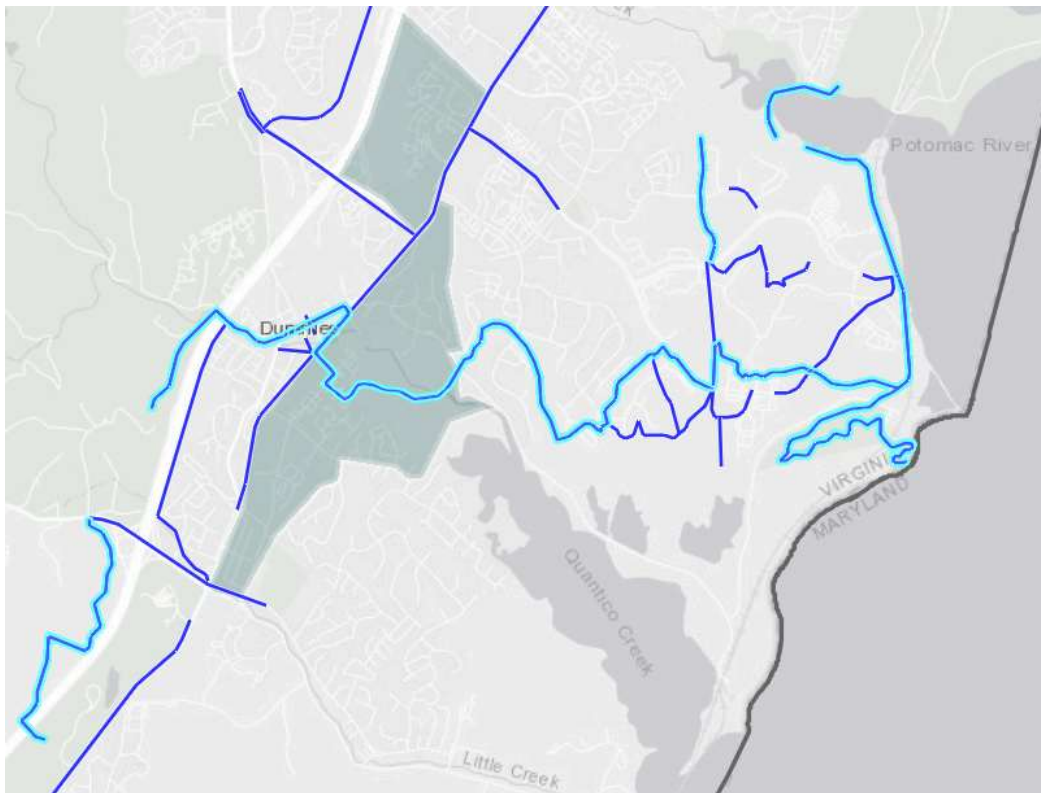


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Greater Prince William TRAILS COALITION

May 2026 Newsletter

see more at our [calendar](#), [website](#) and [Facebook](#) page



Statewide Multiuse Trails Plan Released

Governor Spanberger announced on April 29 at the **2026 Virginia Land Conservation & Greenways Conference** (VAULT) that parks and trails are a top priority for her administration. It helps that her husband, the “First Gentleman,” is an avid cyclist.

The **Statewide Multiuse Trails Plan** was released on May 1. The **Trail Data Viewer** will be

updated as new trails are planned, such as those in **Pathways 2035** when adopted by Prince William County.

Trails with coarse gravel or native surfaces were not included in the state plan. The Appalachian National Scenic Trail was shown just to provide context.

The plan identifies "regionally connected multiuse trails" - those with a hard surface, and either exceed three miles in length or connect with other trails within 500 feet to form a continuous network. The State Trails Office selected major, well-known, partially- or fully-funded, existing, and planned multiuse trails that collectively constitute the "spine" of a multiuse trail network in the Commonwealth.

23 "signature multiuse trails" were identified (see p.3-22). The Potomac Heritage National Scenic Trail did not qualify as one of them. However, one segment of the Potomac Heritage National Scenic Trail in Fairfax County (Map Trail ID No.30) and one segment in Prince William County (Map Trail ID No. 102 - *see above*) were included in the plan as 10' wide shared use paths. The Prince William County segment is not displayed yet on the Trail Data Viewer.

