Transmission Line*	0.58	22
PCG-01	Powells Creek Greenway*	2.08	22
LBP-00	Preserve at Long Branch	0.37	21
CBG-01	Cannon Branch Greenway	0.94	18
PCG-02	Powells Creek Greenway	0.52	18
CBG-02	Cannon Branch Greenway	0.72	16
PCS-07	Powells Creek Greenway Spur	0.76	13
CBG-05	Cannon Branch Spur	0.74	13
PCS-17	Powells Creek Greenway Spur	0.03	13

Tag	Active Mobility Segment	Miles	Score
COL-81	Prince William Parkway*	3.06	34
COL-65	Centreville Road*	2.12	33
COL-80	Hoadly Road*	2.25	33
COL-32	Lomond South Drive	0.55	29
COL-66	Centreville Road	0.25	26
COL-31	Old Centreville Road	1.84	25
COL-68	Dumfries Road	0.57	24
COL-72	Signal Hill Road	0.82	24
COL-85	Godwin Drive	1.55	23
COL-17	Lake Jackson Drive	2.22	22

* Indicates County Tier 1 Priority

Map C3: Gainesville District Priority Segments

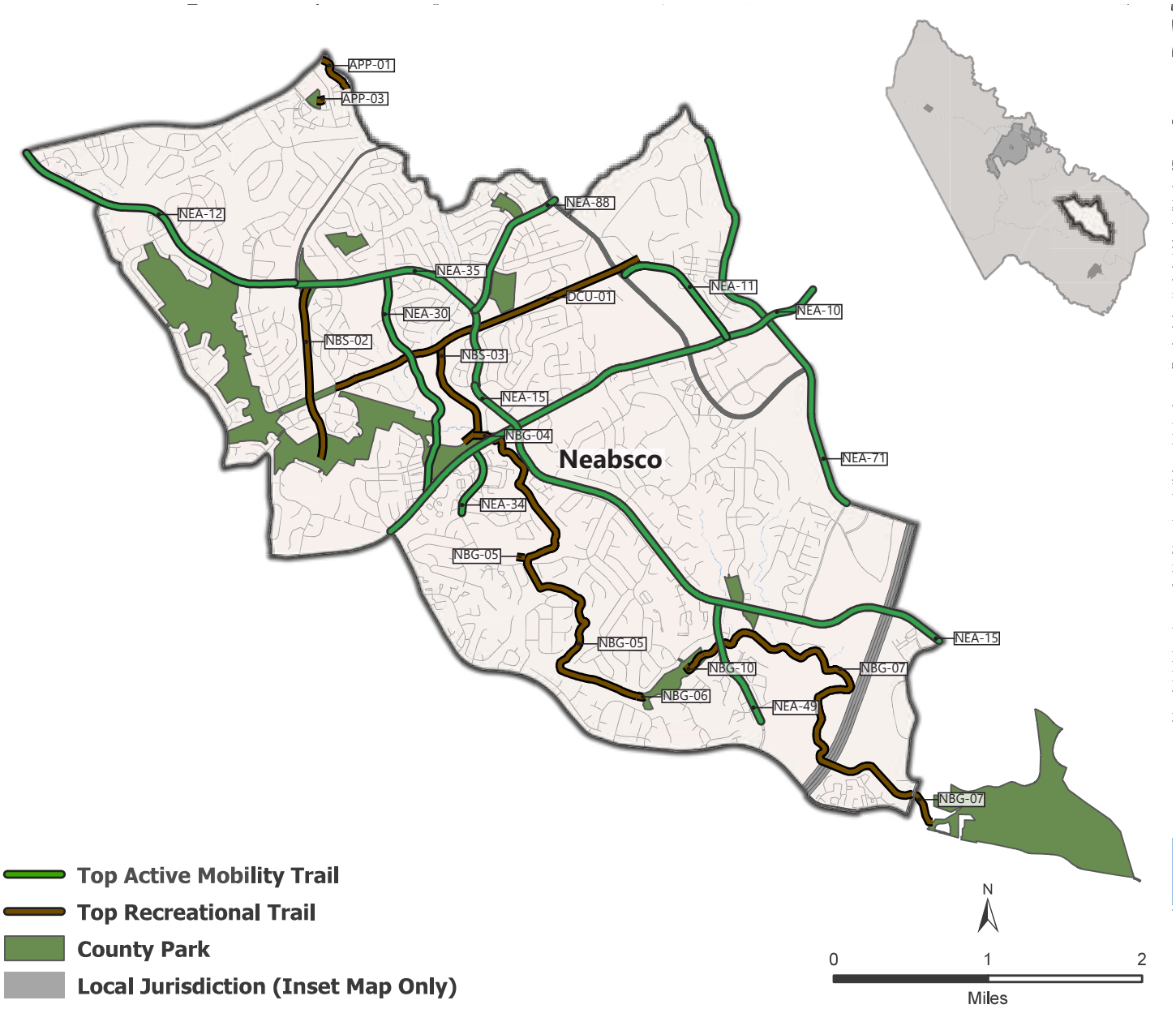


Tag	Recreational Trail Segment	Miles	Score
BLR-04	Ben Lomond Regional Park*	1.97	35
BLC-00	Ben Lomond Connector*	1.06	27
LBL-12	PW Digital Gateway*	0.66	25
BLR-03	Ben Lomond Regional Park*	0.87	24
BLR-02	Ben Lomond Regional Park*	0.12	24
LBL-04	Little Bull Run Greenway	1.45	20
LBL-08	Little Bull Run Greenway	1.45	18
CTG-05	Catharpin Creek Greenway	0.93	17
CTG-02	Catharpin Creek Greenway	0.15	17
CTG-03	Catharpin Creek Greenway	0.51	16

Tag	Active Mobility Segment	Miles	Score
GAI-99	Heathcote Boulevard*	2.81	38
GAI-14	Lee Highway*	2.23	37
GAI-15	Sudley Road*	2.6	31
GAI-64	Coverstone Drive*	0.97	29
GAI-92	Balls Ford Road*	1.52	29
GAI-55	James Madison Highway	0.39	28
GAI-61	Sudley Road	8.77	28
GAI-78	Williamson Boulevard	1.57	28
GAI-93	US-29 Alternate	5.19	26
GAI-95	Cushing Road	0.85	26

* Indicates County Tier 1 Priority

Map C4: Neabsco District Priority Segments

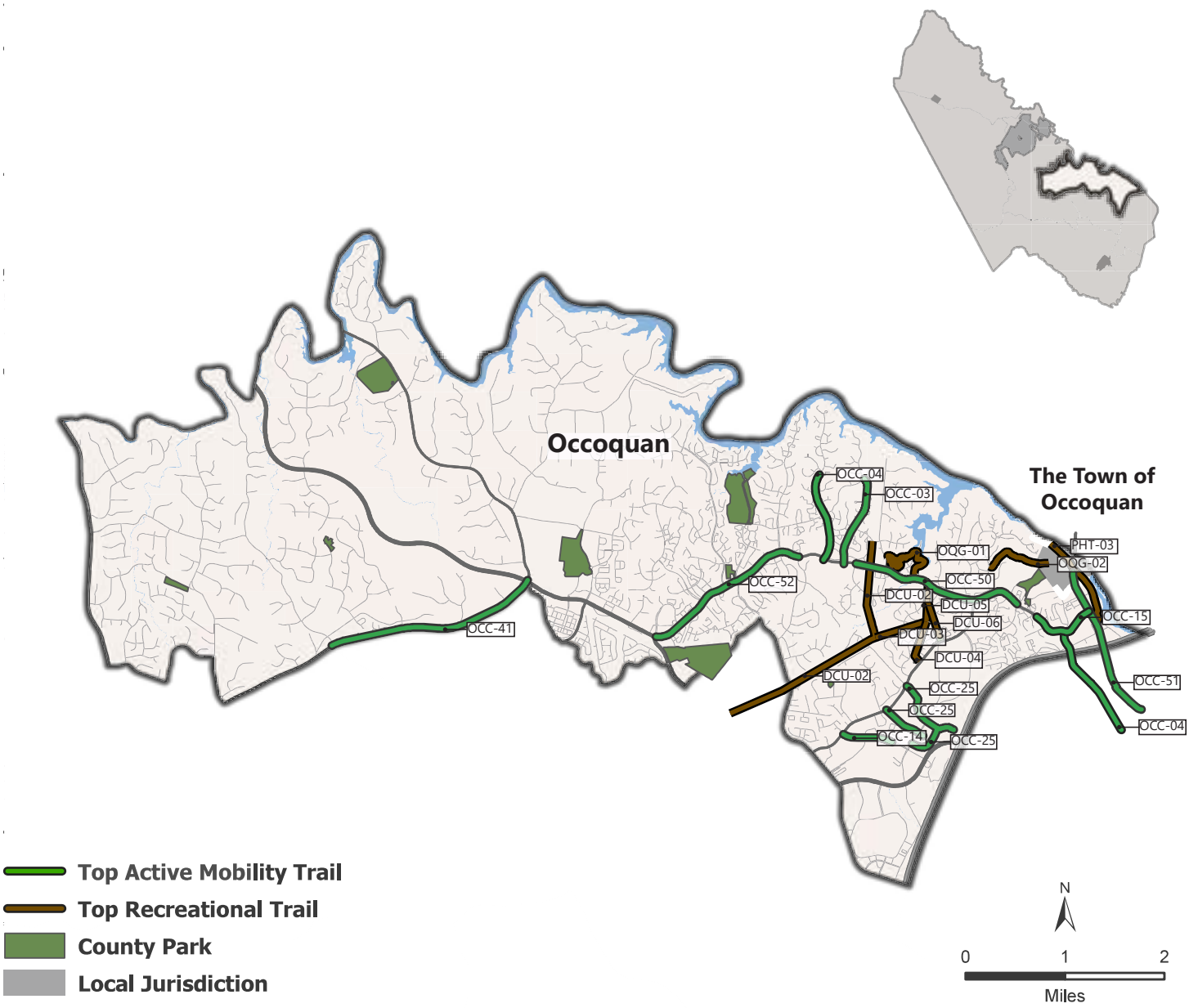


Tag	Recreational Trail Segment	Miles	Score
NBG-07	Neabsco Creek Greenway*	2.86	38
DCU-01	Dale City Transmission Line*	2.13	33
NBG-06	Neabsco Creek Greenway*	0.05	27
NBG-10	Neabsco Creek Greenway*	0.18	27
NBG-05	Neabsco Creek Greenway*	2.77	25
NBS-02	Neabsco Creek Spur*	1.14	25
NBS-03	Neabsco Creek Spur	0.78	21
APP-03	Apollo Subdivision Trail	0.06	20
NBG-04	Neabsco Creek Greenway	0.13	18
APP-01	Apollo Subdivision Trail	0.27	17

Tag	Active Mobility Segment	Miles	Score
NEA-10	Minnieville Road*	3.22	49
NEA-71	Smoketown Road*	2.71	45
NEA-35	Dale Boulevard*	1.75	40
NEA-15	Dale Boulevard*	3.75	37
NEA-88	Hillendale Drive*	0.94	34
NEA-11	Elm Farm Road*	0.87	29
NEA-30	Delaney Road	1.56	28
NEA-12	Dale Boulevard	2.03	28
NEA-49	Benita Fitzgerald Drive	0.85	27
NEA-34	Darbydale Avenue	0.45	26

* Indicates County Tier 1 Priority

Map C5: Occoquan District Priority Segments

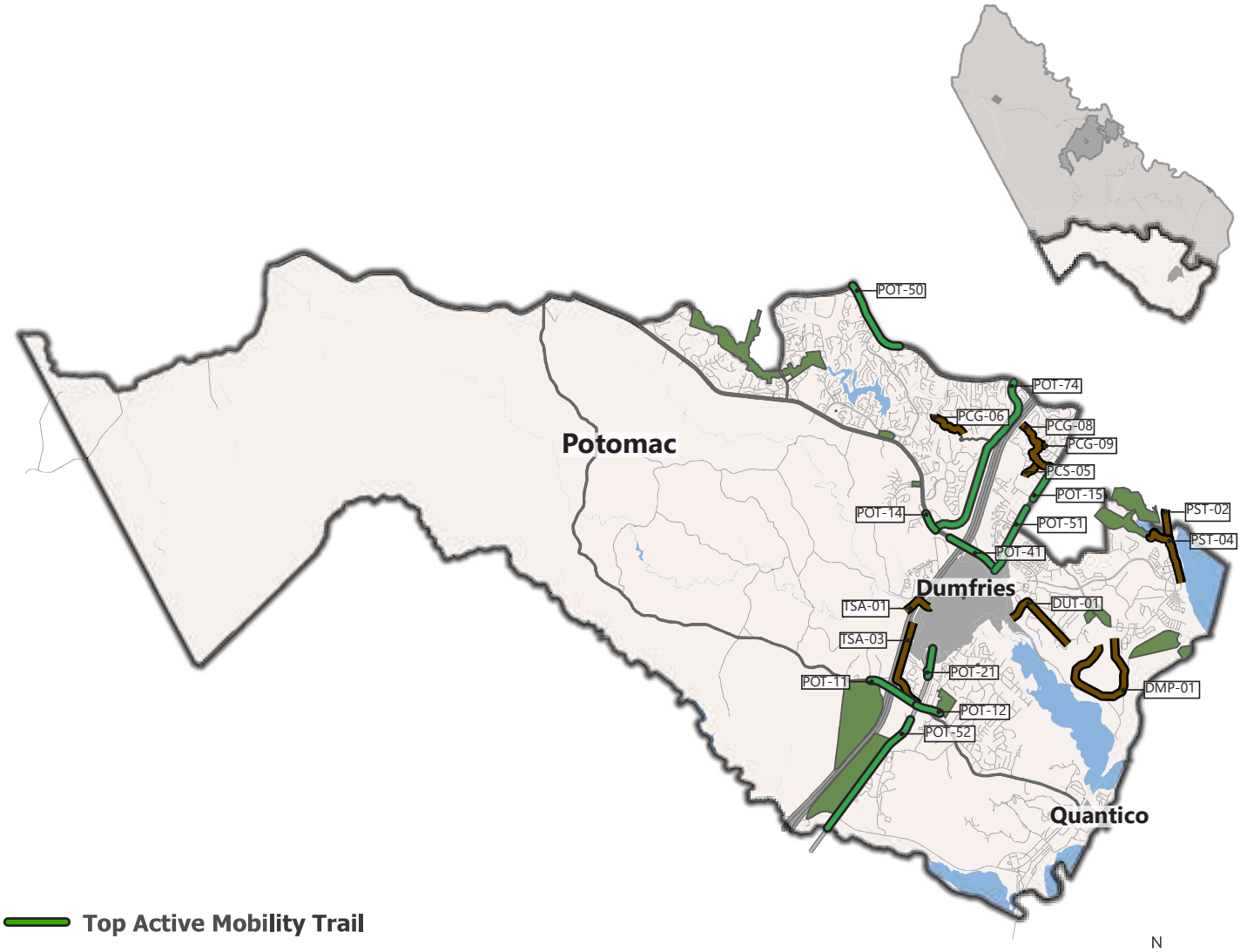


Tag	Recreational Trail Segment	Miles	Score
OQG-01	Occoquan Greenway*	1.21	35
OQG-02	Occoquan Greenway*	0.71	35
DCU-02	Dale City Transmission Line*	2.63	29
DCU-04	Dale City Transmission Line*	0.44	29
DCU-06	Dale City Transmission Line*	0.37	29
DCU-05	Dale City Transmission Line*	0.38	26
PHT-03	PHNST*	1.31	25
DCU-03	Dale City Transmission Line*	0.54	24

Tag	Active Mobility Segment	Miles	Score
OCC-50	Old Bridge Road*	1.77	48
OCC-41	Hoadly Road*	2.15	40
OCC-51	Gordon Boulevard*	1.59	38
OCC-52	Old Bridge Road*	1.74	35
OCC-15	Old Bridge Road*	0.68	33
OCC-04	Occoquan Road*	1.17	32
OCC-25	The Landing SAP*	1.53	31
OCC-14	Caton Hill Road*	0.5	31
OCC-03	Antietam Road*	0.92	29
OCC-02	Mohican Road	0.91	27

* Indicates County Tier 1 Priority

Map C6: Potomac District Priority Segments

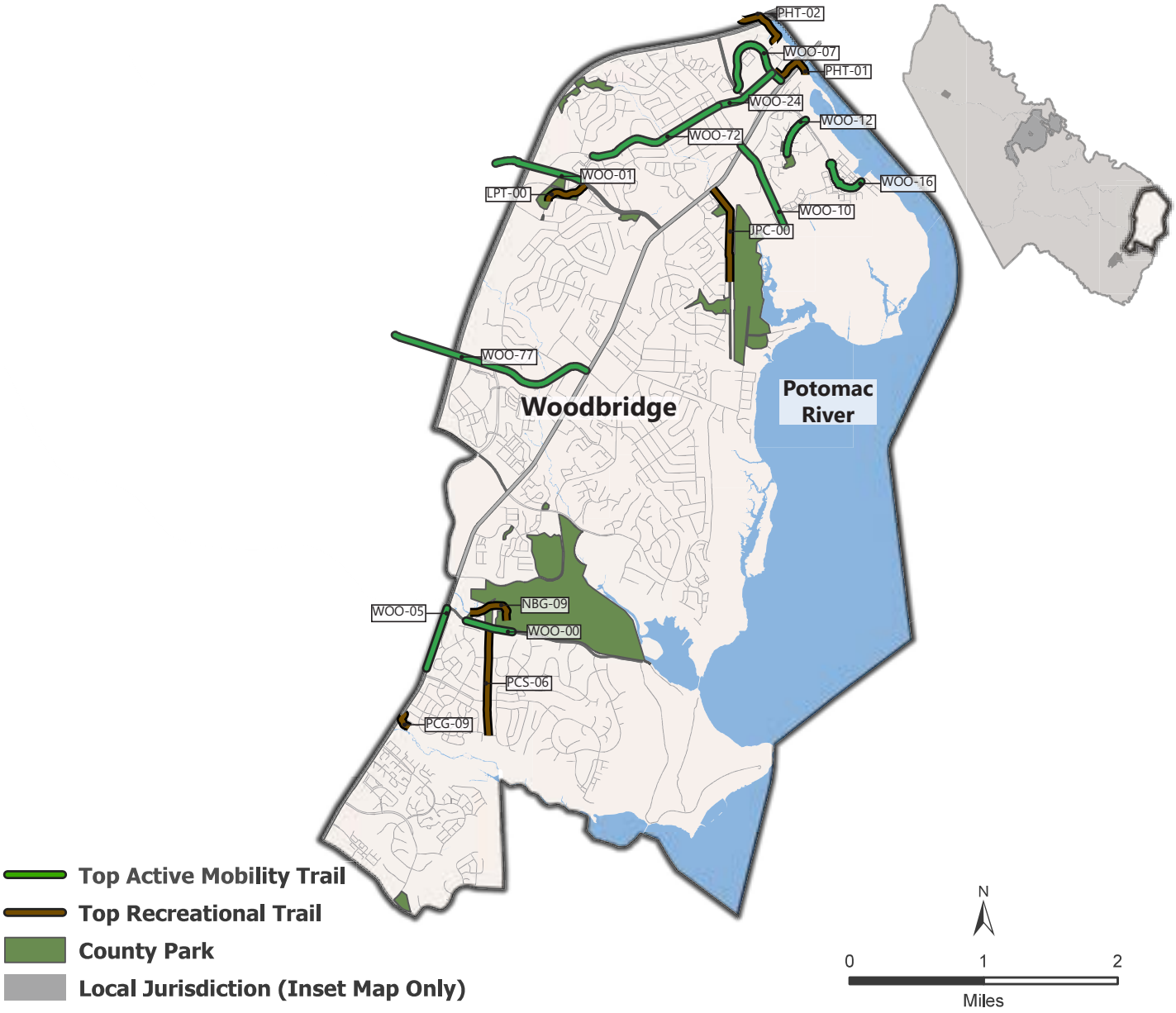


Tag	Recreational Trail Segment	Miles	Score
PCG-08	Powells Creek Greenway*	1.05	37
TSA-01	PHNST*	1.02	31
PST-02	PHNST*	0.49	26
PCG-06	Powells Creek Greenway*	0.59	26
TSA-03	Triangle Small Area Plan*	1.37	25
PST-04	PHNST*	1.1	25
PCS-05	Powells Creek Greenway Spur*	0.31	24
DUT-01	PHNST*	1.21	23
DMP-01	Possum Point Park Site	2.3	21
PCS-09	Powells Creek Greenway Spur	0.11	21

