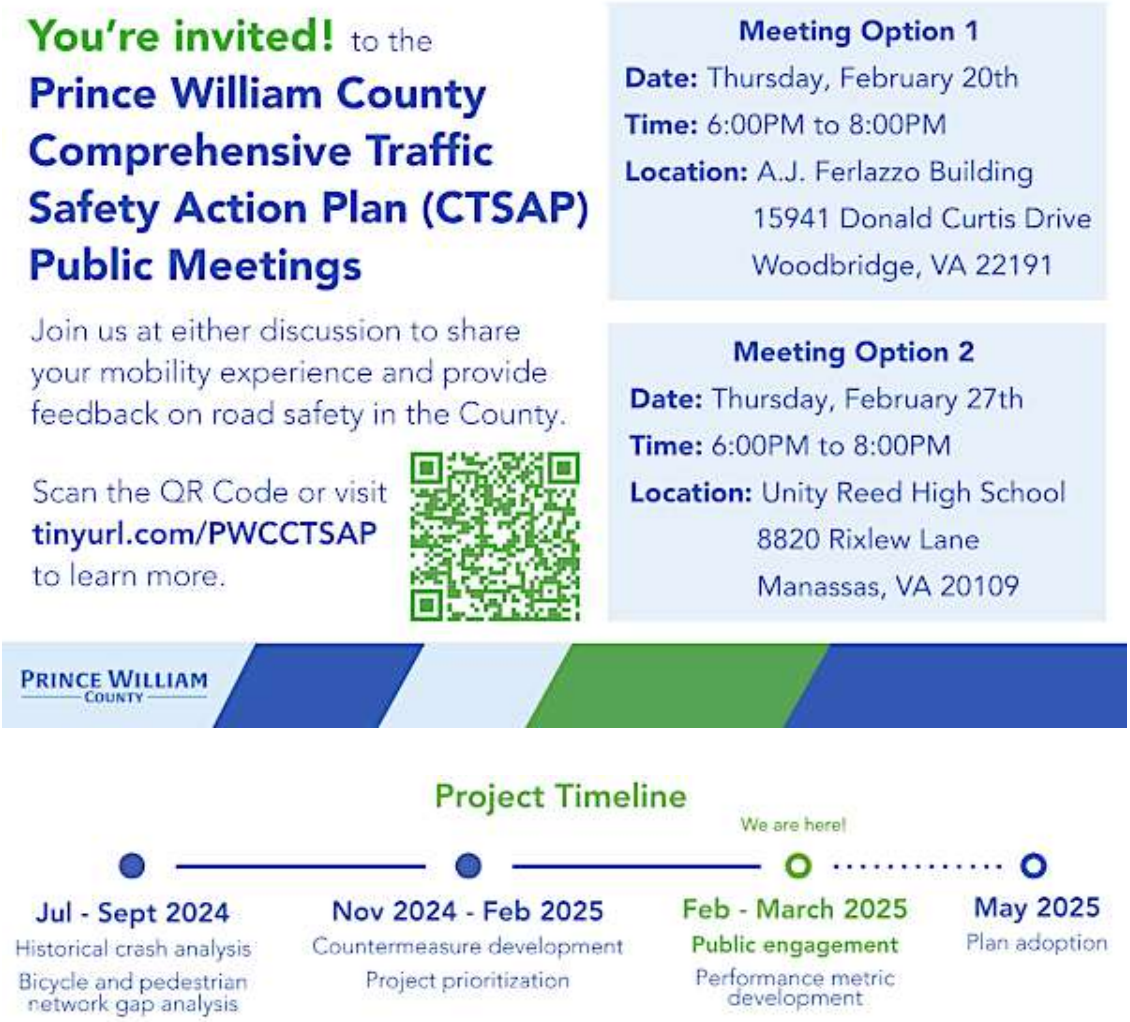
Greater Prince William TRAILS COALITION



Comprehensive Traffic Safety Action Plan (CTSAP)

The CTSAP is a planning document that identifies a community's most significant roadway safety risks and proposes strategies to address them. Prince William County and Manassas Park are prioritizing highest-impact projects that address traffic safety (including bike and pedestrian safety), based in part on historical crash and injury data.