Simultaneously, the Virginia Department of Transportation (VDOT) announced the release of a new **Appendix K – Trail Type and Surface Selection Guidelines** for the Road Design Manual. It authorizes crushed stone surfaces for pedestrian/bicyclist trails - and even natural surface trails for equestrians - for projects funded by VDOT and within the VDOT right-of-way.

GOAL 4

MOBILITY

GOAL STATEMENT

Foster an inter-connected and accessible transportation network that advances the County's mobility infrastructure, broadens transportation choices, and enhances safety.

Key Objectives

1

Enhance connectivity through transit-oriented development and improved pedestrian and bicycle infrastructure.

Strategies:

1. Integrate technology and transit networks in designing and planning communities to ensure seamless connections between various transit modes.
2. Design streets around transit hubs that equally accommodate pedestrians, cyclists, and public transit vehicles, with features like wide sidewalks, bike lanes, and accessible crosswalks.
3. Provide a secure biking infrastructure and implement traffic calming measures to prioritize pedestrians and cyclists and to reduce reliance on vehicles.
4. Design built environments that prioritize the mobility of people over vehicles.

New Strategic Plan Transportation Funding Work Group

The Prince William Transportation Department (soon to become the Department of Transportation and Capital Construction) is creating a committee *"to improve coordination, align funding priorities, and strengthen collaboration across County, transit, and regional partners. This group will serve as a focused forum for collaboration on grant and funding opportunities, including information*

sharing on upcoming programs, funding responsibilities, project readiness, and coordination needs.”

All prospective members of the committee are county our outside transportation agency staff except for the co-chair of **Active Prince William**, who has been invited to join.

The #1 objective in the **2025-2028 Strategic Plan** for Mobility is “*Enhance connectivity through transit-oriented development and improved pedestrian and bicycle infrastructure.*” One implementation strategy is “*Provide a secure biking infrastructure and implement traffic calming measures to prioritize pedestrians and cyclists and to reduce reliance on vehicles.*”

Government agencies manage what they measure. The **Key Performance Indicators** for measuring progress on the Mobility section of the Strategic Plan are:

1. Average daily ridership on OmniRide
2. Average daily number of cars that use commuter garages and park & ride lots
3. Number of transportation safety improvements completed
4. Vehicle compliance percentile at photo enforced school zones
5. Percent of residents rating satisfied to “the transportation network supports the needs of commuters”
6. Percent of residents rating satisfied to “the transportation network supports County growth and safety”

Where do you think “*prioritize pedestrians and cyclists and to reduce reliance on vehicles*” fits in those six KPI’s?



Second Sunday Hike: Occoquan Greenway

On May 10 1:00-3:00pm we will explore the eastern edge of the planned Occoquan Greenway. We'll go into the Town of Occoquan... where there is an ice cream shop.

Members of the Greater Prince William Trails Coalition meet in-person at Quarterly Meetings indoors (see *April 23 meeting above*) - but schmoozing with each other and anyone else interested in trails on Second Sunday hikes is even more fun.

The trail portion is mostly natural surface on an established trail, but we will also follow a planned route for a short distance through the open woods (not on established trail). Total distance is about 2.2 miles. Well-behaved dogs on a leash are welcome. Please **register** for the details and notification in case weather forces a postponement.



Bike Training and Events

Tell a friend who is 18 or older that the Adult Learn to Ride class on May 9 in Woodbridge is for them if:

- they have never been on a bicycle before
- they have not ridden a bicycle in many years
- they have previously tried to learn how to ride a bicycle, but were unsuccessful

A bicycle and helmet will be provided for all class participants. This Adult Learn to Ride event (10:00am-1:00pm) will be outdoors next to the Development Services Building in the Prince William County Government complex.

The training has been organized by the Prince William County Department of Transportation, City of Manassas, and the **Washington Area Bicyclist Association** (WABA). **Get more details and register** online.

The **Light of Hope Alliance** has partnered with the City of Manassas and the Greater Prince William Trails Coalition to provide signage for the **traffic garden** being installed later in 2026 at Dean Park.