Tag	Active Mobility Segment	Miles	Score
POT-15	Richmond Highway*	0.53	43
POT-11	Joplin Road*	0.79	41
POT-52	Richmond Highway*	2.02	40
POT-50	Cardinal Drive*	1.2	39
POT-51	Richmond Highway*	1.04	38
POT-21	Richmond Highway*	0.44	36
POT-41	Dumfries Road*	0.82	35
POT-74	Van Buren Road - North*	2.75	32
POT-14	Dumfries Road	0.29	26
POT-12	Fuller Heights Road	0.37	25

* Indicates County Tier 1 Priority

Map C7: Woodbridge District Priority Segments



Tag	Recreational Trail Segment	Miles	Score
PHT-01	PHNST*	0.36	31
PHT-02	PHNST*	0.41	31
LPT-00	Lancaster Park*	0.34	27
PCS-06	Powells Creek Greenway Spur*	0.81	27
PCG-09	Powells Creek Greenway*	0.15	26
JPC-00	Jefferson Park Connector*	0.75	23
NBG-09	Neabsco Creek Greenway	0.38	19

Tag	Active Mobility Segment	Miles	Score
WOO-05	Richmond Highway*	0.47	46
WOO-77	Opitz Boulevard*	1.54	38
WOO-24	Horner Road*	0.48	35
WOO-01	Prince William Parkway*	0.67	34
WOO-72	Horner Road*	1.05	33
WOO-07	Annapolis Way*	0.77	29
WOO-12	Wood Street	0.3	28
WOO-00	Neabsco Road	0.35	27
WOO-10	Dawson Beach Road	0.7	26
WOO-16	Belmont Bay Drive	0.43	25

* Indicates County Tier 1 Priority

Appendix D – Recreational Trail Cost Estimates by Greenway Corridor

Broad Run Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Broad Run Greenway	BRG-10	7.57	Natural	Proposed	Nokesville Rd to Doves Landing Park	30	Brentsville
Broad Run Greenway	BRG-08	0.69	Natural	Planned	BRG East - Victory Lakes to Avanti	28	Brentsville
Broad Run Greenway	BRG-09	0.73	Natural	Proposed	W BWGW - Bristow Campus	25	Brentsville
Broad Run Greenway	BRG-06	0.31	Natural	Proposed	North gap - Foxborough to Sudley Manor Dr	24	Brentsville
Broad Run Greenway	BRG-04	1.82	Natural	Planned	Meadows at Morris Farm to Kingsbrooke	21	Brentsville
Broad Run Greenway	BRG-07	1.81	Natural	Planned	W Broad Run - Linton Hall to YFT	21	Brentsville
Broad Run Greenway	BRG-05	0.24	Natural	Planned	Kingsbrooke parkland connections	15	Brentsville
Broad Run Greenway	BRG-01	0.63	Natural	Planned	Ellis Mill - Glenkirk Rd to Meadows at Morris Farm	14	Brentsville
Broad Run Greenway	BRG-02	1.34	Natural	Planned	Meadow at Morris Farm	10	Brentsville
Broad Run Greenway	BRG-03	0.05	Natural	Proposed	Meadow at Morris Farm to Glenkirk	8	Brentsville
Total Mileage		15.19			Total Est. Cost Range	$ 6,455,620.40	$ 91,138,170.37

Cannon Branch Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Cannon Branch Greenway	CBG-01	0.94	Natural	Planned	Cannon Branch - N Airport to park prop	18	Coles
Cannon Branch Greenway	CBG-02	0.72	Natural	Proposed	Cannon Branch - VDOT mitigation to data center	16	Coles
Cannon Branch Greenway	CBG-03	0.28	Natural	Planned	Cannon Branch - City of Manassas SE Airport	10	Coles
Cannon Branch Greenway	CBG-04	0.48	Natural	Proposed	Cannon Branch - City of Manassas S Airport	10	Coles
Total Mileage		2.41			Total Est. Cost Range	$ 1,024,845.54	$ 14,468,407.65

Catharpin Creek Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Catharpin Creek Greenway	CTG-05	0.93	Natural	Planned	Lightner Rd to Regency at Creekside	17	Gainesville
Catharpin Creek Greenway	CTG-02	0.15	Natural	Proposed	N CGW - Rt 1 to James Long via Burnside	17	Gainesville
Catharpin Creek Greenway	CTG-03	0.51	Natural	Planned	James Long Park to Catharpin Greenway connection	16	Gainesville
Catharpin Creek Greenway	CTG-06	0.41	Natural	Planned	Heritage Hunt - south of Smith Crossing	15	Gainesville
Catharpin Creek Greenway	CTG-04	0.12	Natural	Proposed	Lightner Road crossing S of Long Park	12	Gainesville
Catharpin Creek Greenway	CTG-01	2.89	Natural	Proposed	Bull Run Mtn to DVCC	10	Gainesville
Catharpin Creek Greenway	CTG-07	0.15	Natural	Planned	S side Heritage Hunt to Snyder	8	Gainesville
Catharpin Creek Greenway	CTG-06	1.26	Natural	Planned	CGW - N side in Smith Crossing	8	Gainesville
Catharpin Creek Greenway	CTG-07	0.59	Natural	Proposed	Heritage Hunt Smith Crossing connection - S Catharpin Ck	8	Gainesville
Total Mileage		7.02			Total Est. Cost Range	$ 2,983,166.13	$ 42,115,286.56

Kettle Run Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Kettle Run Greenway	KRG-00	4.71	Natural	Proposed	KRGW - Alderwood to Valley View	36	Brentsville
Total Mileage		4.71			Total Est. Cost Range	$ 2,001,750.00	$ 28,260,000.00

Little Bull Run Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Little Bull Run Greenway	LBL-04	1.45	Natural	Proposed	DVCC Waverly - Silver Lake to Twin Branch	20	Gainesville
Little Bull Run Greenway	LBL-08	1.45	Natural	Proposed	Heritage Hunt S - Catharpin Rd to Conway Robinson	18	Gainesville
Little Bull Run Greenway	LBL-06	0.25	Natural	Proposed	Westmarket - Rt 15 to Old Carolina	16	Gainesville
Little Bull Run Greenway	LBL-07	1.25	Natural	Planned	Piedmont - Old Carolina to Catharpin Rd	15	Gainesville
Little Bull Run Greenway	LBL-11	1.94	Natural	Planned	E Sec - Pageland to Lick Branch	13	Gainesville
Little Bull Run Greenway	LBL-02	0.19	Natural	Planned	LBL S to Silver Lake Park	13	Gainesville
Little Bull Run Greenway	LBL-03	0.09	Natural	Planned	LBL N to Silver Lake Park	13	Gainesville
Little Bull Run Greenway	LBL-01	1.30	Natural	Proposed	N Silver lake Park to Bull Run Mtn	13	Gainesville
Little Bull Run Greenway	LBL-09	1.34	Natural	Planned	Heritage Hunt to Pageland Ln	12	Gainesville
Little Bull Run Greenway	LBL-05	0.68	Natural	Planned	Twin Branch West Market - DVCC to Rt 15	12	Gainesville
Little Bull Run Greenway	LBL-13	0.40	Natural	Proposed	E section - Lick Branch to Sudley Rd	5	Gainesville
Total Mileage		10.33			Total Est. Cost Range	$ 4,391,782.31	$ 62,001,632.61

Recreational Trail Cost Estimates by Greenway Corridor (continued)

Neabsco Creek Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Neabsco Creek Greenway	NBG-07	2.86	Natural	Proposed	Cloverdale Park to Neabsco Landing park parcel	38	Neabsco
Neabsco Creek Greenway	NBG-06	0.05	Natural	Planned	Cloverdale Park segment	27	Neabsco
Neabsco Creek Greenway	NBG-10	0.18	Natural	Planned	Cloverdale Park segment	27	Neabsco
Neabsco Creek Greenway	NBG-05	2.77	Natural	Proposed	Minnieville Rd to Cloverdale Park	25	Neabsco
Neabsco Creek Greenway	NBG-09	0.38	Natural	Planned	Neabsco Landing to Neabsco Eagles Park	19	Woodbridge
Neabsco Creek Greenway	NBG-04	0.13	Natural	Planned	SB-DCRC connection - rec center to S Minnieville	18	Neabsco
Neabsco Creek Greenway	NBG-01	0.76	Natural	Planned	Saratoga Hunt Park section	16	Neabsco
Neabsco Creek Greenway	NBG-02	0.57	Natural	Planned	Greenwood Farm Park section	14	Neabsco
Neabsco Creek Greenway	NBG-03	0.28	Natural	Proposed	*Needs re-routing as discussed	14	Neabsco
Total Mileage		7.97			Total Est. Cost Range	$ 3,388,235.30	$ 47,833,910.05

Occoquan Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Occoquan Greenway	OQG-01	1.21	Natural	Planned	Captains to Deepford via Occoquan GW	35	Occoquan
Occoquan Greenway	OQG-02	0.71	Natural	Proposed	Clipper Dr to Union St	35	Occoquan
Total Mileage		1.92			Total Est. Cost Range	$ 816,475.99	$ 11,526,719.87

PHNST Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Potomac Heritage National Scenic Trail	N/A	1.34	Asphalt	Proposed	Gap Area 1 - Town of Occoquan to Belmont Bay*	N/A	Woodbridge
Potomac Heritage National Scenic Trail	TSA-01	1.02	Natural	Proposed	Gap Area 2 - Town of Dumfries to PWFP*	31	Woodbridge
Potomac Heritage National Scenic Trail	N/A	1.20	Asphalt	Proposed	Gap Area 3 - PWFP to USMC Museum*	N/A	Potomac
Potomac Heritage National Scenic Trail	PST-02	0.49	Wood	Planned	Powells Ck water crossing - Leesylvania to Potomac Shores	26	Potomac
Potomac Heritage National Scenic Trail	PST-04	1.10	Natural	Planned	Powells Landing S to Potomac Shores town center	25	Potomac
Potomac Heritage National Scenic Trail	DUT-01	1.21	Natural	Proposed	Possum Point Transmission line to Swan Point ES	23	Potomac
Total Mileage		6.36			Total Est. Cost Range	$ 15,189,695.13	$ 37,495,695.89

*Estimated as part of the PHNST Feasibility Study

Powell's Creek Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Powells Creek Greenway	PCG-08	1.05	Natural	Planned	Eagles Pointe - Rt 1 to I-95	37	Potomac
Powells Creek Greenway	PCG-09	0.15	Natural	Planned	Port Potomac - Connection to HWY 1	26	Woodbridge
Powells Creek Greenway	PCG-06	0.59	Natural	Proposed	Montclair (Waterway) to Four Seasons - north side	26	Potomac
Powells Creek Greenway	PCG-01	2.08	Natural	Planned	Landfill - future east side	22	Coles
Powells Creek Greenway	PCG-03	3.32	Natural	Planned	Minnieville Manor Park to Ewells Mill	19	Potomac
Powells Creek Greenway	PCG-02	0.52	Natural	Proposed	Minniville Manor Park to landfill	18	Coles
Powells Creek Greenway	PCG-10	1.24	Natural	Planned	Eagles Pointe W LB-A Sec 1	17	Potomac
Powells Creek Greenway	PCG-05	0.25	Asphalt	Proposed	Connection - Forest Park HS to street	16	Potomac
Powells Creek Greenway	PCG-07	0.75	Natural	Proposed	HWY 1 to Four seasons in historic VA	14	Potomac
Powells Creek Greenway	PCG-04	0.24	Natural	Proposed	Powells GW North spur to Forest Park HS	11	Potomac
Total Mileage		10.19			Total Est. Cost Range	$ 4,330,424.56	$ 61,135,405.56

Rocky Branch Greenway Segments							
Trail System Name	**Segment Tag**	**Segment Length**	**Surface**	**Status**	**Section Description**	**Scoring**	**Magisterial District**
Rocky Branch Greenway	RBG-00	2.00	Natural	Planned	Bridlewood Park to Broad Run/Hunting Cove	28	Brentsville
Total Mileage		2			Total Est. Cost Range	$ 850,000.00	$ 12,000,000.00

Appendix E – Active Mobility Cost Estimate Methodology

The active mobility cost estimates contained within this plan are intended to provide planning level cost estimates based on an analogous methodology of comparing recently completed projects to determine a per linear foot cost per trail facility type - then applying that ratio to the estimated facility length to determine a per mile construction cost estimate.

Methodology/Calculation:

Construction Cost (C) = Estimated Facility Length (L) x Average Construction Cost by Facility Type (A)

C = L x A

The estimate can be further refined to determine the baseline cost for planning, design engineering, and construction of a project by adding the construction cost to the estimated cost of planning, design, engineering, and permitting cost (typically assumed to be about 40% of the cost of construction):

Baseline Estimate (B) = (Construction Cost (C) + Planning, Design, Engineering, and Permitting Cost (0.40x C)

B = C + 0.40C

Finally, to account for additional contingency factors that may increase the overall complexity and cost of the project such as need for additional right of way, utility relocation, environmental issues, grade, stormwater, etc., the Baseline Estimate needs to be multiplied by a high and low complexity factor to determine the final planning level cost estimate as a range between high and low.

High-Cost Estimate (HE) = (Baseline Estimate (B) + High Complexity Factor (0.6 x B)

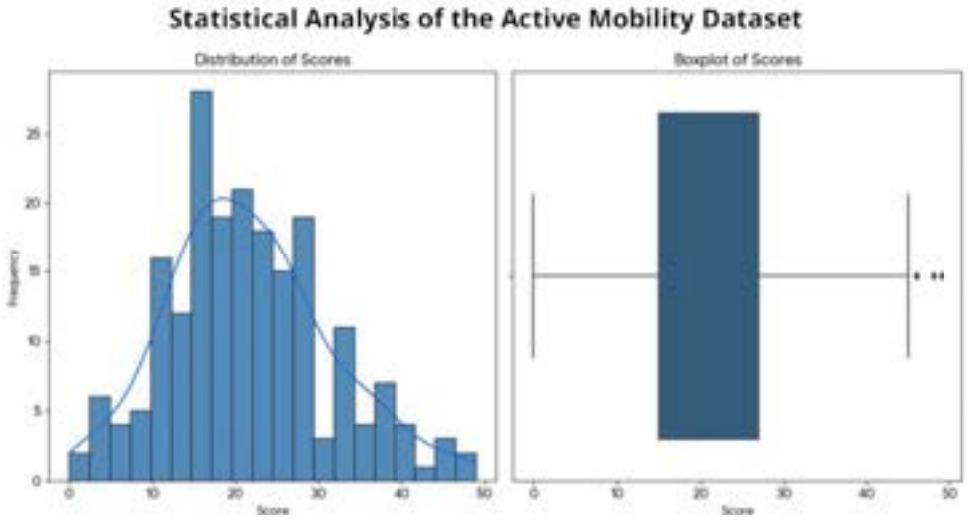
HE = B + 0.6B

Low-Cost Estimate (LE) = (Baseline Estimate (B) + Low Complexity Factor (0.2 x B)

LE = B + 0.2B

It is important to note what these high and low-cost estimates are and are not intended to provide. First, these estimates should be considered preliminary “first-step” estimates for the purposes of planning purposes, to be used to evaluate projects for potential funding sources, and prioritization for further project feasibility studies. No surveying, environmental review, or design work has been completed for these projects that would allow for a more accurate understanding of the overall project complexity and cost. Second, the costs are based on the data of recently completed projects and are intended to be considered in current project costs as of the date of this plan. No additional inflation factors have been applied to forecast costs based on anticipated inflation in future years. Therefore, the final project cost after design, engineering, permitting, and construction may not fall within the range provided due to inflation, final project complexity, and other factors not considered as part of this assessment. The estimates provided in the body of the document (Figure 4.1) are considered as stand-alone projects. If incorporated as part of a larger road modification and/or widening project significant cost savings could be possible.