Public input meetings are scheduled for February 20 and 27.

The plan will outline two safety programs in Prince William County, “Vision Zero” for cities and urbanized areas and “Towards Zero” for suburban and rural areas. Manassas Park held its first community input meeting on a **Vision Zero Action Plan** on October 30, 2024, and another one will be scheduled this year.

State of the Parks Address - Rescheduled to March 6

Rescheduled to March 6, 7:00-9:00pm due to weather: Come **hear from county staff** about the progress made in implementing community goals for parks, trails, open space, and historic preservation.

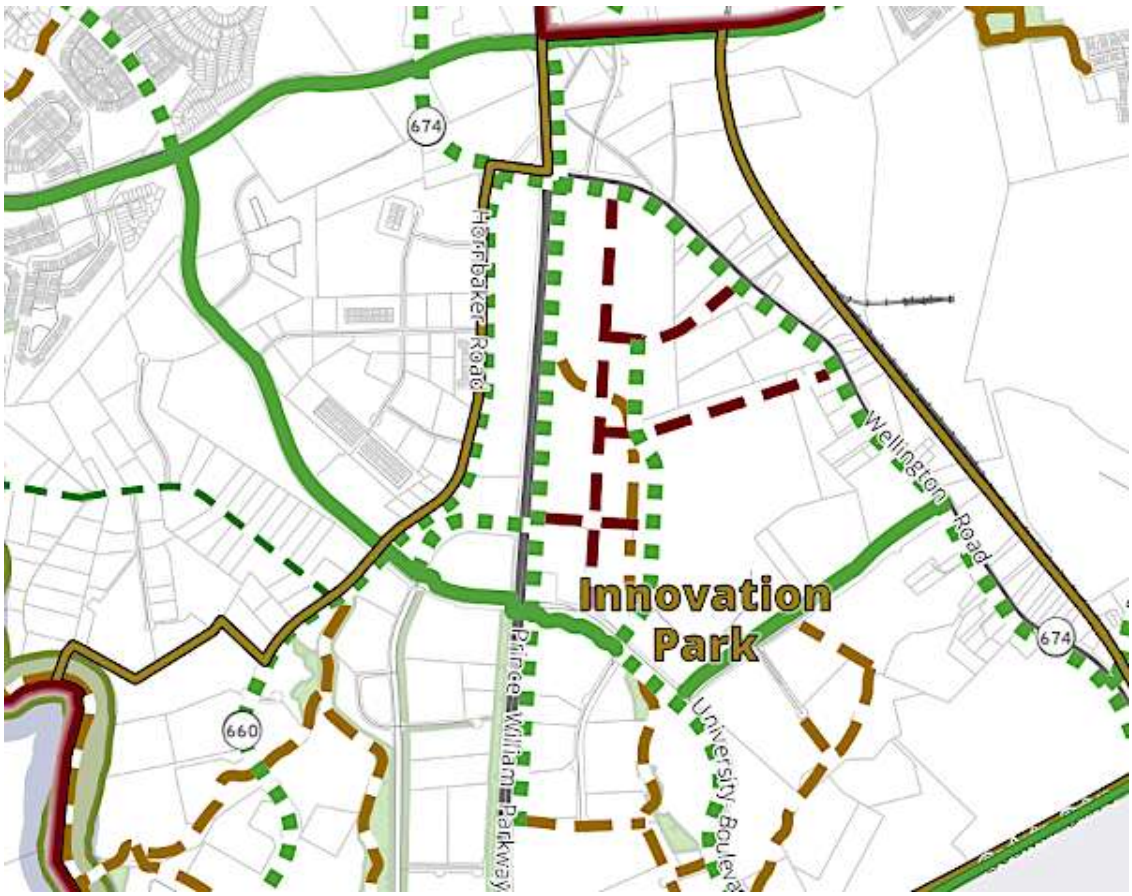
Doors open at 6:30pm at Forest Park High School Auditorium, 15721 Forest Park Drive in Woodbridge.

