



**PRINCE WILLIAM**  
— COUNTY —

# **Mobility Chapter**

## **Policies and Action**

### **Strategies**

Draft: February 7, 2022

## **Mobility Chapter Policies and Action Strategies**

### **Mobility Chapter Sections**

The proposed Mobility Chapter will focus on the following areas:

1. Thoroughfare (TH)
2. Transit (TR)
3. Active Mobility/Transportation (AT)
4. Recreational Trails (RT)
5. Alternatives/Future Transportation (FT)
6. General Transportation/Mobility (G)

### **Intent:**

The intent of this Mobility 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. The system includes networks of facilities and infrastructure, including roadways, transit stops and stations, elements supporting active transportation within the roadway right-of-way like sidewalks and paths and bike facilities, and trails separate from the roadway network. It also includes services, including transit operations, taxi and other ride-hailing models, and potentially bikeshare and other emerging modes including rentable e-scooters.

An integrated transportation system that provides mobility for all underpins the County's vision as "a diverse community striving to be healthy, safe, and caring with a thriving economy and a protected natural environment." It strives to ensure the efficient movement of people and goods, enhance quality of life, and provide for economic growth. As population and commercial growth continue to increase in the County and the region, the existing mobility network will have to change and adapt to accommodate the travel demands and preferences placed upon it. As such, it becomes essential for the County to diversify the way residential, recreational, commercial, and work-related trips move throughout the County. Specific objectives include adapting to changing mobility trends, improving multi-modal options, increasing the use of public transit, increasing travel time reliability while concurrently striving to decrease the use of vehicle fuels that contribute to climate change. All elements are proposed to be built and maintained in a safe and sustainable manner.

To manage congestion and provide equitable transportation solutions, Prince William must invest in all elements of the multimodal system described above. By developing transit-oriented communities ("TOD") which integrate transportation planning with land use planning and utilizing the ten principles of Smart Growth, as stated in the Land Use chapter, the County can reduce the future demand for transportation roadway infrastructure. Concentrating population, jobs, and infrastructure within vibrant, walkable communities throughout Prince William County will help to ease existing road congestion and manage future demand by providing options for multimodal travel and reduce dependency on automobiles. Ensuring that the mobility network includes connections to, and expansion of, the County's recreational

trail network also promotes healthier communities, cross-county connectivity, and the potential for economic growth through tourism.

The Mobility Chapter provides a framework for meeting the existing and future needs of Prince William County, through goals and action strategies directed at a safe, equitable, and connected mobility network. Additionally, it serves as a guide to the County's Departments of Transportation (DOT) and Parks, Recreation and Tourism (DPRT), the Virginia Department of Transportation (VDOT), the Potomac and Rappahannock Transportation Commission (PRTC) also known as OmniRide, the Virginia Railway Express (VRE), residential/commercial developers, and other transportation-oriented entities in the region in their efforts to provide transportation improvements in accordance with the needs of the County. The specific road, transit and trail projects proposed in this plan are high priorities for improving safety, equity, and connectivity across the County's mobility network and are therefore expected to be a key focus of capital improvement budgets for the duration of this plan.

To better support the County's intent to provide residents and visitors a truly multimodal transportation network, the recreational trail component of the Comprehensive Plan has been incorporated into this Mobility Chapter.

**Mobility Policies** – As part of the Mobility Chapter update, all policies will be titled “Mobility Policies” and the various Mobility action strategies related to the above areas will fall under one or more of the Mobility Policies.