Appendix F – Statistical Analysis of Priority Ranking Scores (Active Mobility and Recreational)



Descriptive Statistics

- **Count:** 200 Segments
- **Mean (Average):** 21.59
- **Median (Middle Value):** 20.50
- **Mode (Most Frequent):** 17
- **Standard Deviation:** 9.71
- **Minimum:** 0
- **Maximum:** 49

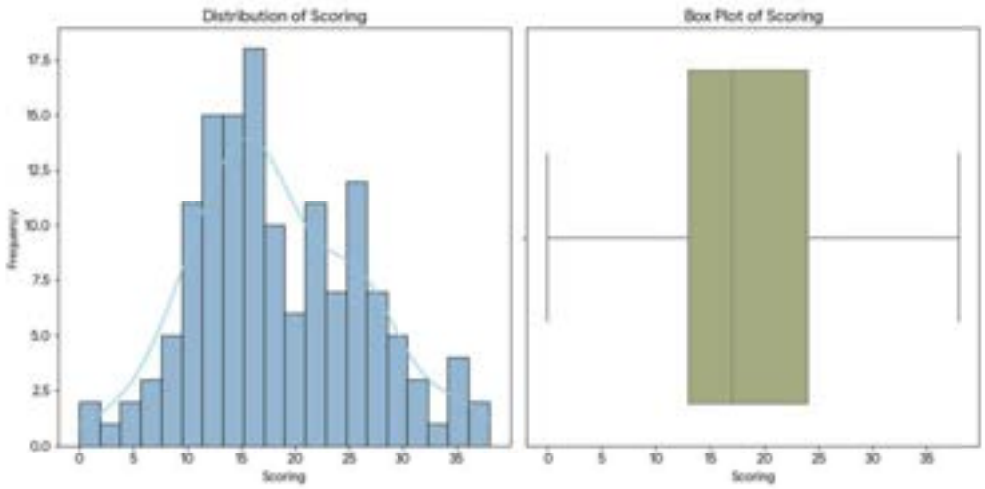
Quartiles

- **25th Percentile (Q1):** 15.00
- **50th Percentile (Q2 / Median):** 20.50
- **75th Percentile (Q3):** 27.00
- **Interquartile Range (IQR):** 12.00

Observations

- **Central Tendency:** The mean (21.59) and median (20.50) are very close, indicating a fairly symmetrical distribution of scores around the 20-22 range.
- **Spread:** With a standard deviation of 9.71, the scores are relatively clustered. The majority of trail segments (50%) fall within the interquartile range of 15 to 27.
- **Range:** Most segments are concentrated in the lower-to-middle range, with very few reaching the highest score brackets.

Statistical Analysis of the Recreational Dataset



Descriptive Statistics

- **Count:** 140 Segments
- **Mean (Average):** 18.36
- **Median (Middle Value):** 17.00
- **Standard Deviation:** 7.75
- **Minimum:** 0
- **Maximum:** 38

Quartiles

- **25th Percentile (Q1):** 13.00
- **50th Percentile (Q2 / Median):** 17.00
- **75th Percentile (Q3):** 24.00
- **Interquartile Range (IQR):** 11.00

Observations

- **Distribution Shape**: The distribution is slightly right-skewed (Skewness: 0.30) and relatively flat compared to a normal distribution (Kurtosis: -0.17). This indicates a healthy variety in trail segment priorities across the county.
- **Outliers**: The box plot shows that scores are well-contained within the expected range, with no statistical outliers on the high or low ends.
- **Drivers of High Scores**
  1. Increase Equity *(r = 0.65)*
  2. Extends Existing Trails *(r = 0.64)*
  3. Public Outreach Segments *(r = 0.56)*
  4. Supports Active Mobility *(r = 0.52)*

Appendix G - Mobility Chapter Active Mobility & Recreational Trail Goal Status Update

MOBILITY POLICY	ACTION STRATEGY	STATUS AS OF THIS PLAN
POLICY 1 **Ensure that the County's transportation network prioritizes safety for all mode users, including motorists, transit riders, pedestrians, including students, and bicyclists.**	**AT1.1** Consider alternative bike facility improvements (such as a paved shoulders) in areas where roadways are not planned to have shared use paths.	*On-going; in connection with VDOT annual re-paving program*
	AT1.2 Update and enhance the bicycle and pedestrian standards in Section 600 of the County's Design and Construction Standards Manual ("DCSM)".	*In-progress as part of the Section 600 DCSM update.*
	AT1.3 Improve connectivity of sidewalks and trails, including interjurisdictional connections, to ensure continuous, safe access.	*On-going; Capital improvement projects and developer contributions.*
	AT1.4 Consider reducing the width of roadway travel lanes in Small Area Plans/Town Centers/Activity Centers to provide separated bike lanes/transit lanes and/or parallel parking to reduce speeds and incentivize safe multimodal options.	*On-going*
	AT1.5 Identify roadways and develop criteria for establishing safe on-road bicycle routes throughout the County, ensuring that these routes provide access within and between Activity Centers and transit nodes.	*On-going through continued coordination between VDOT.*
	AT1.6 All proposed improvements which impact public and private roadway areas should consider bicycle accommodations.	*On-going*
	RT1.1 Improve safety and visitor experience along recreational trails through appropriate and consistent trail route and distance markings, and the use of technology, such as Quick Response ("QR") codes, to provide trail maps, contact information, and user guides.	*On-going; designated funding for sign upgrades would help expedite*
POLICY 2 **Prioritize equity and access when planning for mobility projects.**	**AT2.1** Maintain a County online interface for gathering resident input on the location of active mobility gaps and improvements needed to connect residents to retail, commercial, activity centers, and recreation areas.	*Pending*
	AT2.2 Where appropriate and consistent with applicable law, during rezoning and special use permit applications, encourage developers to consider providing private and/or public trails for inter-parcel connectivity and/or the recreational and wellness benefits, and/or land dedications/donations where needed to expand local and regional greenway, blueway, and heritage corridors	*On-going as part of development reviews*
	RT2.1 Consider establishing a designated maintenance fund for recreational trails as part of DPRT's Capital Maintenance Program.	*Recommendations in this plan*
	RT2.2 Seek opportunities to create a variety of accessible recreational trail experiences (bicycle, equestrian, nature trails, etc.) for a diverse mix of populations (i.e., various age groups, level of mobility, etc.).	*Fully accessible nature trails proposed with Doves Landing Park improvements; to be included in future parks master plans*

MOBILITY POLICY	ACTION STRATEGY	STATUS AS OF THIS PLAN
POLICY 3 Promote sustainability and resiliency when proposing new infrastructure or upgrading existing facilities that impact environmental and cultural resources.	**RT3.1** DPRT should coordinate with the County's Public Works Department Environmental Services/Watershed Division to establish guidelines and policies for the development of recreational trails within environmentally sensitive habitats and incorporate any design strategies, as appropriate, into related DPRT planning and design documents, such as the DPRT Trail Standards Manual.	*To be considered in update of DPR Trail Standards Manual which is a recommendation of this plan*
POLICY 7 **Align mobility priorities with land use to increase mobility options, minimize projected trip demand and improve quality of life for County residents.**	**AT7.1** Expand the DCSM bicycle parking rate requirements for a wider variety of commercial, office, and industrial uses.	*In-progress as part of the Section 600 DCSM update.*
	AT7.2 Encourage secure, convenient, and well-designed bike parking facilities for at least 5% of the student and/or employee population at County facilities,including schools, libraries, and government buildings.	*Pending*
	AT7.3 Apply bike lane designs from the National Association of City Transportation Officials ("NACTO") Urban Bikeway Design Guide and other relevant guiding documents to the County's Small Area Plans and urban areas.	*In-progress as part of the Section 600 DCSM update. On-going as part of future Small Area Plans and Urban development review.*
	AT7.4 Proposals for new mixed-use commercial, office, or residential development should consider incorporating sidewalks, shared use paths, and or recreational trails, to connect to existing and adjacent facilities of a similar design, particularly where needed to provide connectivity between land uses and improve mobility in the immediate vicinity of the development.	*On-going as part of development reviews*
POLICY 8 **Meet demand through capacity enhancements and innovative operational improvements.**	**AT8.1** Encourage public and private employers to create programs for employees that reduce trip demand by encouraging use of transit services and active mobility/recreational trail routes to and from the workplace.	*Pending*
	AT8.2 Encourage public and private opportunities for alternative uses at Park-and-Ride lots.	*On-going*
	RT8.1 Utilize trail counters, user surveys, and/or new technologies to collect demographic data and use patterns of users on the County's recreational trails and identify trail enhancements/programs that increase resident and visitor satisfaction.	*Pending*

MOBILITY POLICY	ACTION STRATEGY	STATUS AS OF THIS PLAN
POLICY 9 Continue to enhance and expand recreational trail opportunities throughout the County by providing a diverse mix of trail types and experiences to and witin the County's parks, and greenway and blueways corridors.	**RT9.1** When appropriate and consistent with applicable law, seek to acquire fee simple interest in property or public recreational trail easements through land dedications, purchases, grants, or donations that are suitable for expanding or creating new recreational trails/trail networks that support the regional recreational trail planning initiatives of DPRT, PWC Transportation, VDOT, Virginia Outdoors Plan, etc.	*On-going as part of development reviews.*
	RT9.2 Develop a County-wide Trails Master Plan that identifies trail and active mobility gaps and includes priorities for inclusion into capital improvement and capital maintenance budgets. In support of action strategy REC 1.6 (Parks, Recreationand Tourism Chapter) include an evaluation of blueway opportunities and interjurisdictional connections, as well as an analysis of bicycle routes and equestrian trails. This plan should be updated every 10 years following the update to the Parks, Recreation and Open Space Master Plan.	*Completed with this plan.*
	RT9.3 In support of PK 1.6 and REC 1.3 (Parks, Recreation & Tourism Chapter), continue to develop and maintain a database of all County-maintained recreational trails and trail easements, to include primary trail use/type, surface, and other pertinent qualifying details.	*Completed with this plan.*
	RT9.4 During the park master planning process, consider providing/ expanding/improving recreational trail/ active mobility opportunities to and within the County's parks, including expansion of the greenway and blueway trail networks. This should include identifying means to create appropriate bike/pedestrian access to all park entrances and/or trails from adjacent neighborhoods and establishing/completing accessible routes to and between park facilities.	*On-going with park master plans*
	RT9.5 To address the fitness and health objectives identified in action strategy REC 1.8 (Parks, Recreation & Tourism Chapter), seek opportunities to establish accessible walking/fitness trails around the perimeter of the County's neighborhood and community parks.	*On-going; accessible nature trails proposed with Doves Landing Park development and Davis Ford Park master plan*
	RT9.6 Seek opportunities to expand/create recreational trails that connect County parks.	*On-going; Trails being built along Occoquan and Neabsco Greenways*
	RT9.7 In support of Rec 1.4 (Parks, Recreation & Tourism Chapter), inventory all County parks lacking appropriate bicycle and pedestrian access at the park entrance and coordinate with DOT/VDOT to consider such improvements as adjacent roadways are developed/redeveloped, particularly at the neighborhood park level.	*Pending*
	RT9.8 Seek opportunities to expand equestrian and blueway trail opportunities, including the development of trailhead parking areas, as necessary to improve trail use/access.	*On-going; Improved equestrian and new blueway access proposed at Doves Landing/ Sinclair Mill Parks*
	RT9.9 Provide recreational trail opportunities that serve the specialized needs of residents, with a focus on inclusion and accessibility for all types of recreational trails (i.e., nature, interpretive, equestrian, mountain biking, kayaking, etc.).	*On-going; mountain biking trail expansion at Locust Shade & Long Parks; new trails pending at Long Branch/Sinclair Mill sites.*

MOBILITY POLICY	ACTION STRATEGY	STATUS AS OF THIS PLAN
POLICY 10 **Encourgae resident, stakeholder, and inter-jurisdictional participation in the planning and design of the County's recreational trails, and greenway and blueway corridors, to promote a greater sense of community and to enhance regional connectivity.**	**RT10.1** Continue to work with the Prince William County Trails & Blueways Council to collect input on recreational trail opportunities and priorities within each of the County's magisterial districts, and the County-wide trail network.	*On-going; Input included in this plan*
	RT10.2 Continue to seek input/assistance from the Prince William County Trails & Blueways Council, Greater Prince William Trails Coalition, Prince William Trails and Streams Coalition, residents, adjacent jurisdictions, and other stakeholders, to identify recreational trail gaps and prospective routes for implementing the recreational trails, as well as the greenway and blueway components of this Chapter.	*On-going; regular staff attendance at NVRC and GPWTC meetings, staff support of TBC*
	RT10.3 Provide an interactive online map to collect resident/stakeholder input on trail gaps (recreational trails, shared use paths, sidewalks, etc.) and establish a database of project priorities.	*Pending*
	RT10.4 In support of PK 4.1 (Parks, Recreation & Tourism Chapter) seek opportunities to connect the County's recreational trails to similar trails provided by adjacent jurisdictions, particularly across Bull Run/Occoquan River and other local, regional, state, and federal park and trail providers.	*On-going*
POLICY 11 **Balance recreational trail development and maintenance projects to ensure system-wide quality.**	**RT11.1** Develop a database of recreational trail capital improvement and capital maintenance priorities for inclusion into County department budgets. Develop a recreational trail maintenance plan that identifies funding and staffing levels necessary to maintain the County's recreational trails.	*On-going recommendation of this plan*
	RT11.2 Actively pursue recreational trail grant funding that supports the County's recreational trail construction and maintenance efforts. Explore partnerships with adjacent jurisdictions for joint grant applications for multi-jurisdictional projects.	*On-going; RTP and FLAP grants secured for trail projects in last 2 years*
	RT11.3 Develop/formalize "Adopt A Trail", "Adopt A Stream", or similar program(s) to promote resident, stakeholder, businesses, and neighborhood investment in the maintenance and improvement of the County's recreational trails, and greenway and blueway corridors. Seek assistance from the Prince William County Trails & Blueways Council, or similar groups/organizations to lead these initiatives.	*Completed - Program established*
	RT11.4 Where appropriate and consistent with applicable law, encourage rezoning applicants to consider trail connections to the surrounding trail network and allow public access to these trails to enhance overall connectivity, including gaps in the existing trail network, particularly in Equity Emphasis Areas.	*On-going with land development applications; significant trail connections proffered in CY25*

Appendix H – Site Recommendations for Blueway Access/Launch

During the public planning charette held in May 2025, the Project Team garnered feedback on the types of amenities preferred at hand-carry launch sites. The Identified Priority table below shows the priority ranking for the 15 amenities/features that were identified, with most respondents wanting County ownership of the launch. Having storage facilities at a launch site was the lowest priority with no votes cast in favor of this feature.

Rank	Identified Priority	Total
1	County ownership of the launch (easy public access)	23
2	Information at Launches (Maps, flow, rates, safety)	16
3	Adding more publicly accessible launches	16
4	Ability to paddle between launches	15
5	Restrooms at launches	15
6	Vehicle parking at launches	15
7	Watercraft rental facilities (kayaks, canoes, and paddleboards)	13
8	Picnic facilities at launches	9
9	Fishing access at launches	8
10	Ability to start and end a trip at the same launch	8
11	No fees for launches or parking	7
12	ADA compliant launches	5
13	Trailer parking at launches	3
14	Requiring permit for access	3
15	Storage facilities at launches	0

Below are examples of a typical hand-carry bank launch, a dock launch, and an accessible launch. On the following pages schematic details are also provided to show how typical launch sites might be designed, including parking, access path(s), and overall launch layout for both a bank launch and an accessible launch. This information is provided for future consideration should staff develop a Countywide Blueways Master Plan and/or pursue the development of additional launch sites.



Typical Hand-Carry Bank Launch



Typical Hand-Carry Dock Launch



Typical Accessible Launch

Typical Bank Launch Site Schematic

NOTES:

THIS DIAGRAM IS INTENDED TO SHOW GENERAL DIMENSIONS AND ELEMENTS OF A HAND-CARRIED LAUNCH.

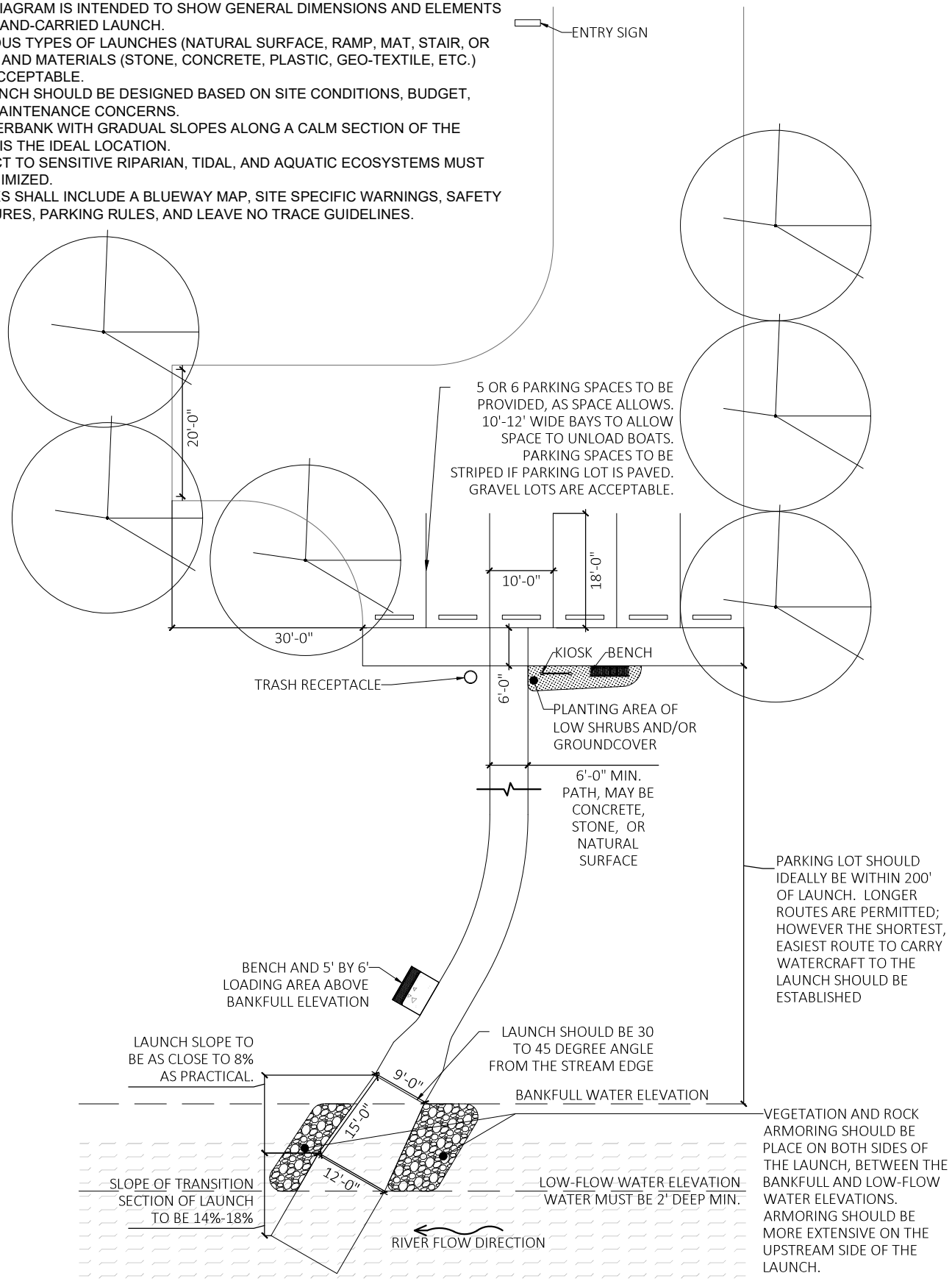
-VARIOUS TYPES OF LAUNCHES (NATURAL SURFACE, RAMP, MAT, STAIR, OR DOCK) AND MATERIALS (STONE, CONCRETE, PLASTIC, GEO-TEXTILE, ETC.) ARE ACCEPTABLE.