environment type	Projects	Sum of length, mi	PE cost per mile	RW cost per mile	CN cost per mile	Total cost per mile	**total cost per mile, rounded (2023)**
across field/woods	8	4	$243,054	$29,652	$1,136,587	$1,409,526	**$1,400,000**
parallel to road (rural)	4	19	$219,584	$272,440	$1,306,818	$1,798,789	**$1,800,000**
rail trail	15	22	$248,398	$318,672	$1,323,502	$1,890,618	**$1,900,000**
parallel to creek/river	12	9	$640,046	$322,900	$3,253,970	$4,216,686	**$4,200,000**
parallel to street (urban/suburban)	25	18	$654,218	$1,239,736	$4,103,642	$5,997,652	**$6,000,000**
	64						

What Should Trails Cost Per Mile?

Carnival magicians invite people in the audience to “pick a number, any number.” It’s not quite so simple when estimating costs to build different types of trails in Northern Virginia. Finding the “right” numbers, as construction costs keep changing, requires almost a magician’s foresight for those issuing contracts as well as for bidders.

Easy or hard, the tyranny of the budget process requires estimating costs. The Hampton Roads Transportation Planning Organization gave it a try in 2023; see **A New Cost Model for Trails**.



Developing a Trails Master Plan in Prince William County

In 1993 the Prince William Park Authority published a trails plan that created the initial greenway corridors. That plan was updated in the 2040 Comprehensive Plan, with a Countywide Trails Plan in the **Mobility Chapter**.

The Department of Parks and Recreation is launching a new planning effort in 2025 to create a more-granular "Trails Master Plan." It will consider where to revise the now-planned park and greenway trails, particularly to close gaps. (A separate planning process managed by Prince William Transportation Department will evaluate active mobility gaps, including sidewalks, in the road network.)

Look for the plan to develop some priorities and high-level cost estimates, including changes in long-term maintenance costs as trail segments are built.

The Greater Prince William Trails Coalition will discuss how to contribute ideas to the Trails Master Plan at its upcoming April 24 meeting. The first public meeting hosted by Department of Parks and Recreation will be in late May/early June, and there will be regular updates at **Trails and Blueways Council meetings** which are open to the public.

Final approval by the Board of County Supervisors is expected in January 2026, in time for the elected officials to consider in the FY27 budget.

Planning Ahead For a Connected Trail Network Along Route 234 Between the Proposed Sudley Manor Drive and Clover Hill Road Interchanges

The Trails and Blueways Council (TBC) **2025 work plan** includes discussing plans for bike/pedestrian infrastructure on 234 Bypass/Prince William Parkway interchange projects, at the February 25 TBC meeting.

The **Countywide Trails Plan** includes a future shared use path parallel to Route 234 Bypass/Prince William Parkway from:

- Brentsville interchange north to the bridge over the Norfolk Southern railroad, which is the boundary with City of Manassas
- a spot starting south of University Boulevard to Balls Ford Road
- Note: no connection is planned currently across Route 28, there is a planned gap between the railroad north to the spot near University Boulevard

Grade-separated trails already cross the 234 Bypass/Prince William Parkway (above or below) at Brentsville interchange, Route 28, and Balls Ford Road. At-grade crossings exist or are planned at other intersections, and the Innovation Park Small Area Plan proposes a bike/pedestrian bridge across the Prince William Parkway at Discovery Boulevard.

There are proposals to convert some intersections into grade-separated interchanges. These could trigger revisions to the current Countywide Trails Plan.

Wagman/RDA, the company which built the Balls Ford Road and Brentsville Road interchanges, **has proposed** to redevelop the Sudley Manor Drive/Prince William Parkway intersection. Prince William County's window for accepting competing bids closed on February 4.

The initial proposal is to build a **Single Point Urban Interchange (SPUI)**, similar to what will be constructed at Minnieville Road/Prince William Parkway. Active Prince William has explored how bike/pedestrian connections should be included, beyond just ensuring a safe crossing. More-visible crosswalks, perhaps with flashing beacons, are one possibility.