**MOBILITY-POLICY 1: Ensure that the County’s transportation network prioritizes safety for all mode users, including motorists, transit riders, pedestrians, and bicyclists.**

Action Strategies

- G1.1 Utilize improved infrastructure design, enhanced enforcement, and public education to provide increased safety for all transportation modes.
- G1.2 Require safety to be a top priority in the planning, design and construction of all mobility projects to improve safety for all transportation users.
- G1.3 Ensure that motorists are informed of all construction projects, utilizing various communication channels including the County’s website, social media and changeable message signs, and ensure that safe access and mobility is maintained throughout the construction of projects.
- G1.4 To ensure safe routes to schools, staff from Transportation and other agencies will meet on a regular basis with the Schools’ Safe Routes to Schools coordinator or other representatives from Prince William Public Schools to document needs, identify priorities, develop project proposals and pursue potential funding sources.
- G1.5 Require new residential development within 1 mile of existing or proposed school sites to consider safe routes to school connectivity or watershed studies in development applications.
- G1.6 Prioritize in capital improvement project decisions, sidewalk gaps in existing neighborhoods that are within 1 mile of existing or proposed school sites.
- G1.7 Identify programs or initiatives to reduce roadway and pedestrian related fatalities and injuries in the County.
- G1.8 Review vehicular accident data in response to requests from County police, citizens and elected officials to determine the most effective solution to the issue, whether it be intersection improvements, signing, striping and/or roadway improvements.
- G1.9 Utilize technology, such as solar powered Speed Monitoring Signs and High-Intensity Activated Crosswalk beacon (HAWK) devices, to improve safety.
- G1.10 Implement Crime Prevention Through Environmental Design (CPTED) strategies in new and redeveloped transportation projects to improve safety, such as enhanced lighting and unobstructed sidewalks.
- AT1.1 Consider alternative bike facility improvements (such as a paved shoulders) in areas where roadways are not planned to have shared use paths as part of roadway repaving.
- AT1.2 Update and enhance the bicycle and pedestrian standards within Section 600 of the County’s Design and Construction Standards Manual (DCSM).

- AT1.3 Improve connectivity of sidewalks and trails for pedestrians and bicyclists to ensure continuous, safe access.
- AT1.5 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.
- AT1.6 Identify roadways and create 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.
- AT1.7 All proposed activities which impact public and private roadway areas should be reviewed for bicycle accommodations.
- TH1.1 Develop a program with County Police to implement red light cameras to reduce/enforce speeding and implement cameras on school buses to reduce illegal passing of stopped buses.
- TH1.2 Develop an annual operating budget in the Capital Improvement Program for the improvement of County-maintained roads to meet Secondary Street Acceptance Regulations (SSAR) for adoption of roadways in VDOT's Secondary Street System for maintenance ([https://www.virginiadot.org/info/secondary\\_street\\_acceptance\\_requirements.asp](https://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp)).
- TH1.3 Ensure that the County's roadway network and roadway standards adequately address the needs of emergency responders – including fire, police, and EMS.
- TH1.4 Identify neighborhoods where high traffic volumes create safety concerns due to excessive speeds. In such situations, identify appropriate traffic calming measures outlined in the *PWC Residential Traffic Management Guide*. In situations where vehicle volume and speed are a result of cut-through traffic, identify methods for potentially shifting vehicles to roads more suited to handle the traffic.
- TH1.5 Work with VDOT to implement safety strategies identified in the State Strategic Highway Safety Plan to reduce crashes resulting in severe injuries or deaths, consistent with the national highway strategy Towards Zero Deaths (<https://www.virginiadot.org/info/hwysafetyplan.asp>).
- TR1.1 Coordinate with transit agencies to ensure safe access to transit facilities in the County through improved infrastructure design, transit stop locations, public education and enhanced enforcement.
- RT1.1 Improve safety and visitor experience along recreational trails through appropriate and consistent trail route and distance markings and use of technology, including Quick Response (QR) codes, to provide trail maps, contact information and user guides.