-A LAUNCH SHOULD BE DESIGNED BASED ON SITE CONDITIONS, BUDGET, AND MAINTENANCE CONCERNS.

-A RIVERBANK WITH GRADUAL SLOPES ALONG A CALM SECTION OF THE RIVER IS THE IDEAL LOCATION.

-IMPACT TO SENSITIVE RIPARIAN, TIDAL, AND AQUATIC ECOSYSTEMS MUST BE MINIMIZED.

-KIOSKS SHALL INCLUDE A BLUEWAY MAP, SITE SPECIFIC WARNINGS, SAFETY MEASURES, PARKING RULES, AND LEAVE NO TRACE GUIDELINES.



Typical Accessible Launch Site Schematic

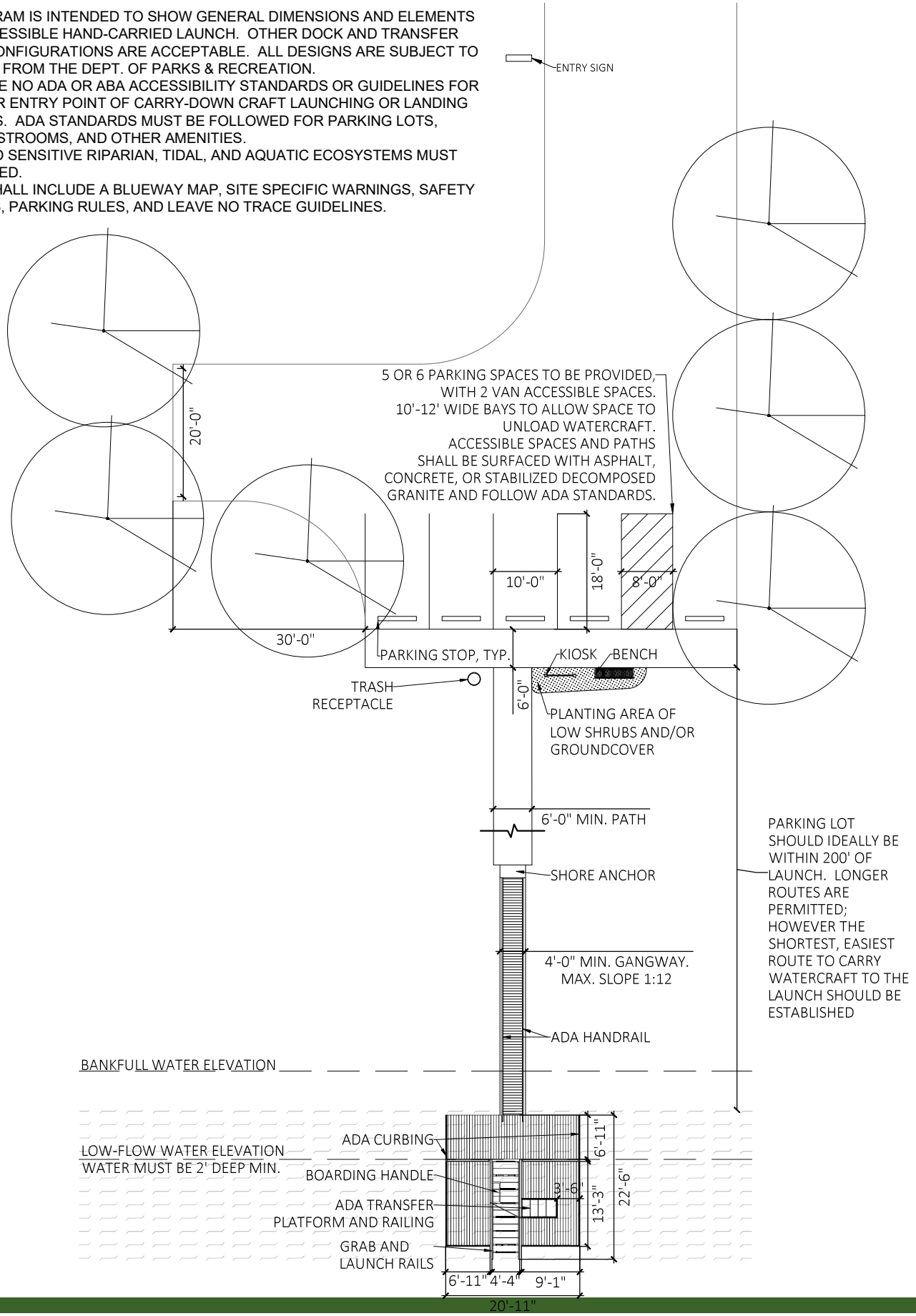
NOTES:

THIS DIAGRAM IS INTENDED TO SHOW GENERAL DIMENSIONS AND ELEMENTS OF AN ACCESSIBLE HAND-CARRIED LAUNCH. OTHER DOCK AND TRANSFER SYSTEM CONFIGURATIONS ARE ACCEPTABLE. ALL DESIGNS ARE SUBJECT TO APPROVAL FROM THE DEPT. OF PARKS & RECREATION.

-THERE ARE NO ADA OR ABA ACCESSIBILITY STANDARDS OR GUIDELINES FOR THE WATER ENTRY POINT OF CARRY-DOWN CRAFT LAUNCHING OR LANDING LOCATIONS. ADA STANDARDS MUST BE FOLLOWED FOR PARKING LOTS, PATHS, RESTROOMS, AND OTHER AMENITIES.

-IMPACT TO SENSITIVE RIPARIAN, TIDAL, AND AQUATIC ECOSYSTEMS MUST BE MINIMIZED.

-KIOSKS SHALL INCLUDE A BLUEWAY MAP, SITE SPECIFIC WARNINGS, SAFETY MEASURES, PARKING RULES, AND LEAVE NO TRACE GUIDELINES.



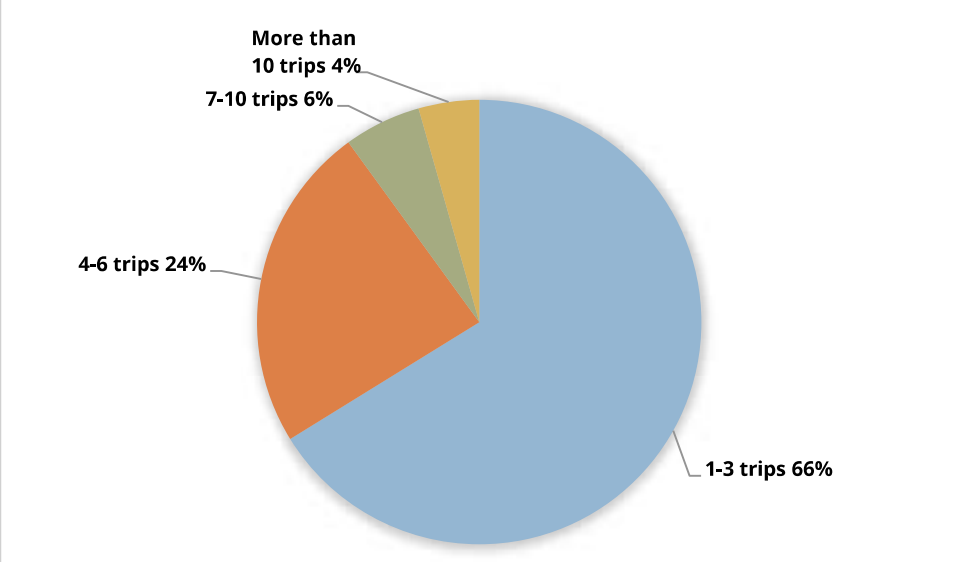
Appendix I – Online Survey Results Summary

Reported Results for Countywide Trails Master Plan Public Survey

Completed Surveys: 529
Incomplete Surveys: 0

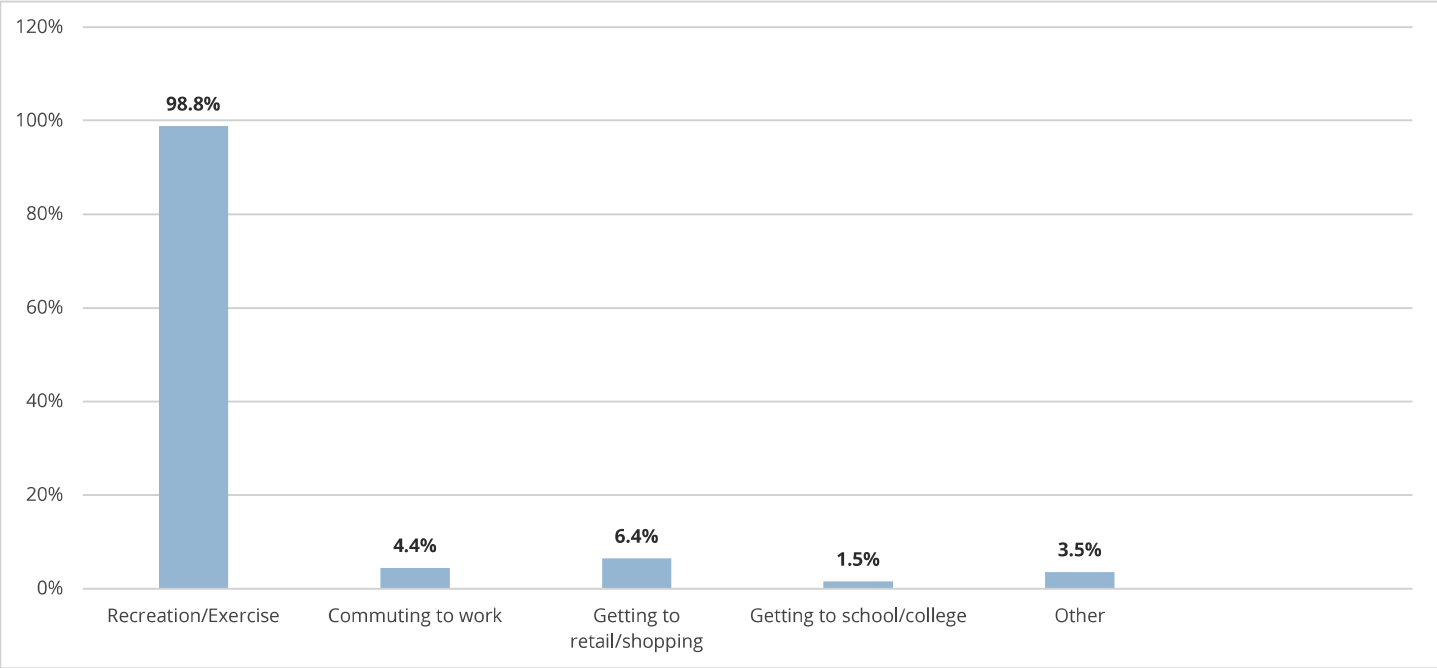
Survey questions and responses were as follows:

1. How many times per week do you use a public trail or blueway (i.e. water trail) in the County?



Value	Percent	Responses
1-3 Trips	66.2%	342
4-6 Trips	23.8%	123
7-10 Trips	5.6%	29
More than 10 trips	4.4%	23

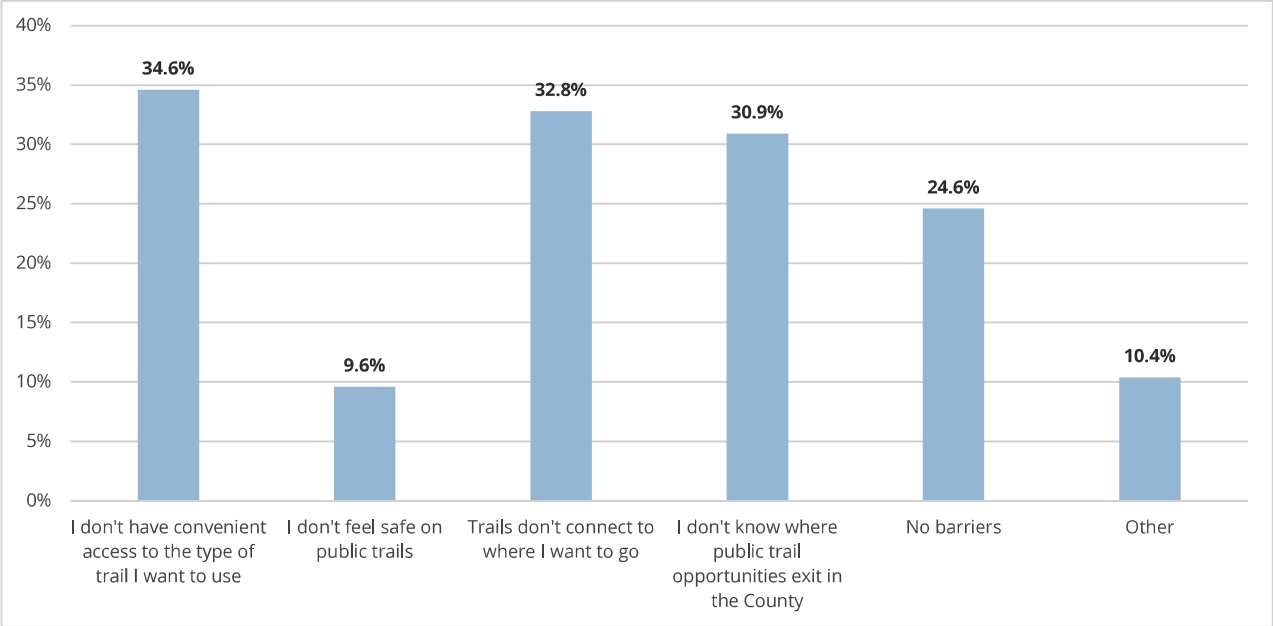
2. What are the primary reason(s) you use public trails? (select all that apply)



Value	Percent	Responses
Recreation/Exercise	98.8%	512
Commuting to Work	4.4%	23
Getting to retail/shopping	6.4%	33
Getting to school/college	1.5%	8
Other	3.5%	18

Question 2: Other/Write-In Responses	Count
Birding	1
Did walking	1
Enjoy Nature	2
Exploring the environment	1
Fresh air and connect with nature	1
Not handicapped accessible	1
Other transportation	1
Peaceful environment and the beauty of nature	1
Walking my dog	3
When my sons were in boy scouts	1
Birding, botany	1
Diverse utilitarian trips	1
Photography hobby	1
No comment provided	2

3. What is your main barrier to using public trails more than you do currently? (select all that apply)

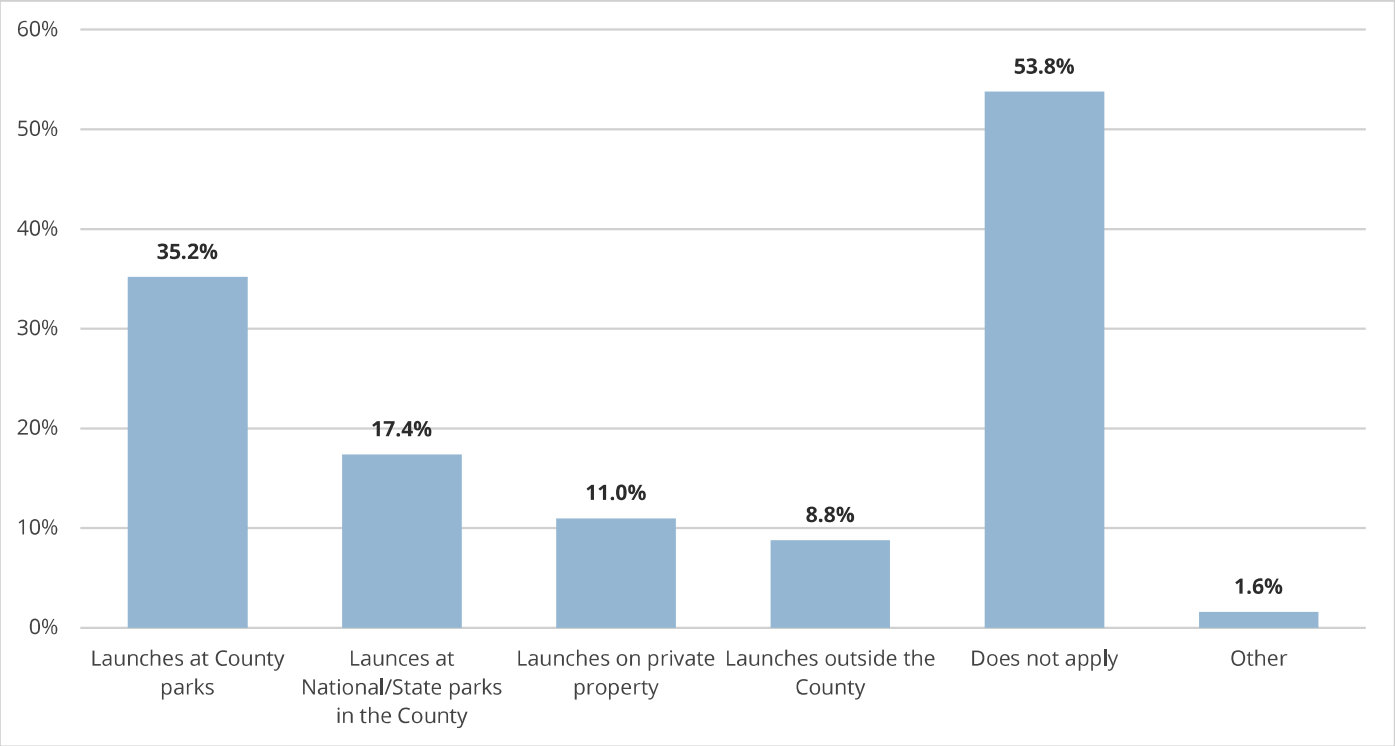


Value	Percent	Responses
I don't have convenient access to the type of trail I want to use	34.6%	177
I don't feel safe on public trails	9.6%	49
Trails don't connect to where I want to go	32.8%	168
I don't know where public trail opportunities exist in the County	30.9%	158
No barriers	24.6%	126
Other	10.4%	53