Want to organize a **bike bus** for 2027? Get started with National Bike & Roll to School Day on May 6. Virginia’s “First Gentleman,” Adam Spanberger, **led a bike bus ride** at an Alexandria elementary school and **in Fredericksburg** in April. He will prioritize biking in his role as the governor’s husband.

May is also **Bike Month**. Manassas has **multiple events** and has issued a **new bike map**. The annual **Bike to Work Day** is May 15. Stop at one of the **nine pit stops** scattered across Prince William, Manassas, and Manassas Park, and check out the **164 events** currently registered within Virginia

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		
		0	Segment not identified in public outreach efforts		
Segment Identified in Public Outreach	Trail segment was specifically identified during public outreach for the Trails Master Plan	1	Segment identified on one map, or referenced in email or Survey Comment	4	1
		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 MWCOC'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	3
		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		

"First Step" Cost Estimating

Low-Cost Corridor	Mid-Cost Corridor	Mid-Cost Corridor	High-Cost
 <p>Natural Surface 2-5 ft width Simple terrain</p>	 <p>Stonedust 6-10 ft width Simple terrain</p>	 <p>Multi Surface 4-6 ft width Complex terrain</p>	 <p>Boardwalk 6-8 ft width Complex terrain</p>
<p>Cost Estimate \$425,000</p>	<p>Cost Estimate \$540,000</p>	<p>Cost Estimate \$3,500,000</p>	<p>Cost Estimate \$6,000,000</p>

**Estimated Range:
\$425,000 - \$6,000,000 per mile of trail corridor**

Tier 1 Estimate Range: \$68M-\$355M

Tier 1 Top Segments

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 - Aldenwood 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	Batetown connection - Dumfries to PWFP	Potomac

Tier 1 Top Segments (Active Mobility)

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	Hoadly Road	Shared Use Path	2.15	Planned	PW Pkwy to Purcell Rd	Occoquan
9	Dale Boulevard	Sharrows	1.75	Planned	Ridgefield Rd to Glendale Rd	Neabsco
10	Richmond Highway	Shared Use Path	2.02	Planned	Marine Corps Heritage Center entry to Stafford CL	Potomac

Update on Pathways 2035 - Trails Master Plan

Most of the time at the April 23 Quarterly Meeting of the Greater Prince William Trails Coalition was spent discussing the draft **Pathways 2035** plan. We ran 30 minutes past the planned end of the meeting; lots happening with trails planning south of the Occoquan River.

The last master plan for county trails was completed in 1993. Pathways 2025 is intended to be presented to Board of County Supervisors (BOCS) in June for approval.

The Broad Run Blueway was prioritized for increasing access for canoe/kayak trips. Focus is on creating boat launches on land already owned by the county to facilitate 2-3 mile trips on the water.

As defined in Pathways 2035, recreational trails are outside the Virginia Department of Transportation (VDOT) right-of-way and active mobility trails are within it. For “planned” trails, right-of-way acquisition is at least partially completed. Otherwise, trails are labelled as “proposed.”

Of the 118 miles of recreational trails in the plan, 55 miles were designated as Tier 1 priority (see *above*) for funding until the master plan is updated in 2035. Pathways 2035 identifies the top 10 trail segments for each of the seven magisterial districts. The complete plan identifies 140 recreational trail segments countywide, but future funding requests for projects could subdivide them further.

Cost estimates for recreational trails range from \$425,000/mile for natural surface trails to \$6 million/mile for trails with bridges and boardwalks. Cost was not a criterion for prioritization, but identifying “low hanging fruit” trail segments which volunteers can help construct is an early next step for the Department of Parks and Recreation.

The draft of Pathways 2035 identifies 290 miles of active mobility trails, primarily shared use paths along roads. Prioritization criteria for active mobility trails included a safety factor. There were 95 miles of Tier 1 active mobility trail segments identified; they were the top 40 out of 200 total segments.

Costs for active mobility trails range from just \$6,500/mile for sharrows (painting lines on existing roads) to \$4.5 million/mile for 10' wide shared use paths. Trails narrower than 10' are designed for just one-way recreational bicycle travel.