A trail parallel to Prince William Parkway is already planned between Wellington Road and University Boulevard, as 2,000 new houses and University Town Center are built near Hylton Performing Arts Center. On the north end, the Countywide Trails Plan assumes a connection down Wellington Road to the planned shared use path parallel to Prince William Parkway, linking to a trail along Sudley Manor Drive. A potential addition could be a trail segment extending along Bethlehem Road west to Sudley Manor Drive.

At University Town Center, the **Small Area Plan for Innovation Park** includes a bridge over Prince William Parkway to reach Discovery Boulevard. At the moment, no trail of any sort is planned further along Discovery Boulevard past its intersection with University Boulevard, down to Two Silos and the **future MurLarkey Distillery** at the Farm Brew Live campus. Instead, a streamside trail is proposed west of Discovery Boulevard.

Virginia Railway Express (VRE) has requested a **Federal grant** to extend Residency Road over the Norfolk Southern railroad tracks. That could also trigger a revision in the Countywide Trails Plan, which currently assumes access from Innovation to the VRE station would be only via Godwin Drive/Gateway Boulevard.

Plans for upgrading the Clover Hill/Route 234 Bypass intersection are in flux. The decision to offer commercial passenger flights from that airport could change traffic patterns.

The General Assembly Is Near the End

The Washington Area Bicyclist Association (WABA) maintains a **bill tracker** to monitor the status of legislation in the first 2025 session of the state legislature. Check WABA's latest status of bills, and eventually how the Governor ends up treating them.

Help Construct the Potomac Heritage National Scenic Trail in Featherstone National Wildlife Refuge on February 22

Sierra Club has scheduled a George Washington Birthday service trip to clear a corridor. Volunteers will be working with staff from Occoquan Bay National Wildlife Refuge along the Tidewater shoreline of the Potomac River, between Occoquan Bay and Leesylvania State Park. Work distance: 1 mile over totally flat terrain.

Bring cold weather work clothes, boots, lunch, trail snacks, and a quart of water. Work gloves and trash bags provided. Meet at 12:45 PM on February 22 at the VRE Station parking lot at the end of Rippon Boulevard at 15511 Farm Creek Drive in Woodbridge. From our meeting point we will be shuttled to the north end of Featherstone National Wildlife Refuge and work our way back to our cars.

Register online (there's already a waitlist). Leaders: Glenn Gillis 571-217-4477 and Gary Kosciusko 703-946-8111.

In Other News…

- City of Manassas Mobility Master Plan Focus Group met on January 30. **Read all about it**…
- The Potomac Shores has advertised a March 15 hike on three of the newest trails. Check the **calendar** of the Greater Prince William Trails Coalition for details.

- The Rails to Trails Conservancy has a rich **Resource Library** with webinars, manuals, reports. Want to understand how to work with railroads? There are two recent webinars, **Productive Partnerships for Successful Projects** and **Working With Railroads Part 2: RTC Expert Q&A**.
- Last chance to complete the **Community Health Assessment (CHA) Survey** before February 28, and indicate if you think more trails are needed to provide places for physical and mental health.
- Friends of the Occoquan have scheduled the **Spring Cleanup** for April 5, 9:00am-noon. Boats will launch from five locations.
- Metropolitan Washington Council of Governments (MWCOG) coordinates the **Street Smart Safety Campaign** for bikers and pedestrians. Check out the most recent video, **Collaboration in Action: Safe Streets in the DMV**.
- In Richmond, the replacement of the Mayo Bridge over the James River will not duplicate the existing four-lane highway. Latest **Mayo Bridge redesign** shows a more walkable project with just two car lanes. "*The rest of the planned revamp of the 66-foot bridge would include two protected bike lanes, a 6-foot sidewalk on the west and east side, and a 14-foot shared-use path that could act as a connector for the Virginia Capital Trail and under-construction Fall Line Trail.*"

View email in browser

update your preferences or unsubscribe

INTUIT mailchimp