Question 3: Other/Write-In Responses	Count
Poor lighting on pedestrian overpass	2
Time	2
Condition of some of the trails	2
Bathrooms are not always open during weekends. Like today for example	1
Bridges are slippery when damp	1
Disconnected sections of trails	1
Having a walking buddy	1
I have convenient access (car) but with money tight, need to limit outings to save on gas. It's also a matter of finding time	1
I wish there were more trails	1
I would like more paved trails for biking in the eastern side of the county	1
I would like more trails	1
I've lived in Prince William County for 10 years. It seems that there has always been plans to extend the broad run Trail, But nothing ever happens. In fact, we've only lost the bridges that connect the trails. Please make advances towards completing the broad run trail concept.	1
Insufficient public access to bodies of water for paddling	1
Lack of blazing, signs and informational kiosks	1
Length of connect trails	1
Life circumstances...will increase use when changes	1

Question 3: Other/Write-In Responses (continued)	Count
Located off of busy road	1
My own free time availability	1
Need to make more time to use the trails	1
No barriers accessing current trails. BUT we need to close and connect more trails, greenways, and communities.	1
Not accessible	1
Physical health restriction	1
Short daylight and long workdays	1
Most of trails are disconnected and/or along heavily traffic areas. Don't always feel safe on the bike. Often they end without warning	1
Some trails are in a state of disrepair and are unsafe to walk on	1
The bathrooms are closed, been closed today	1
The bathrooms are not open (Wednesday at 10:30 am)	1
The bathrooms are not open	1
Their poor condition	1
There has been utility work along the access to Andrew Leitch trail	1
Time to get out on the trails	1
Time to use these trails	1
Time, not knowing where a trail continues to	1
Time...	1
Traffic, irresponsible drivers	1
Trail near horses closed Silver Lake	1
Vary few Mountain Bike Trails in PWC	1
Very limited # of trails closed	1
Very muddy	1
Lack of time	1
Need trail on Pkwy over I-95	1
Not a lot of free time	1
Not enough time	1
Poor design and maintenance	1
Poor/no maintenance overgrown	1
Proximity to home	1
The trails are not developed and there are major highways splitting their right-of-ways	1
There are no good mountain bike trails in the Woodbridge side of the county	1
Traffic to get there	1
Weather	1

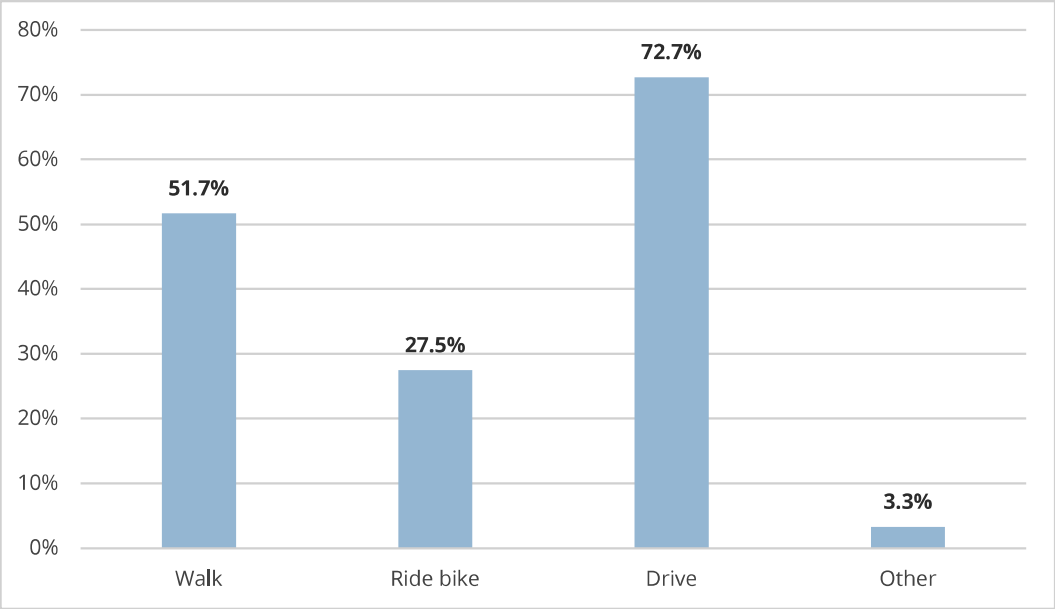
4. How do you access County streams/waterways for paddling? (select all that apply)



Value	Percent	Responses
Launches at County parks	35.2%	180
Launches at National/State parks in the County	17.4%	89
Launches on private property	11.0%	56
Launches outside the County	8.8%	45
Does not apply	53.8%	275
Other	1.6%	8

Question 4: Other/Write-In Responses	Count
HOA - LRPRA	1
In Occoquan - public launch	1
No use	1
Occoquan	1
Occoquan kayak launch	1
Quantico MCB Hospital Point	1
Town of Occoquan	1
Would like but there are no convenient launch locations near Dumfries	1

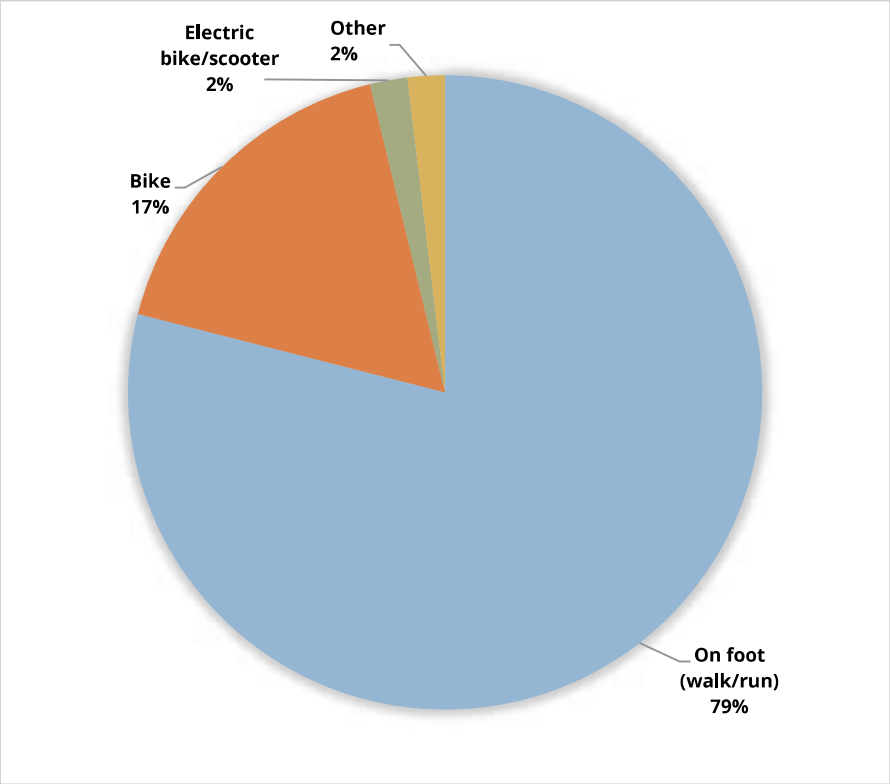
5. How do you access public trails in the County? (select all that apply)



Value	Percent	Responses
Walk	51.7%	267
Ride bike	27.5%	142
Drive	72.7%	375
Other	3.3%	17

Question 5: Other/Write-In Responses	Count
Run	4
Don't use	1
E-bike	1
Hike or trail running	1
I primarily use a public trail behind my school. I take the bus to school and then walk a very short distance after school to the trail	1
Jogging	1
Paddle Boats	1
Run and hike	1
Running, ruck marches	1
There are no public trails accessible by walking	1
To get to launch sites	1
Walk dogs	1
Would love to get there by bike	1
No comment provided	1

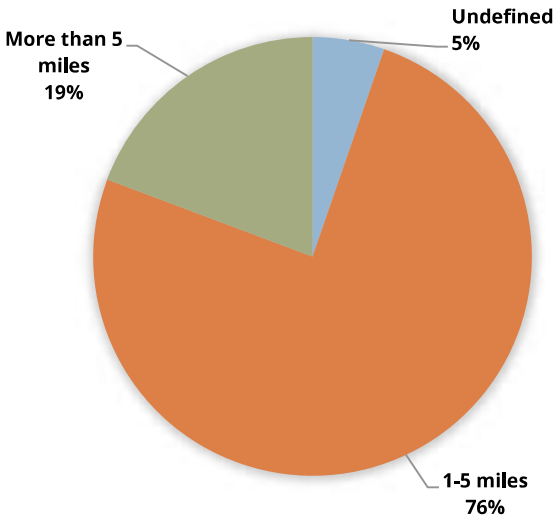
6. What is your primary mode of activity on public trails?



Value	Percent	Responses
On foot (walk/run)	78.9%	405
Bike	17.2%	88
Electric bike/scooter	1.9%	10
Other	1.9%	10

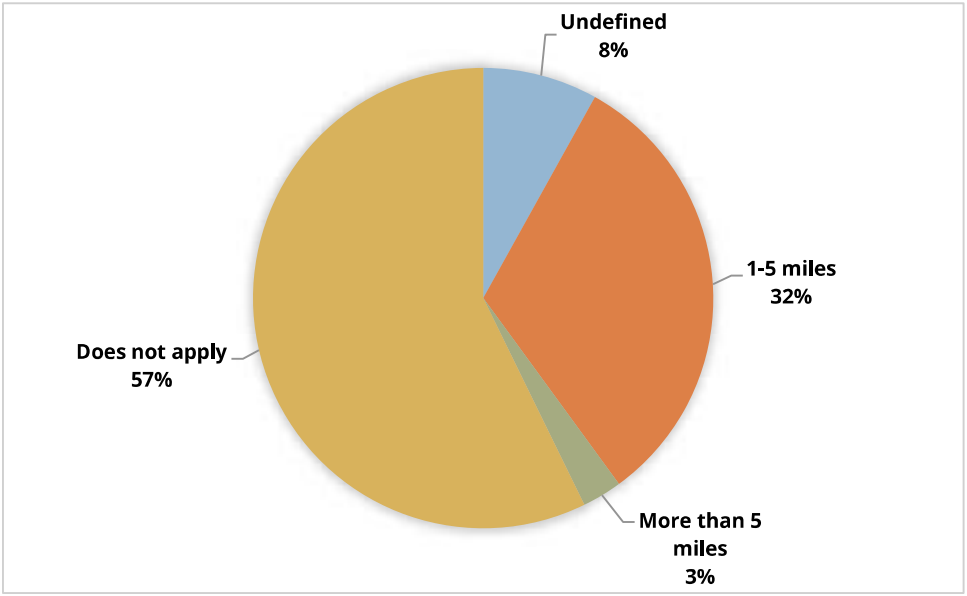
Question 6: Other/Write-In Responses	Count
Paddle	2
Horse back riding	1
I find bikers are pretty tolerant of walkers and especially leashed dogs	1
Kayak	1
Kayaking or paddle	1
Kayaking or paddle boarding	1
No use	1
Stroller	1
Would like trail that allow biking	1

7. How long is your typical activity on public trails? (one-way)



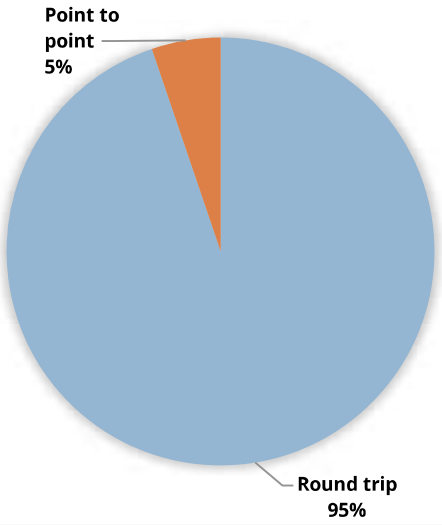
Value	Percent	Responses
Undefined	5.3%	27
1-5 miles	75.4%	387
More than 5 miles	19.3%	99

8. How long is your typical paddling activity?



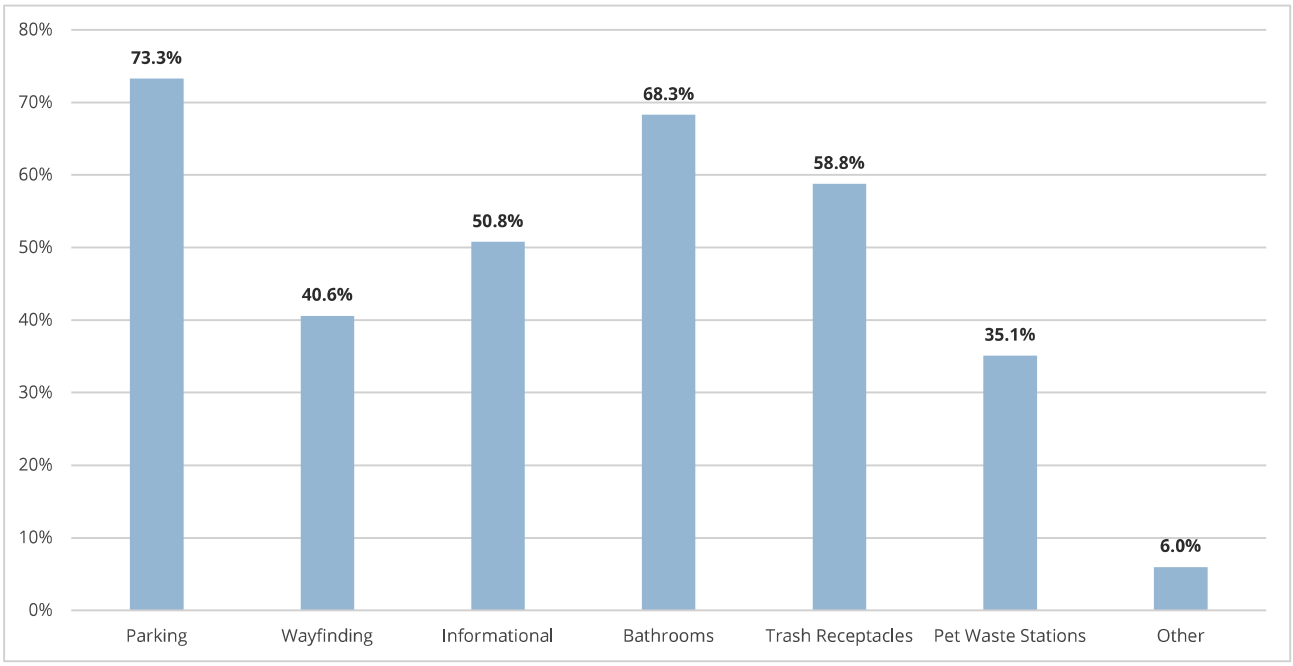
Value	Percent	Responses
Undefined	8.1%	41
1-5 miles	31.9%	162
More than 5 miles	2.8%	14
Does not apply	57.3%	291

9. Are your paddling trips typically round trip or point to point?



Value	Percent	Responses
Round trip	94.8%	202
Point to point	5.2%	11

10. What amenities are needed at a trailhead/launch? (select all that apply)

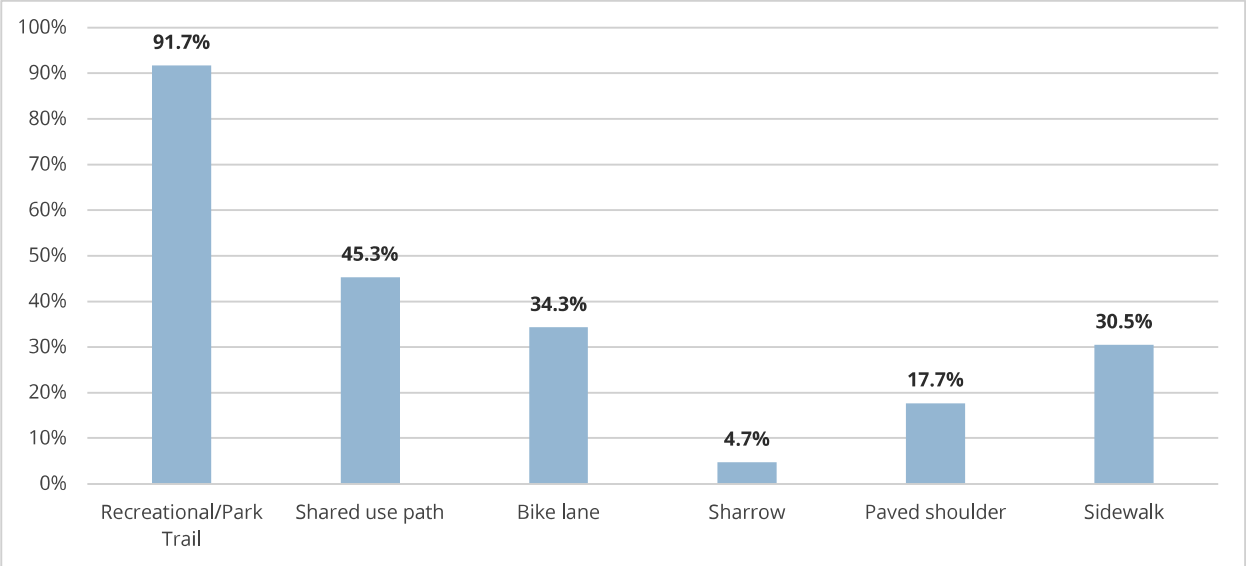


Other Value	Percent	Responses
Parking	73.3%	368
Wayfinding	40.6%	204
Informational	50.8%	255
Bathrooms	68.3%	343
Trash Receptacles	58.8%	295
Pet Waste Stations	35.1%	176
Other	6.0%	30

Question 10: Other/Write-In Responses	Count
Seating along the trail, every 0.25 mile or so	2
Accessibility features	1
Adequate lighting	1
Assistive device for transporting kayak/canoe if the parking lot is far away from launch. Rental equipment	1
Bar code reader- identifying regional bigs and animals of this region	1
Benches and water fountains that are also dog friendly	1
Benches to rest	1
Boat launch	1
Bridges on trails that cross streams in Bristow	1
Launch point	1
Longer trails with pavement	1
More docks, racks for storing kayaks/sups during bathroom trips or lunch	1
More public launches	1