Total estimated costs:

- recreational trails (55 miles in Tier 1): \$68-\$355 million
- active mobility trails (95 miles in Tier 1): \$350-500 million

To put that cost estimate into context, the Mobility Chapter of the 2040 Comprehensive Plan adopted by the county supervisors in 2022 identified roughly \$7 billion of **roadway projects**.

Since the BOCS postponed any bond issue when it adopted the FY27 budget, the next opportunity for getting funding to implement Pathways 2035 is the FY28 budget scheduled for approval in April 2027.



Community Health Improvement Plan (CHIP)

As reported by Dr. Diane Anderson at the Quarterly Meeting on April 23, the next step in the Community Health Assessment process is to complete the Community Health Improvement Plan (CHIP).

Four work groups (behavioral health, health communication, maternal and child health, and access to care) will prepare a draft CHIP by September. She also noted that Walk and Talk Wellness program is extending the windows for mental health awareness and suicide prevention from one to two months.

Existing Projects			New Projects		
Project	Lead Department(s)	FY26 Tasks Status	Project	Lead Department(s)	FY26 Tasks Status
County Trail Improvement	DOT DPR	On Track	Bike and Pedestrian Gap Analysis	DOT	On Track
Park Quality Improvement	DPR	On Track			
Parkland Acquisition	DPR DPW	On Track			
Developing Small Area Plans (SAPs)	Planning	On Track			
Trails & Blueways Council	Planning	On Track			
Transportation Safety Plan and Connectivity	DOT	On Track			

Prince William Sustainability Report

The **Quarterly Update** to the Prince William Sustainability Commission on April 23 highlighted the first **Environmental Sustainability Annual Report**. The briefing occurred before release of Pathways 2035, but the first action strategy for transportation in the **Community Energy and Sustainability Plan** (CESMP) is “Improve Pedestrian and Bicycle Infrastructure and Improve Connectivity.”

Mentioned in the briefing was a Bike and Pedestrian Gap analysis completed by the Transportation Department. The results of that analysis will be used now to prioritize and synchronize bike/pedestrian projects with planned roadway improvements.

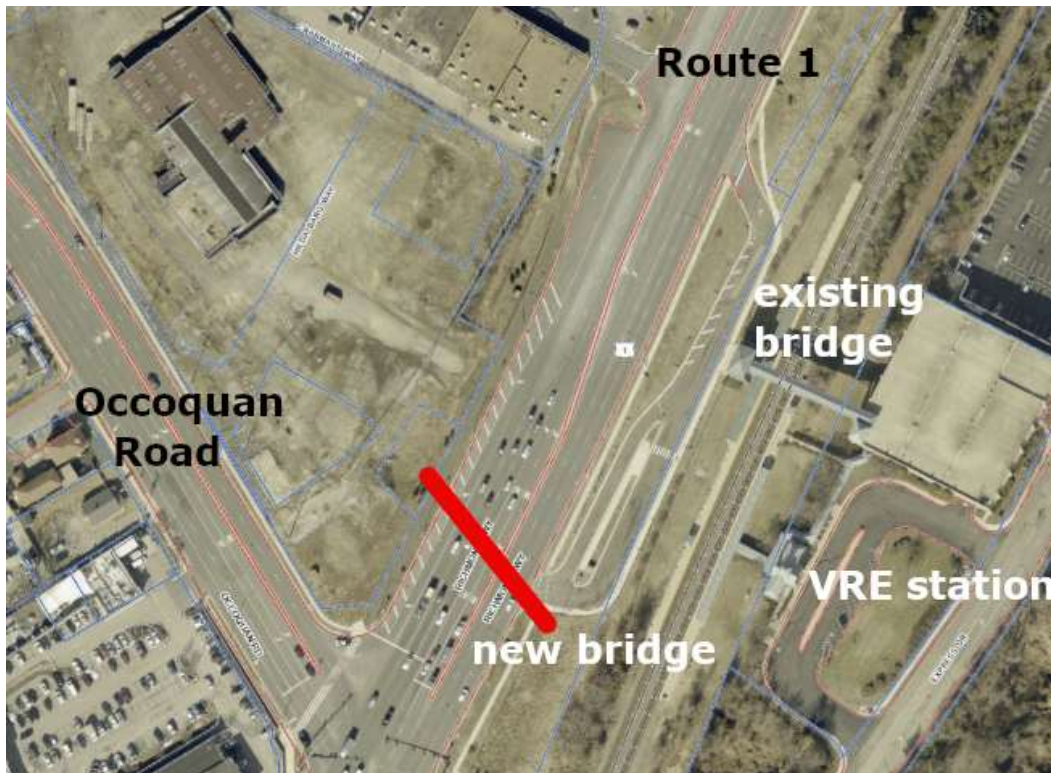
A **Sustainability and Resilience Comprehensive Plan Amendment** (CPA) to incorporate the CESMP and resilience into the county’s 2040 Comprehensive Plan is in process. Phase 2 of community engagement for that update will occur this summer. That CPA offers an opportunity to focus county policies - and some funding in next year’s FY28 budget - on enhancing bike/pedestrian mobility.



