

Prince William County
TRAILS AND BLUEWAYS COUNCIL

Advisors to the Board of County Supervisors

MOTION: Bill McCarty

October 25, 2022

Regular Meeting

Res. No. 22-5

SECOND: Lynda Silverstrand

**RE: RECOMMENDED ADDITIONAL TRAILS AND CHANGES TO
AUGUST/SEPTEMBER 2022 EDITION OF THE DRAFT PRINCE WILLIAM
COUNTY PATHWAY TO 2040 MOBILITY CHAPTER OF THE COMPREHENSIVE
PLAN**

ACTION:

WHEREAS, the 2040 Mobility Chapter has stated that:

” Specific objectives include adapting to changing mobility trends, improving multimodal options, increasing the use of public transit, and increasing travel time reliability while concurrently striving to decrease the use of vehicle fuels that contribute to climate change.” And

WHEREAS, climate change is nationally and globally recognized as an existential threat to humanity that is caused by greenhouses gases produced from burning fossil fuels, and

WHEREAS, enabling more people to safely walk or use bicycles and e-bikes to access activity centers, schools, parks, public transit nodes, employment centers, and other desirable destinations meets the objectives stated above, and

WHEREAS, it has been demonstrated that a well-planned bike and pedestrian system attracts people and employers that are looking for places to relocate/expand company headquarters, and

WHEREAS, a well-planned system includes both on-road and vehicle-separated options in order to have the greatest number of users that will feel comfortable and safe using the system, and

WHEREAS, the Trails and Blueways Council recommended 57 changes to the map and 12 changes to the Action Strategies section of the February and June versions of the Mobility Chapter that would enhance the integrity, connectivity, and transportation usefulness of a future trail system in Prince William County and only a handful of these recommendations were adopted in the August / September update to the Plan, while some existing trails were actually removed,

NOW, THEREFORE, BE IT RESOLVED the Trails and Blueways Council recommends these updates to ensure that the County is moving forward with a robust and useful Mobility Plan:

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1. Remove the word “residential” from RT11.4 so that all rezoning applications will be encouraged to connect trails to the surrounding network.
2. Change the title of the Trail Map from “Recreational Trail Plan” to “Countywide Trail Plan” to acknowledge that the purpose of the trails is for transportation as well as for recreation.
3. Plan for on-road bicycle facilities such as widened shoulders as well as Shared Use Paths, in order to accommodate the widest range of non-motorized use, including future types of bicycles that will expand the distance and speed of that type of travel.
4. Groveton Rd. – needs to have a shared use path as it is the only connection across Route 66 between Bull Run and Haymarket. Planned bypass around the battlefield needs to have Shared Use Path.
5. The County needs time to work with the Manassas National Battlefield Park personnel to see if they will allow cyclists to eventually use the old Route 234 and Route 29 roadbeds after they are closed to through traffic. Meanwhile, Groveton Rd. and Featherbed La. need to remain in the bike plan.
6. Because Fairfax County has a robust and useful bicycle and trail system, bridges across Bull Run and the Occoquan River that facilitate Fairfax County connections vastly increase the usefulness of PWC trails. They should be prioritized and shown on the plan. From north to south:
 - A. Mayhew Park – connect to Bull Run Park and multi-million I-66 trail to Washington DC and more.
 - B. Ben Lomond Park – connect to Bull Run Park
 - C. Route 28 – connect to retail and employment centers in Fairfax County
 - D. Blooms Park – connect to Bull Run Regional Park / Hemlock Overlook Regional Park
7. Neighborhood connections to and across the planned Route 28 Bypass
 - A. Sudley Manor Dr.
 - B. Lomond Dr.
8. The following trails need to be planned as shared use paths in addition to paved shoulders because of the importance of their connections to desirable destinations coupled with the ages and experience of potential users (families and children):
 - A. Bristow Rd. (route 619) from Route 28 to Valley View Dr. and Valley View Dr. from Bristow Rd. to Valley View Park– Connection from Linton Hall residential areas to Valley View Park and Bristow Historic Battlefield Park.
 - B. Kettle Run Rd. from Fitzwater Dr. to Vint Hill Rd. – trail connection from Nokesville Village to T. Clay Wood Elementary School and Patriot High School as well as to Vint Hill Rd. and Sudley Manor Dr. shared use paths. Much of the right-of-way can be acquired during rezonings along Kettle Run Rd.
9. Additional bicycle accommodations providing connections to the Manassas Park VRE station:
 - A. Lake Dr. from Orchard Ridge Park to Manassas Park
 - B. Euclid Ave from City of Manassas to Manassas Park
10. Trails connecting Manassas Park at Manassas Drive to Signal Hill Road and across Bull Run to Hemlock Overlook Regional Park.
11. Crooked Creek watershed: planning a linear park/trail system would help protect the water quality of Crooked Creek from development and provide future residents with a valuable recreational amenity.

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12. Somerset Crossing Dr. – From Route 15 to Old Carolina Rd. This section was removed from the February 2022 version of the map creating a disconnect in an existing system.

Votes:

Ayes: 11

Nays: 0

Absent from Vote (virtual only): 1

Absent from Meeting: 2

SIGNED:  _____
Chair, Prince William Trails and Blueways Council