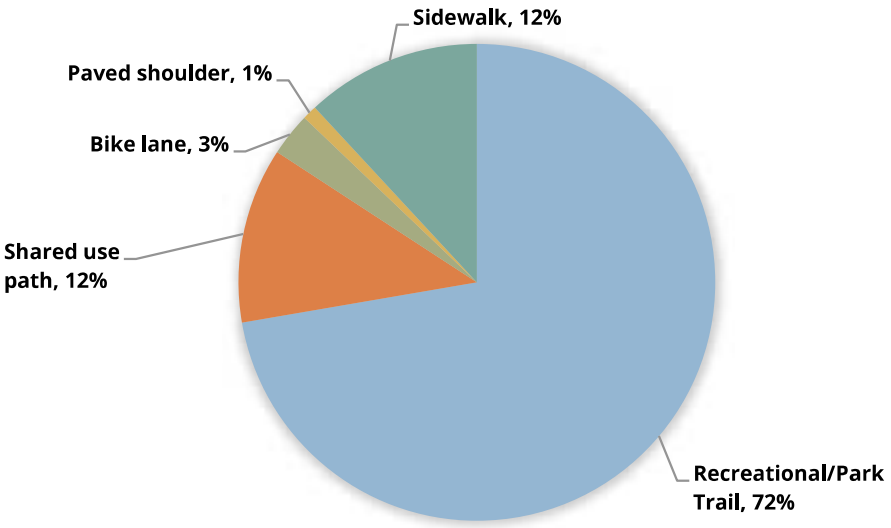
Question 10: Other/Write-In Responses (cont.)	Count
More trails to connect to shops and other trails	1
Nothing	1
Nothing, just the trail itself will suffice. My cycling partners and I are happy with single track double track dirt or gravel trails.	1
Paved path/guardrails	1
Pot holes fixing for when it has rained	1
Public access to bodies of water	1
Recommend boot cleaning stations to reduce invasive species spread	1
Seating (benches)	1
Water	3
Water fountain	1
Rules of conduct	1
Signs demanding dog walkers to keep pets on a leash	1
Signs informing folks to keep dogs on leash	1
No comment provided	1

11. What type of trails would you like to see more of in the County? (select all that apply)



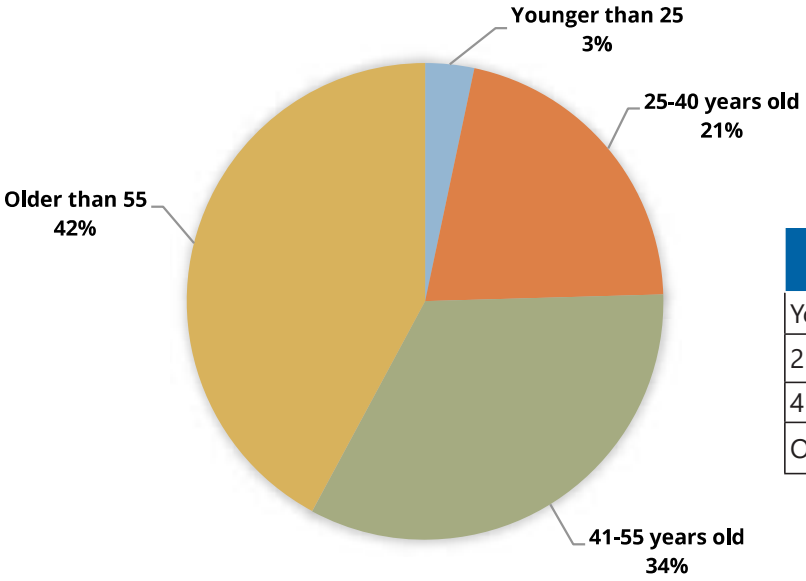
Value	Percent	Responses
Recreational/Park Trail	91.7%	466
Shared use path	45.3%	230
Bike lane	34.3%	174
Sharrow	4.7%	24
Paved shoulder	17.7%	90
Sidewalk	30.5%	155

12. What type of public trail do you use most?



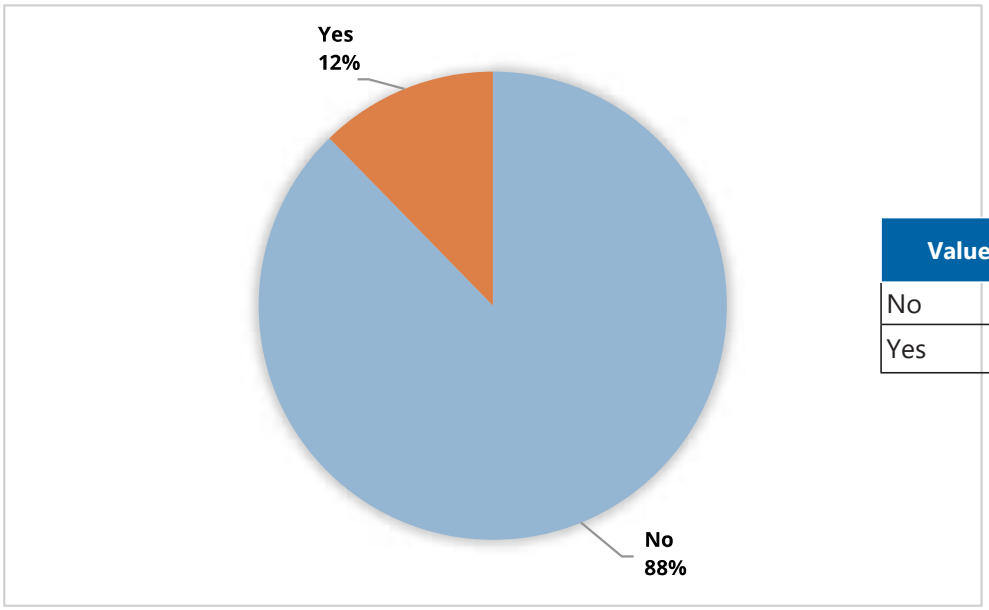
Value	Percent	Responses
Recreational/Park Trail	72.3%	371
Shared use path	11.9%	61
Bike lane	2.9%	15
Paved shoulder	1.0%	5
Sidewalk	11.9%	61

13. What is your age?



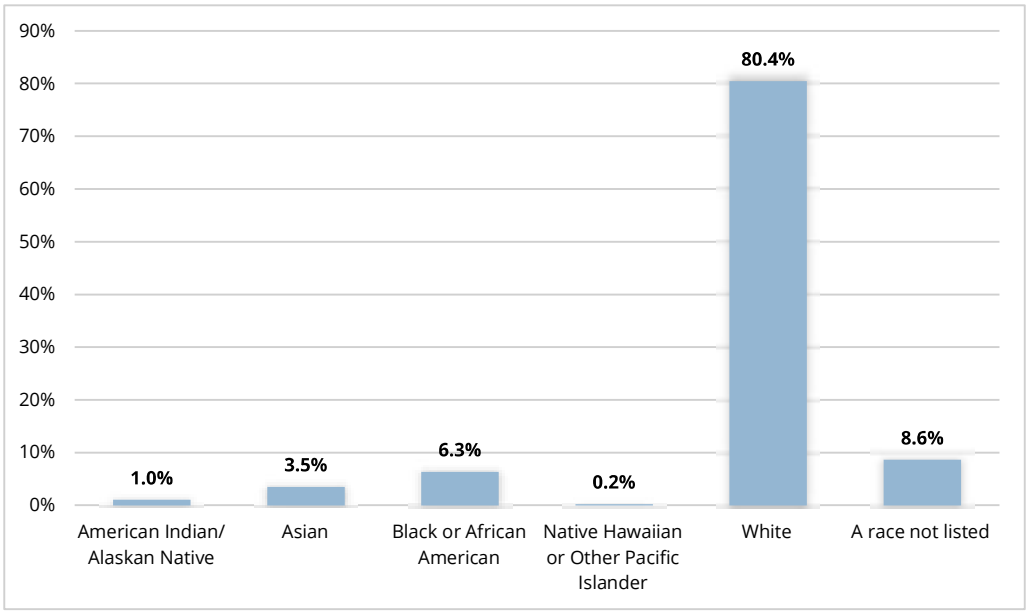
Value	Percent	Responses
Younger than 25	3.3%	17
25-40 years old	21.2%	109
41-55 years old	33.3%	171
Older than 55	42.1%	216

14. Are you Hispanic, Latino/a/x, or Spanish origin?



Value	Percent	Responses
No	87.7%	429
Yes	12.3%	60

15. What is your race?



Value	Percent	Responses
American Indian/Alaskan Native	1.0%	5
Asian	3.5%	17
Black or African American	6.3%	31
Native Hawaiian or Other Pacific Islander	0.2%	1
White	80.4%	395
A race not listed	8.6%	42

PRINCE WILLIAM COUNTY

Office of the County Executive
Christopher J. Shorter

STAFF REPORT

Board of County Supervisors
Deshundra L. Jefferson, Chair
Victor S. Angry, Vice Chair
Andrea O. Bailey
Kenny A. Boddye
Tom Gordy
Jeannie M. LaCroix
George T. Stewart
Yesli Vega

Board Meeting Date:	October 20, 2026
Agenda Title:	Adopt the Pathways 2035: Prince William County Trails Master Plan
Requested Action:	Approve the resolution and adopt the Pathways 2035: Prince William County Trails Master Plan.
Department / Agency Lead:	Department of Parks and Recreation
Staff Lead:	Janet Bartnik, Acting Director

EXECUTIVE SUMMARY

To advance the recommendations of Mobility Chapter Policy RT9.2 of the 2040 Comprehensive Plan, an interdepartmental team from the Department of Parks and Recreation (DPR), Prince William Department of Transportation & Capital Construction (DTCC), and Planning Office worked with residents and stakeholders to develop the *Pathways 2035: Prince William County Trails Master Plan*. This plan establishes a framework to expand the County's existing active mobility and recreational trail network, including blueways, using public and staff-informed prioritization and tiered implementation recommendations. This plan is intended to inform and support capital investment decisions for trails for the ten (10) year horizon of this plan. As a subset of the 2040 Comprehensive Plan, adoption by the Prince William Board of County Supervisors (Board) is typical for a plan of this type.

It is the recommendation of staff that the Board adopt *Pathways 2035: Prince William County Trails Master Plan* as the County's ten (10) year implementation tool for active mobility, recreational, and blueway trail priorities under Mobility Chapter Policy RT9.2.

BACKGROUND

Mobility Chapter Policy RT9.2 of the 2040 Comprehensive Plan directed staff to develop a Countywide Trails Master Plan that identifies trail gaps and includes priorities for inclusion in capital improvement and capital maintenance budgets, along with an evaluation of blueway opportunities, interjurisdictional connections, and bicycle and equestrian routes. The *Pathways 2035* plan fulfills this directive and is intended to be updated on a ten (10) year cycle.

Pathways 2035 was developed by a Project Team of staff from DPR, DTCC, and the Planning Office, with input from the Trails and Blueways Council (TBC), the Parks and Recreation Commission, adjacent towns and cities, regional agencies, local trail advocacy groups, and the public. Public participation included an online survey, two (2) in-person public planning charette meetings, and an online webpage/information portal, and staff also had bi-monthly briefings with the TBC throughout the development of the plan. The Project Team presented an overview of this plan to the Planning Commission (PC) at their work session on April 8 and the Parks and Recreation Commission (PRC) on July 15. As a policy level document, the PC is not required to formally recommend approval of the plan and the presentation was an informational update. To lend their support to the plan, the PRC approved a resolution at their August 19 meeting endorsing and recommending that the Board of Supervisors approve the plan.

Pathways 2035 includes an inventory of the existing and planned active mobility and recreational trail network, and establishes a prioritization matrix for all unbuilt trail segments. The plan identifies a total of 291 miles of active mobility trails (shared use path, bike lanes, sharrows, or paved shoulders) and 118 miles of recreational trails (hardened or natural surface off-road trails) that have not yet been constructed. Using a public-input-informed prioritization rubric, staff scored and ranked the active mobility and recreational trail segment gaps and divided each into Tier 1, 2, and 3 priority groups. This prioritization resulted in 42 active mobility trail segments (76 miles total) and 44 recreational trail segments (54 miles total) being identified as Tier 1 priorities. The plan recommends that the Tier 1 segments be the primary focus for implementation over the 10-year plan horizon, while noting that Tier 2 and 3 segments should also be advanced, as funding or other development-related opportunities arise.

The Project Team further evaluated current project costs, current construction estimates, and estimates prepared by surrounding jurisdictions to arrive at per-mile construction cost ranges for both active mobility and recreational trails. These values were further adjusted to account for anticipated costs associated with planning, design, and engineering. With all factors considered, the Project Team arrived at the following estimated cost ranges to construct the Tier 1 trails:

Cost Summary for TIER 1 Trails:

TIER 1	SEGMENTS	LENGTH	ESTIMATED COST RANGE
Active Mobility Trails	42	76 miles	$456M to $608M
Recreational Trails	44	54 miles	$68M to $326M

It is not an expectation of this plan that the Tier 1 trails will be constructed within the ten (10) year horizon of the plan. Instead, the cost ranges and prioritization rankings are intended to be used as high-level planning tools to help advance capital investment discussions and decision-making for all identified trail segments. This cost analysis will also further assist staff with applying for grant funding and/or pursuing other ad hoc funding opportunities that may come about, as the various segments advance from design through construction.

In addition to the above, *Pathways 2035* also evaluated the county's blueway (water trail) corridors and existing hand-carry boat launches and recommends, as a starting point for blueway trail planning, that a target spacing of two to three miles between launches be applied. The plan also recommends that the Broad Run Blueway be the County's first foray into planning a formal water trail with formal launch locations and mapping.

To support and guide trail planning initiatives during the 10-year horizon of this plan, *Pathways 2035* further includes recommendations for several implementation actions, including: improving the on-road bicycle facility network, developing a recreational trail maintenance plan, identifying low-hanging fruit segments, expanding stewardship and other trail partnerships, expanding utility provider partnerships, promoting safety and educational programming, updating the DPR Trails Design Standards Manual, and continuing to advance blueway trail planning. In addition, the plan highlights the need for staff to ensure consistency between *Pathways 2035*, the Mobility Chapter, and the 2040 Comprehensive Plan during the ten (10) year horizon of this plan.

STAFF RECOMMENDATION

It is the recommendation of staff that the Board adopt *Pathways 2035: Prince William County Trails Master Plan* as the County's ten (10) year implementation tool for active mobility, recreational, and blueway trail priorities under Mobility Chapter Policy RT9.2.

Service Level / Policy Impact

Implementation of the action strategies and recommendations identified in the *Pathways 2035* plan is expected to improve the level of service for active mobility, recreational, and blueway trails in the County. Adoption of this plan provides information to support future capital investment decisions and provides direction for staff to continue to advance development of a countywide trail network.

Fiscal Impact

There are no direct fiscal impacts associated with adopting this plan. The plan is a planning-level document only and includes planning-level cost estimates to support future capital investment discussions and decision-making. Approval of any construction projects recommended in this plan will occur separately.

Legal Impact

The Board has the legal authority to adopt this plan.

STAFF CONTACT INFORMATION

Patti Pakkala | (571) 719-0352
ppakkala@pwcgov.org

PRINCE WILLIAM COUNTY

Pathways 2035

Countywide Trails Master Plan Update

October 20, 2026

Project Team

Department of Parks and Recreation

Patti Pakkala

Robert Boyd

David Kroeger

Jeanelle Pridemore

Katherine Gonzalez

Department of Transportation & Capital Construction

Bryce Barrett

Planning Office

Yolanda Hipski

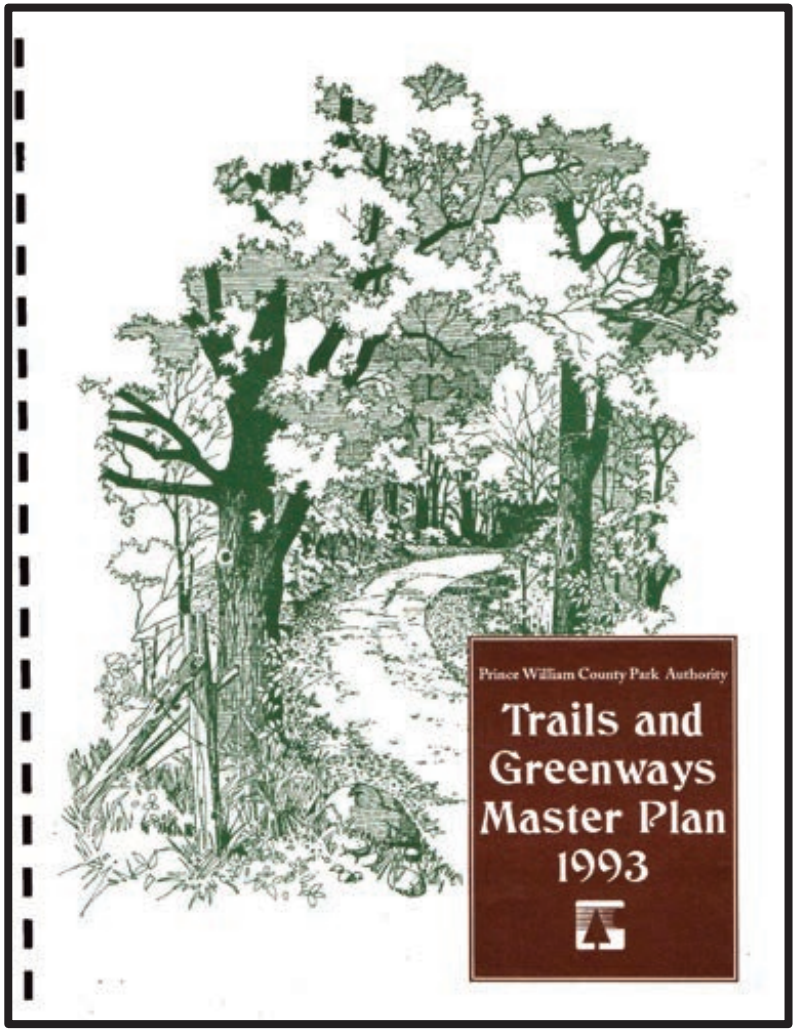
Why is the Update Needed?