## **MOBILITY-POLICY 2: Prioritize equity and access when planning for mobility projects**

### Action Strategies

- G2.1 Ensure the quality and function of the transportation system contributes to equitable outcomes for all people by increasing mobility options and access for Equity Emphasis Areas as defined by the Metropolitan Washington Council of Governments (COG) (<https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>), increasing accessibility for senior citizens and persons with disabilities, and including equity as a key planning principle in all mobility projects.
- G2.2 Use equity as a planning tool to identify social and racial disparities to mitigate adverse impacts consistent with Board adopted Resolution 20-494 (<https://eservice.pwcgov.org/documents/bocs/briefs/2020/0616/res20-494.pdf>).
- G2.3 Consider the connection between neighborhoods and retail and institutional services, transit nodes and trails when designing roadways and consider width of road, speed limit, medians for protection, pedestrian signals and facilities in the design of the roadway to allow disadvantaged populations to safely access services.
- G2.4 Remove physical barriers that restrict mobility access by discouraging dead end streets and cul-de-sacs and encourage designs that improve walkability, including inter-and intra-residential development pedestrian paths, on-street parking and locating parking lots behind buildings.
- G2.5 Identify neighborhoods in need of new or repaired sidewalks, curbs, gutters, ADA ramps and street pavement or other infrastructure and supporting facilities and services, and initiate and maintain a repair and replacement program for these areas through appropriate private or public means.
- G2.6 Develop a plan to improve communications accessibility by identifying alternative messaging and platforms for non-English speaking, digital illiterate, deaf and blind persons.
- G2.7 Provide information codes, such as Uniform Resource Locator (URL) codes, at bus stops, wayfinding signs, recreational and active mobility trails that can be translated into any language with a smart phone.
- G2.8 Incorporate universal signage design guidelines consistent with federal and state signage standards.
- G2.9 Minimize displacement and environmental impacts to communities when planning for mobility projects.
- G2.10 Reduce commuting costs for residents in Equity Emphasis Areas (“EEA”) as measured by the U.S. Census American Housing Survey commuting model by improving access to affordable public transit (<https://www.census.gov/topics/employment/commuting/guidance/commuting.html>).

- AT2.1 Maintain a County online interface for gathering resident input on the location of active mobility gaps and improvements needed to formally connect residents to the retail/commercial/activity/recreational areas that they bike and/or walk to.
- AT2.2 During residential rezoning and special use permit applications, encourage developers to provide private and/or public trails, as appropriate, for inter-parcel connectivity and/or the recreational and wellness benefits of the development's residents/patrons as is consistent with applicable law.
- TR2.1 Accommodate transit users with special needs, including the elderly, riders with young children and the physically disabled, to ensure the mobility needs of all are met, including ADA requirements.
- TR2.2 Coordinate with the County Agency on Aging and Social Services to determine where transit services are needed and partner with these agencies and transit service providers to disseminate information and outreach to the elderly and those with limited access to such resources
- TR2.3 Consider the location of mobility impaired populations and their travel needs (i.e., doctor, hospital, shopping, social activities, etc.) when determining the location of bus routes.
- TR2.4 Examine ways to provide transportation alternatives to those populations that don't have access to PRTC or VRE services. Such alternatives may be taxicabs or paratransit for the elderly, and/or the physically limited or disabled.
- RT2.1 Establish a County maintenance fund for recreational trails as part of the Capital Improvement Program.
- RT2.2 During residential rezoning and special use permit applications, seek public trail easements and/or land dedications/donations, where needed to expand the County's greenway, blueway, and heritage corridors as is consistent with applicable law.
- RT2.3 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.).

**MOBILITY-POLICY 3: Promote sustainability and resiliency when proposing new infrastructure or upgrading existing facilities that impact environmental and cultural resources.**

Action Strategies

- G3.1 Coordinate with Public Works to encourage increased landscaping and plantings of native plants where applicable along road rights of way and in medians, as allowed by VDOT to enhance the streetscape and environmental impacts of roadway improvements.