Volunteer for Trail and Blueway Projects

Prince William Trails and Streams Coalition is **listed** now in Volunteer Prince William. You can **adopt a trail** and get a sign for your organization. Mid-Atlantic Off-Road Enthusiasts (MORE) also **welcomes volunteers**.

You can also find opportunities to join the **Trail Ambassador Program** at Leopold’s Preserve and be a **Trail Monitor** with the Prince William Department of Parks and Recreation. (*You can adopt a trail or stream **in Manassas** too.*)



In Other News...

- **Close Enough: \$12.7 Million Later, Prince William to Build Pedestrian Bridge That Stops Just Short of the VRE Station** (*Potomac News*, April 21) New pedestrian bridge across Route 1 to access Woodbridge VRE station (see above) will not connect directly to existing bridge over the tracks. Bikers/pedestrians will have to go up and down twice to get from planned Riverside Station development to the train station - **see presentation**.
- **County breaks ground on Sterling Boulevard trail overpass** (*Loudoun Times-Mirror*, April 20) "The total project budget is about \$13.3 million..."
- **VDOT Bills Fairfax City \$3.5M After Trail Cancellation** (*Patch*, April 16)
- How much does it cost to build a mountain bike trail? (**Singletracks Mountain Bike News**, April 15) "You might think that \$60,000 to \$80,000 per mile is a lot of money, but this doesn't even factor in additional costs that might surround the trail project, but aren't technically part of the trail build itself. First is the design cost..."
- On May 13, the 6:00-8:00pm public meeting for City of Manassas update to the **Parks, Culture & Recreation plan** will focus on Parks & Outdoor Spaces, including trails.
- Manassas Park's Community Day on May 16 (10:00am-2:00pm on the Plaza) will celebrate Trails Day. The city is still **collecting input** on its Comprehensive Plan. There are many bike/pedestrian questions.
- The US Department of Transportation **just awarded** \$1 billion in 2025 Safe Streets and Roads for All (SS4A) grants. Prince William County and Manassas Park are now preparing applications for the next cycle. Greater Prince William Trails Coalition has submitted a letter of support.
- **E-Bikes, E-Motos and Safety: What Belongs on Trails?** webinar by Rails to Trails Conservancy on May 13, 1:00pm

- **Register online** for the Kim Hosen Memorial Hike at Bull Run Mountains Natural Area Preserve on May 16, 10:30-noon. Preserve Manager Joe Villari will be the guide.
- Also on May 16: free People for Bikes webinar **E-Bikes vs. E-Motos: Legal Distinctions, Legislative Strategies, and Regulatory Actions** at 1:00pm.
- **Prince William County breaks ground on Devlin Road widening project** (*InsideNOVA*, May 1) “A grass median, pedestrian sidewalk and shared-use path will also feature prominently, as the project will extend the sidewalk along Jennell Drive to Jennell Estates.” See more **online**.

Add your organization, group, or club to the VIRGINIA TRAILS ALLIANCE!



The Virginia Trails Alliance is the main advocacy organization supporting trails across the state. This unincorporated coalition of businesses, nonprofits and other organizations advocates for vibrant trail systems in Virginia and for strong support for trails within the Governor’s office.

SCAN THE QR CODE TO JOIN



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Greater Prince William Trails Coalition is a member of the Virginia Trails Alliance



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