PRINCE WILLIAM COUNTY

Development of the plan is directed by the 2040 Comprehensive Plan
(Mobility Chapter Strategy RT9.2)

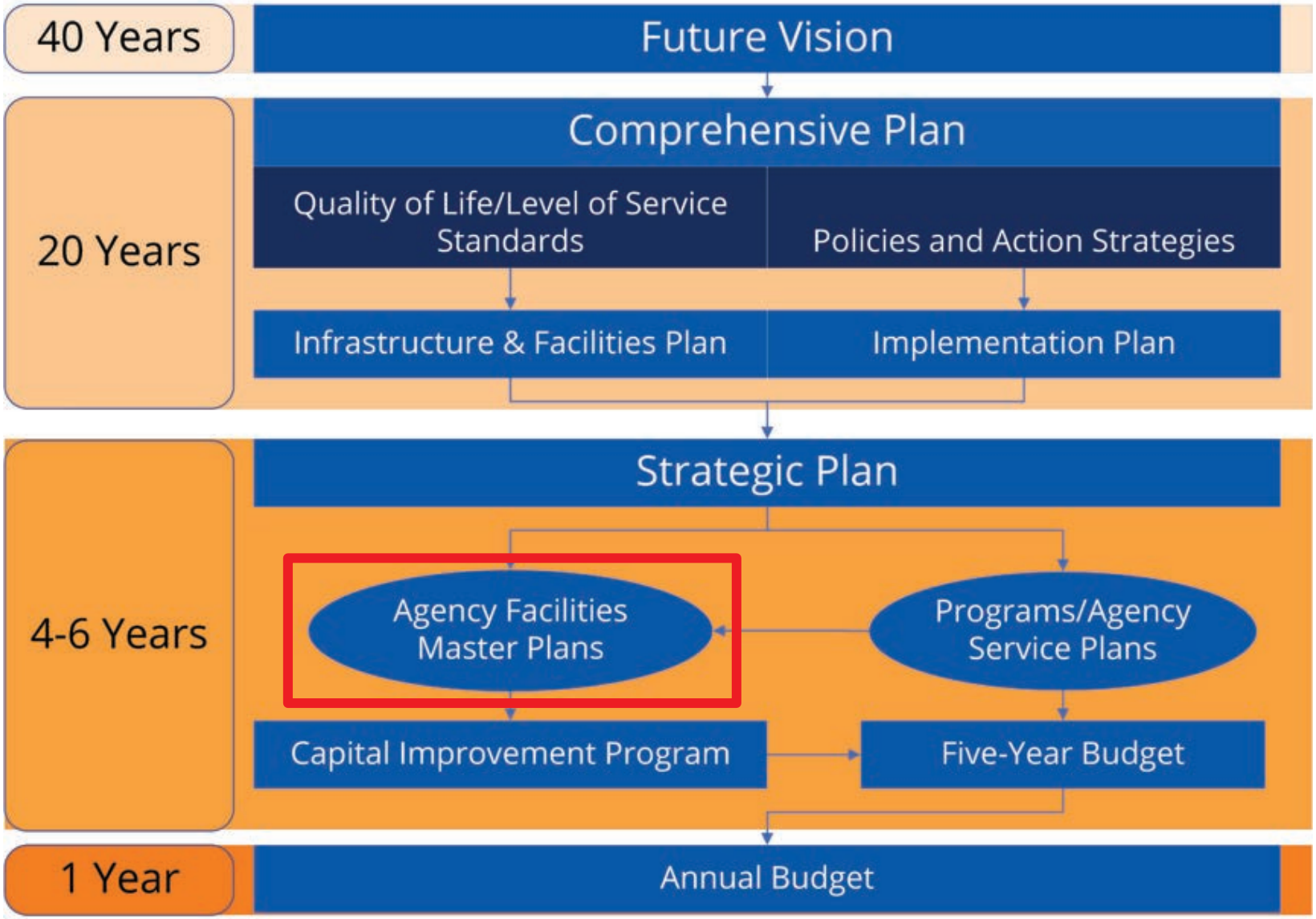
Trails were reviewed as part of Parks Chapter in 2008. Moved to Mobility Chapter with update in 2022.

It's been 32 years since the Park Authority introduced the Trails and Greenways Master Plan



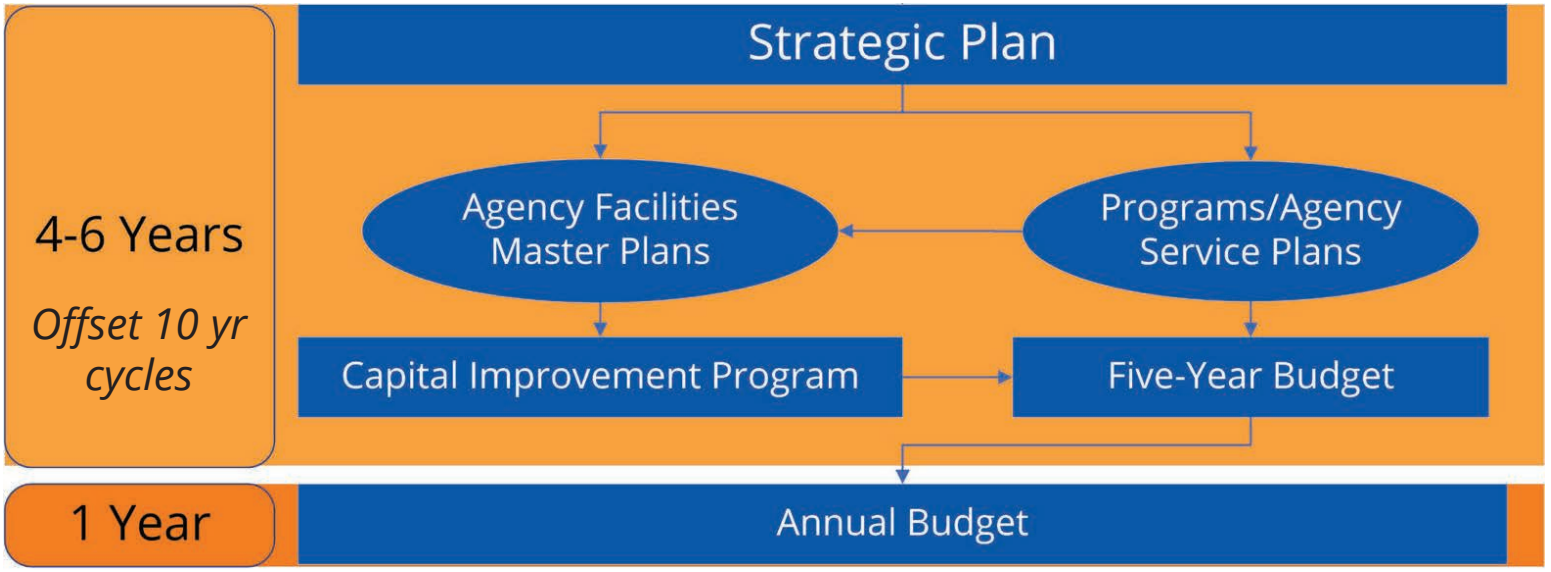
What is the Role of the TMP?

PRINCE WILLIAM COUNTY



What is the Role of the TMP?

PRINCE WILLIAM COUNTY



- 10-year Horizon
- Offset from 10-year Parks, Rec, and Open Space Master Plan
- Allows for input from the Needs Assessment and Strategic Plans
- Feeds Comp Plan updates, as well as CIP, PROS MP, and budgets

Plan Scope

PRINCE WILLIAM COUNTY

Identify Gaps

Where are the planned and proposed segments?

Prioritize Gaps

Which segments should be funded first?

Update and Evaluate

Trail Mileage

Blueways

Interjurisdictional Connections

Bicycle Routes

Equestrian Trails

Cost Estimation

Develop high level cost estimates for surface types and potentially individual projects

(CIP)

Maintenance Needs

Identify maintenance costs/projects to feed the CMP

(CMP)

Existing Conditions

PRINCE WILLIAM COUNTY

Trail System/Type	Existing	Planned	Total
All Active Mobility Trails	**121**	**291**	**412**
By Trail Type:			
Shared Use Path	119	147	266
Bike Lanes	2	30	32
Sharrows	0	11	11
Paved Shoulders	TBD	103	103



Shared Use Path along Dale Boulevard



Trail System/Type	Existing	Planned	Proposed	Total
All Recreational Trails	**83.8**	**65.8**	**51.9**	**201.5**
By Surface Type:				
Natural Surface	61.4	58.3	47.5	167.2
Stonedust	9.5	3.5	0.8	13.8
Asphalt	12.9	4.0	3.6	20.5

Preserve at Long Branch Hiking Trail

Active Mobility Trail Analysis

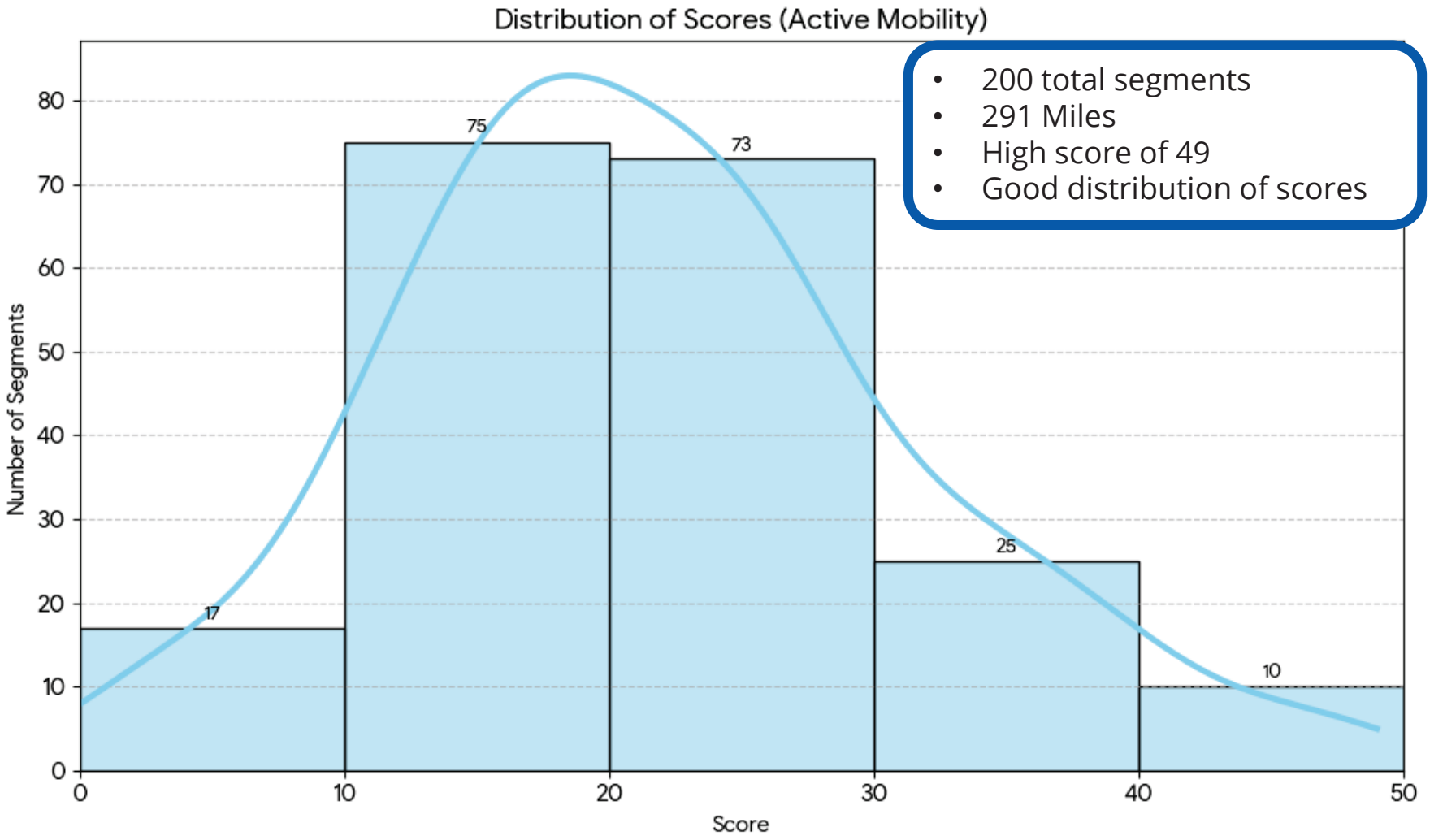
Prioritization Criteria

PRINCE WILLIAM COUNTY

Criteria	Measurement	Score Range	Scoring Details	Rec Weight	Active Mobility Weight
Increases Trail System Connectivity	Extends the existing public trail network	0	Does not connect to an existing trail segment	4	2
		1	Extends an existing trail segment		
		2	Closes gap between two existing trail segments		
Connects to a Regional Trail	Connects to an existing segment of one of the three regional trails	0	Does not connect to an existing regional trail segment	4	3
		1	Connects to an existing regional trail segment		
Segment Identified in Public Outreach	Trail segment was specifically identified during public outreach for the Trails Master Plan	0	Segment not identified in public outreach efforts	4	1
		1	Segment identified on one map, or referenced in email or Survey Comment		
		2	Segment identified on two maps		
		3	Segment identified on three maps		
		4	Segment identified on four maps		
Increases Access to Public Facility	Proximity to public facilities (Rec Centers, Libraries, Schools, Parks, State and Federal parks)	0	More than 1 mile from a facility	3	3
		1	Within 1 mile of facility		
		2	Within 0.5 miles of facility		
		3	Connects to a public facility		
Segment Prioritized by the Trails and Blueways Council	Trail segment was identified by the Trails and Blueways Council	0	Segment is not identified on TBC priority list	3	1
		1	Segment is identified on TBC priority list		
Increases the Equity of the County's Trail System	Proximity to MWCOG's Equity Emphasis Areas	0	More than 1 mile from an Emphasis Area	2	2
		1	Within 1 mile from an Emphasis Area		
		2	Within 0.5 miles from an Emphasis Area		
		3	Connects to an Emphasis Area		
Increases Access to Retail and Jobs	Proximity to commercial long range land uses	0	More than 1 mile from commercial land use	1	1
		1	Within 1 mile of commercial land use		
		2	Within 0.5 miles of commercial land use		
		3	Connects to commercial land use		
Supports Active Mobility	Proximity to transit points (Bus Stops, Train Stations, Commuter Lots)	0	More than 1 mile from a transit point	1	3
		1	Within 1 mile of a transit point		
		2	Within 0.5 miles of a transit point		
		3	Connects to a transit point		
Safety	Proximity to Identified Safety Priority Areas	0	Within low crash area	N/A	4
		1	Contains a segment on the High Risk Network		
		2	Contains a segment identified as Tier 2 in the High Injury Network		
		3	Contains a segment identified as Tier 1 in the High Injury Network		

Prioritization Results

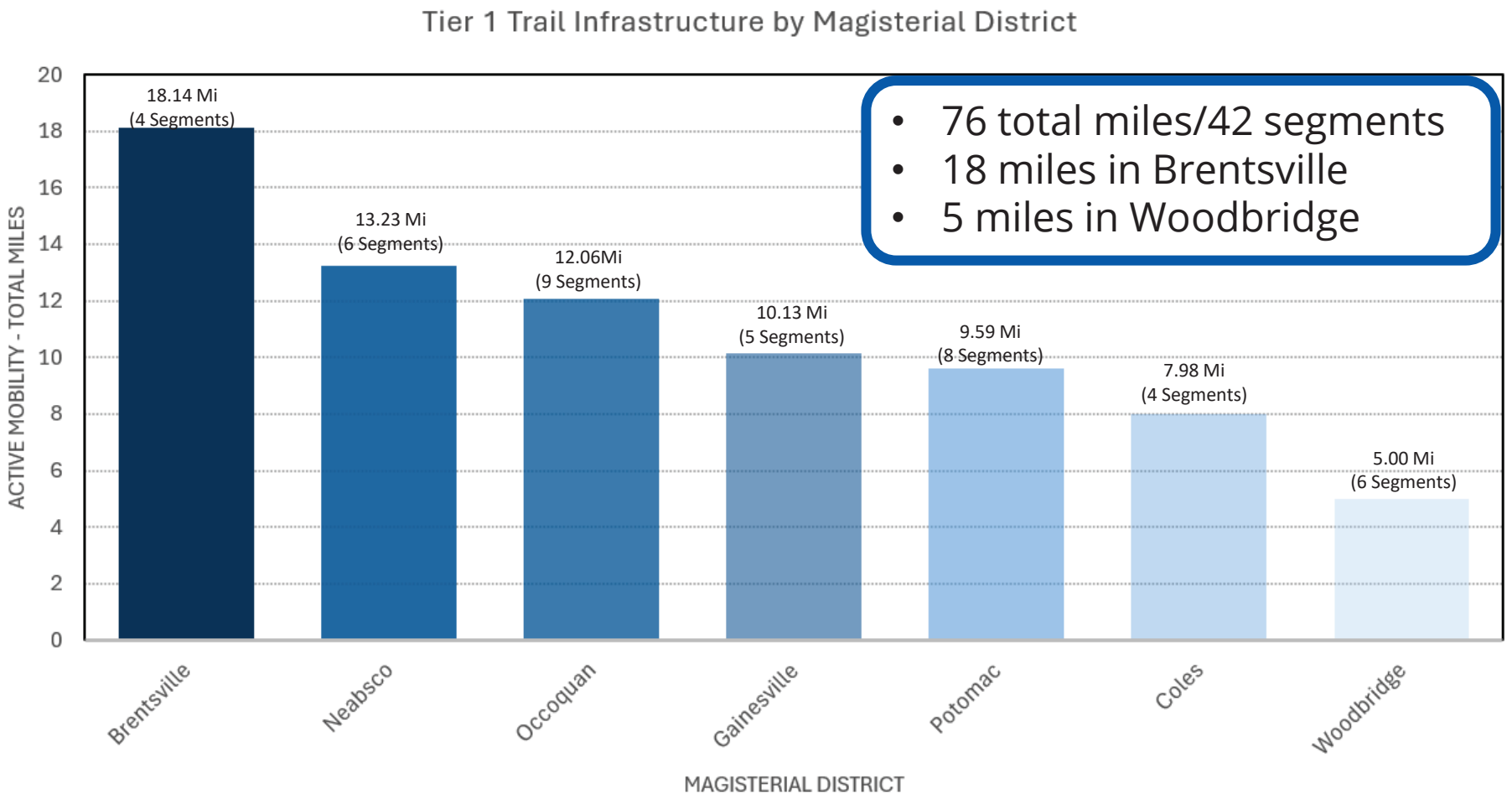
PRINCE WILLIAM COUNTY



- 200 total segments
- 291 Miles
- High score of 49
- Good distribution of scores

Tier 1 Summary

PRINCE WILLIAM COUNTY



- 76 total miles/42 segments
- 18 miles in Brentsville
- 5 miles in Woodbridge

Tier 1 Top Segments

PRINCE WILLIAM COUNTY

Rank	Roadway Name	Trail Type	Trail Length (Miles)	Trail Status	Trail Segment Location	Magisterial District
			TIER 1			
1	Minnieville Road	Shared Use Path	3.22	Planned	Caton Hill Rd to Cardinal Drive	Neabsco
2	Old Bridge Road	Shared Use Path	1.77	Planned	Rolling Brook Dr to Oakwood Dr	Occoquan
3	Richmond Highway	Shared Use Path	0.47	Planned	Cardinal Dr to Port Potomac Ave	Woodbridge
4	Bristow Road	Paved Shoulder	9.10	Planned	Nokesville Rd to Independent Hill Dr	Brentsville
5	Smoketown Road	Shared Use Path	2.71	Planned	Cavalier Drive to Gideon	Neabsco
6	Richmond Highway	Shared Use Path	0.53	Planned	Powells Creek to Panther Pride Dr	Potomac
7	Joplin Road	Shared Use Path	0.79	Planned	Prince William Forest Park to US Route 1	Potomac
8	Dale Boulevard	Sharrows	1.75	Planned	Ridgefield Rd to Glendale Rd	Neabsco
9	Richmond Highway	Shared Use Path	2.02	Planned	Marine Corps Museum entry to Stafford CL	Potomac
10	Hoadly Road	Shared Use Path	2.15	Planned	PW Pkwy to Purcell Rd	Occoquan





Brentsville Interchange Bicycle & Pedestrian Bridge

Cost Estimation

PRINCE WILLIAM COUNTY

Facility Type	Cost Per Facility Type as of January 2026 (Miles)
10' Shared Use Path	$4,500,000
5' Bike Lane	$125,000
Sharrow Markings	$6,300
Paved Shoulder	Variable and reliant on opportunity to pave in place during typical VDOT Pavement Program.