- G3.2 When planning and implementing transportation infrastructure, identify and protect the existing environmental resources through approaches that avoid, minimize, and mitigate impacts.
- G3.3 Use EPA's Environmental Justice Screening and Mapping Tool (EJScreen) to identify potential environmental justice impacts of projects (<https://www.epa.gov/ejscreen>).
- G3.4 Evaluate identified regional strategies for meeting regional greenhouse gas reduction goals for incorporation into local mobility projects (link to MWCOG plan when published).
- G3.5 Prioritize improvements to vulnerable infrastructure, as identified by VTrans Vulnerability Assessment (<https://www.vtrans.org/long-term-planning/megatrend-climate>).
- G3.6 Develop policies to identify, mitigate, and/or interpret cultural resources that are within right of way and/or impacted by road development/redevelopment projects.
- G3.7 Coordinate with a County Archeologist and the County Office of Historic Preservation on locally funded mobility projects to identify cultural impact mitigation measures and opportunities to enhance cultural resources.
- FT3.1 Promote the utilization of vehicles that use alternative fuels and other solutions including electricity to reduce air quality and noise impacts.
- TH3.1 Evaluate functional plans and designs for proposed roadway construction projects to identify cultural or environmental issues. Where there are conflicts, identify alternatives to construction of the roadway and alternative alignments.
- TH3.2 Support the *Journey Through Hallowed Ground* National Heritage Area initiative to designate specified sections of Route 29 and Route 15 within Prince William County as a National Scenic Byway and/or an All American Road. Employ context sensitive solutions for highway projects within these sections.
- TH3.3 Support VDOT's Rural Rustic Road program to identify roads that qualify for this designation (link to VDOT's webpage - [https://www.virginiadot.org/business/resources/local\\_assistance/Rural\\_Rustic\\_Road\\_Program\\_Manual\\_2014\\_Update\\_-\\_Recodification.pdf](https://www.virginiadot.org/business/resources/local_assistance/Rural_Rustic_Road_Program_Manual_2014_Update_-_Recodification.pdf).)
- TH3.4 Support VDOT's Scenic Byways program to identify roads having relatively high aesthetic or cultural value, leading to or within areas of historical, natural or recreational significance (<https://www.virginiadot.org/programs/prog-byways.asp>).
- TH3.5 Consider the impact of traffic noise on neighborhoods and implement appropriate noise mitigation measures in accordance with FHWA's noise abatement regulations (23 CFR 772) (<https://www.fhwa.dot.gov/legsregs/directives/fapg/cfr0772.htm>).
- TH3.6 Consider alternative roadway designs that provide environmental benefits through improved operations, such as roundabouts, in project planning stage.



- RT3.1 DPRT shall coordinate with the County's 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.

**MOBILITY-POLICY 4. Maximize cost effectiveness of all multimodal projects through strategic project planning, programming, procurement, and delivery.**

Action Strategies:

- G4.1 Work with federal, state, regional and local public agencies, and private sector sources to identify, plan, fund, and implement County mobility improvements utilizing outside sources of funding.
- G4.2 Collaborate with other agencies and jurisdictions to implement innovative and cost-effective projects.
- G4.3 Annually update the Six-Year Highway Primary and Interstate Road Improvement Plan and biannually update the Six-Year Secondary Road Improvement Plan for road construction and seek state and regional funding to implement these plans.
- G4.4 Research the use of alternative financing methods, including mobility bonds, using the County's Capital Improvement Program ("CIP") as a foundation for the timing, location, and construction of roadway and recreational trails/activity mobility facilities.
- G4.5 Pursue methods for obtaining private sector resources to assist in the costs of design and/or construction of projects in the CIP, including identifying mitigation measures for offsetting impacts of land development.
- G4.6 Monitor and inform regional and state long range plans, policies and projects through staff participation in committees and working groups to ensure alignment and collaboration with County plans and projects.
- G4.7 Identify and apply to grant programs to maximize external funding of County mobility projects.
- G4.8 Strategically program funds based on funding source requirements and project scope, cost and schedule to maximize project cost efficiencies and delivery timeline.