Construction Cost (C) = Estimated Facility Length (L) x Average Construction Cost by Facility Type (A)

$$C = L \times A$$

Cost Estimation

PRINCE WILLIAM COUNTY

Baseline Estimate (B) = (Construction Cost (C) + Planning, Design, Engineering, and Permitting Cost (0.40x C)
B = C + 0.40C

Low-Cost Estimate (LE) = (Baseline Estimate (B) + Low Complexity Factor (0.2 x B)
LE = B + 0.2B

High-Cost Estimate (HE) = (Baseline Estimate (B) + High Complexity Factor (0.6 x B)
HE = B + 0.6B

- Active Mobility facilities are generally located within VDOT right of way additional permitting and design standards must also be assumed generally around 40% of the estimated construction cost.
- Additionally, Active Mobility cost estimates can range greatly depending on several external factors including availability of right-of-way, utility relocation, environmental features, etc.
- Estimates are intended to serve as a “first step” with further review of specific project considerations at the time facilities are selected for further feasibility and concept design studies.
- **Cost to construct 76 miles of Tier 1 active mobility trails is estimated at $456M to $608M**

Recreational Trail Analysis

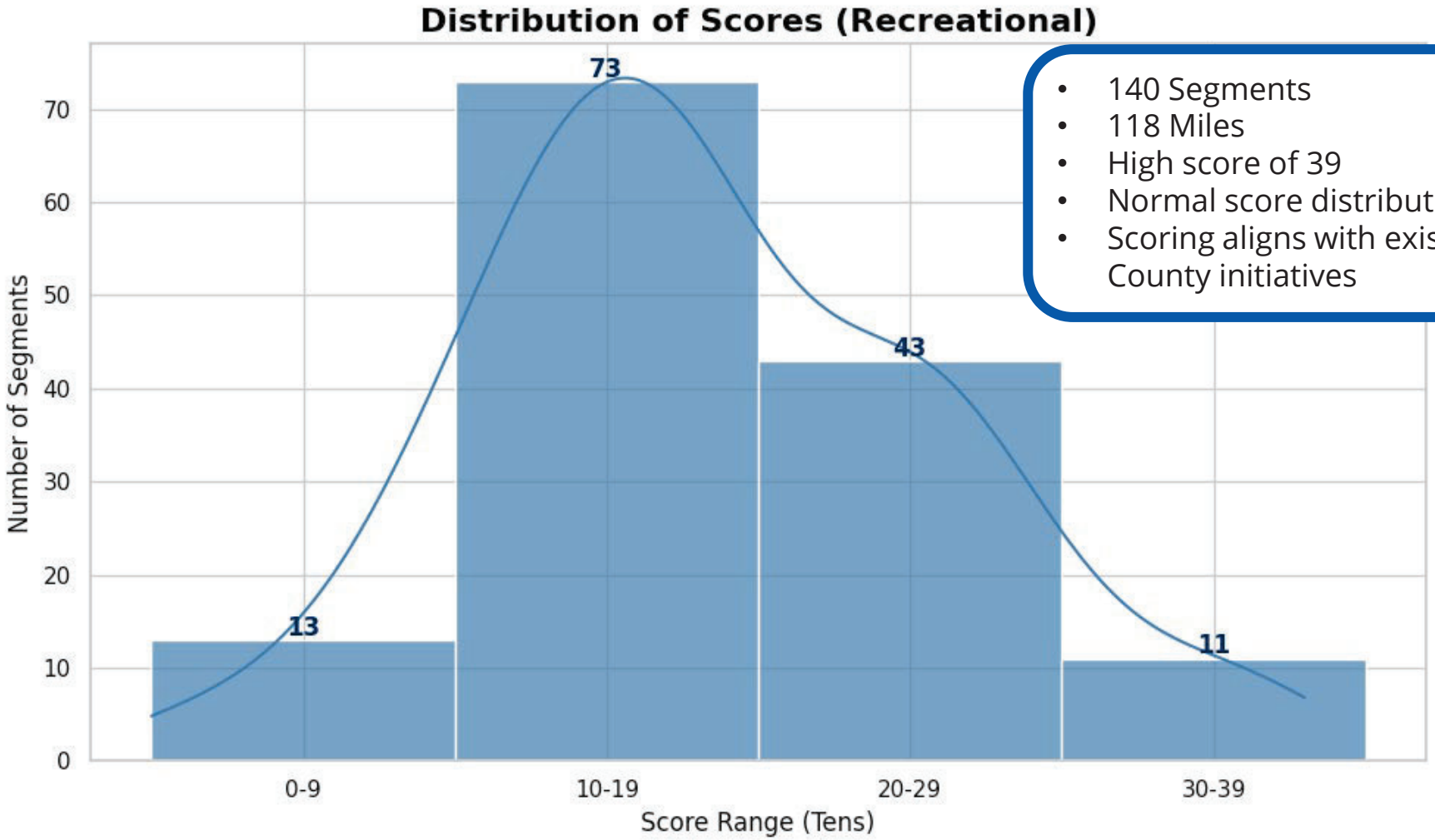
Prioritization Criteria

PRINCE WILLIAM COUNTY

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Prioritization Results

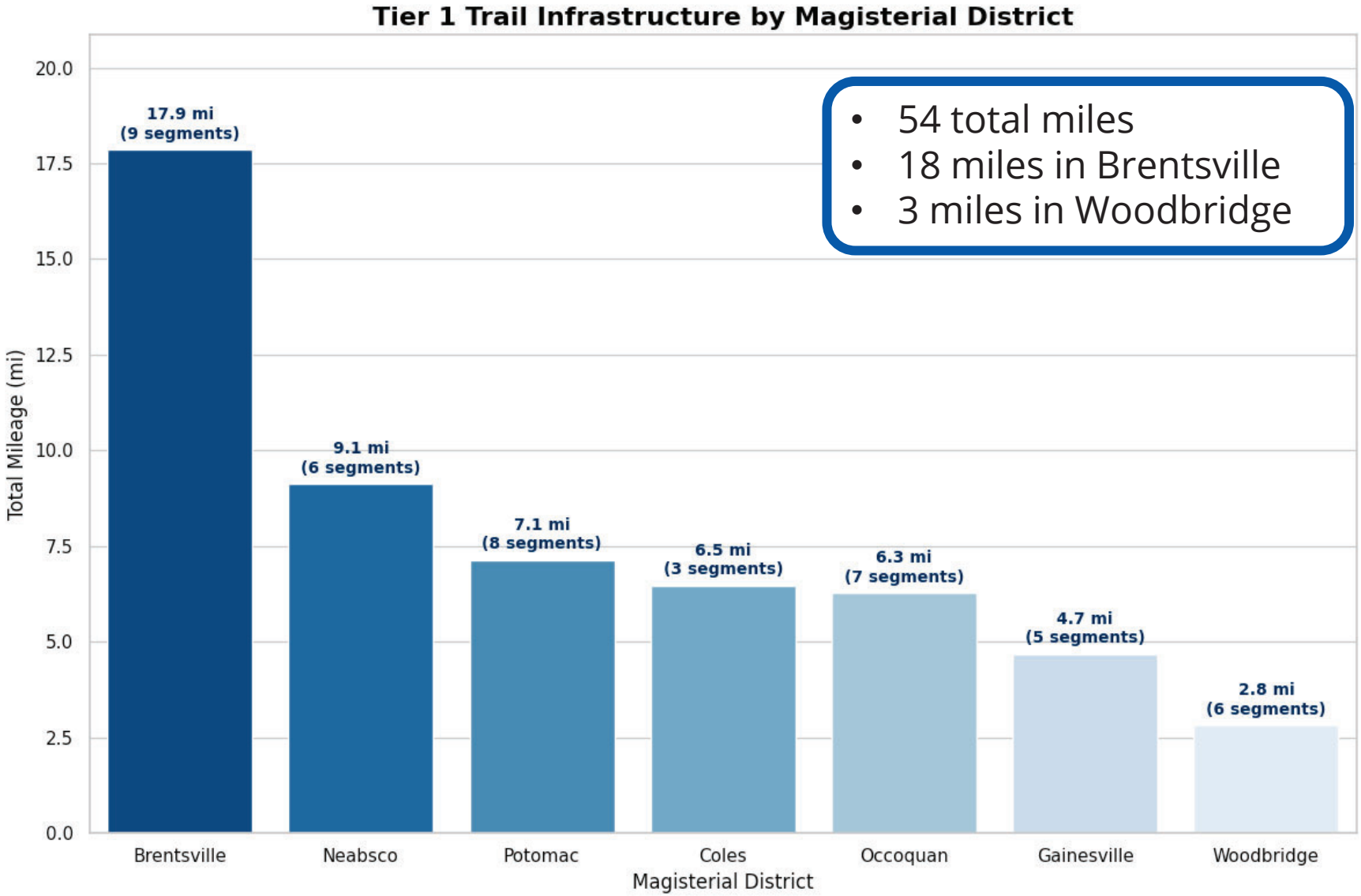
PRINCE WILLIAM COUNTY



- 140 Segments
- 118 Miles
- High score of 39
- Normal score distribution
- Scoring aligns with existing County initiatives

Tier 1 Summary

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- 54 total miles
- 18 miles in Brentsville
- 3 miles in Woodbridge

Tier 1 Top Segments

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Occoquan Greenway
Hedges Run bridge

OID	Trail System Name	Segment Length	Surface	Status	Section Description	Magisterial District
Tier 1						
1	Neabsco Creek Greenway	2.86	Natural	Proposed	Cloverdale Park to Neabsco Landing park parcel	Neabsco
2	Powells Creek Greenway	1.05	Natural	Planned	Eagles Pointe - Rt 1 to I-95	Potomac
3	Kettle Run Greenway	4.71	Natural	Proposed	KRGW - Alderwood to Valley View	Brentsville
4	Occoquan Greenway	1.21	Natural	Planned	Captains to Deepford via Occoquan GW	Occoquan
5	Ben Lomond Regional Park	1.97	Asphalt	Proposed	Flat Branch - Sudley Rd to Splashdown	Gainesville
6	Occoquan Greenway	0.71	Natural	Proposed	Clipper Dr to Union St	Occoquan
7	Dale City Transmission Line	2.13	Natural	Proposed	W transmission line - Lindendale to PW Parkway	Neabsco
8	Potomac Heritage National Scenic Trail	0.36	Asphalt	Proposed	Under HWY 1 - Stone Yard to Pump Station	Woodbridge
9	Potomac Heritage National Scenic Trail	0.41	Natural	Proposed	Destination Place - W under I-95	Woodbridge
10	Potomac Heritage National Scenic Trail	1.02	Asphalt	Proposed	Batestown connection - Dumfries to PWFP	Potomac

Cost Estimation

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- Attempting to strike a balance between the need for ROM cost estimates and the unknowns with off-road trail projects
- Staff evaluated recent DPR project costs covering a variety of designs and environmental situations
- Resulted in a range of $425,000-$6,000,000 per mile for recreational trails
- Estimates are intended to serve as a “first step”
- **Cost to construct 54 miles of Tier 1 rec trails is estimated at $68M to $326M**



James S. Long Regional Park trail





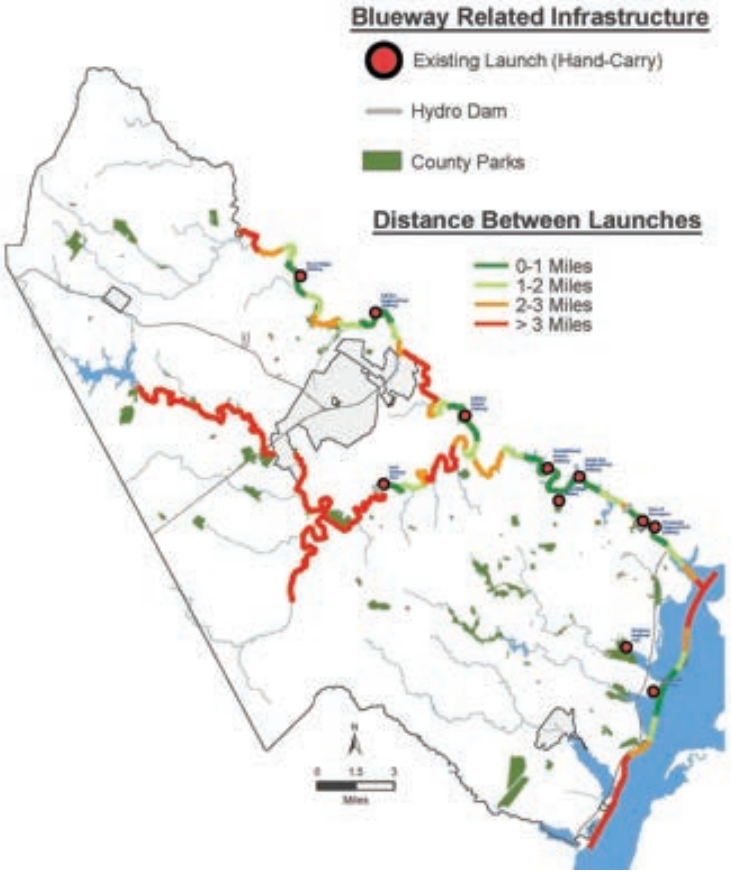
Groundbreaking and PHNST progress at Featherstone NWR

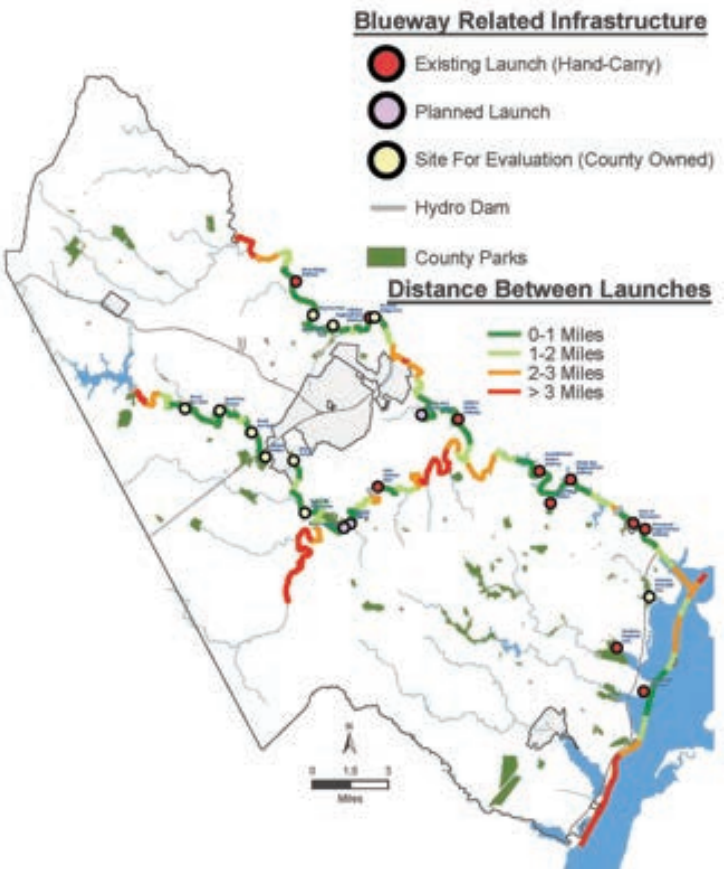
Blueway Trail Analysis

Blueways Planning

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- Focus on identifying access locations
- Closing “gaps” to create 2 to 3-mile paddle between launches
- Broad Run has the most potential; recommended for further analysis





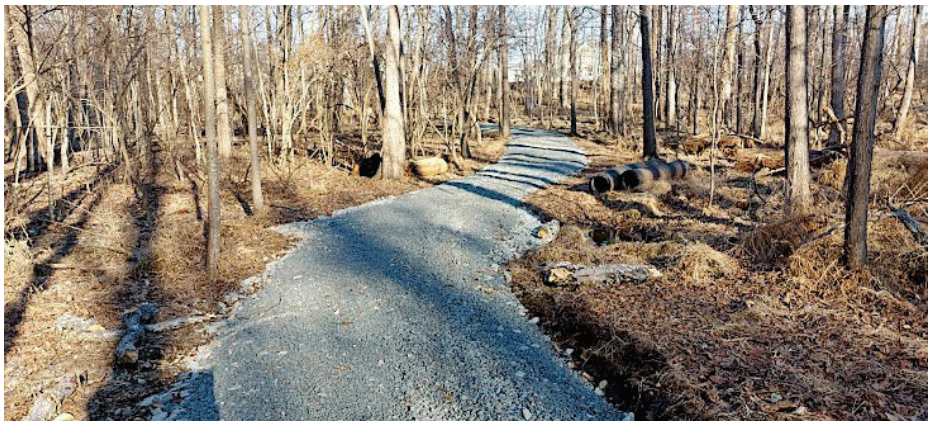
Action Items

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- Update DPR Trail Design Standards Manual
- Expand DPR Stewardship/Adopt-a-Trail Partnerships
- Expand Utility Provider Partnerships
- Safety and Educational Programming
- Future Comprehensive Plan Updates
- Recreational Trail Maintenance Plan
- Advance Blueway Planning Efforts
- Identification of “Low Hanging Fruit” segments
- Expansion of Rural Bicycle Facilities
- On-road Bicycle Facility Network Improvements
- Wayfinding/Signage Implementation Plan



Adult Learn-to-Ride Program



Catharpin Greenway Trail repairs

Implementation of 10-yr Plan

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Primary Focus on Tier 1 Segments

44 Recreational Segments (**54 Miles**)
42 Active Mobility Segments (**76 Miles**)

Use to feed annual funding initiatives (CIP, Bond, General Funds, Grants)

Begin Work on Action Items

Blueways Plan, "Low Hanging Fruit" Segments, On-Road Improvements, Wayfinding

- Does not preclude implementing lower priority segments
- Action Items will move at varying paces
- Ultimately, funding will drive the implementation

Questions?