**MOBILITY-POLICY 5. Enhance and expand the transit network and supporting infrastructure.**

Action Strategies:

- FT5.1 Identify and develop alternative transit concepts, such as bus rapid transit (BRT), light rail transit (LRT), Potomac ferry service, Metro rail extensions and VRE expansion.

- FT5.2 Initiate feasibility studies of alternative transit concepts that would identify conceptual alignment and engineering; proposed station locations; transit vehicle technology and suitability; initial scan of environmental issues; fatal flaw analysis; and possible funding sources.
- FT5.3 Aggressively seek funding through grants to develop alternative transit concepts.
- FT5.4 Coordinate with regional, state, and federal agencies to facilitate the design and construction of alternative transit concepts.
- TH5.1 Prioritize and implement roadway projects that improve access to transit.
- TH5.2 Develop a parking district policy for Activity Centers near existing or planned transit facilities that recognizes and balances the need for short-term and long-term parking supply.
- TR5.1 Improve intra-county bus network connecting Activity Centers.
- TR5.2 Support public information campaigns to increase awareness of all available transportation options.
- TR5.3 Integrate multiple modes of transit in centralized locations to create multimodal hubs that will improve mode choice and connectivity of modal systems.
- TR5.4 Coordinate with adjacent jurisdictions, federal, state, transit and regional agencies such as but not limited to OmniRide, Virginia Railway Express, and Virginia Department of Rail and Public Transportation, to ensure that the county's transit system is compatible and connected to existing transit infrastructure in the surrounding metropolitan region.
- TR5.5 Development or redevelopment along transit corridors, and within a ½-mile of existing or proposed transit facilities (i.e., bus stops, bus shelters, train stations, park-and-ride lots), should make efforts to expand such transit infrastructure, through projects such as station and parking capacity expansions and additional or improved passenger facilities.
- TR5.6 Analyze feasibility of dedicated transit lanes and transit priority treatments to improve transit travel times and reliability.
- TR5.7 Support local and regional commuter programs, including vanpooling, ride hailing, ridesharing and "Slugging", through funding, coordination and promotion.
- TR5.8 Encourage the utilization of public/private partnership bus shuttle programs to connect development projects to mobility hubs.

**MOBILITY POLICY 6: Adapt to changing and emerging mobility trends.**

Action Strategies:

- G6.1 Monitor and plan for emerging mobility trends, including changes in travel behaviors (i.e. decreased vehicle ownership, shift in peak demand, greater demand for walking and

biking) and changes in mobility modes and technology (i.e. autonomous vehicles, electric vehicles, ridesharing, shared mobility devices, automated traffic enforcement) through development of policies and strategies that will address changing mobility needs and support the shared use mobility network.

- G6.2 Monitor changes in travel behaviors to anticipate changes to Levels of Service and future demand and inform long range planning for capital projects.
- G6.3 Support local and regional telework policies to reduce trip demand.
- FT6.1 Identify opportunities for implementation of electric vehicle charging stations and determine appropriate infrastructure needs based on current and future technology.
- FT6.2 During the rezoning process ensure that the development/project considers alternative modes for internal circulation and connectivity to existing transportation networks, such as shared mobility devices, such as electric scooters and bikes, and micro transit, which provides flexible, demand responsive transit services within a defined geographical area.
- FT6.3 Encourage incorporation of technology in mobility projects, including solar power and intelligent transportation systems.
- FT6.4 Consider regional principles for Connected and Autonomous Vehicles (CAV) in roadway projects (<https://visualize2045.org/future-factor/emerging-technologies/>).

**MOBILITY-POLICY 7. Align mobility priorities with land use to increase mobility options, minimize projected trip demand, and improve quality of life for residents.**

Action Strategies:

- G7.1 Improve capacity, options and use of the active mobility and non-motorized network and supporting facilities and enhance intermodal connectivity consistent with land use to minimize trip demand.
- G7.2 Shift focus from planning around vehicle accessibility to supporting more options for public transportation, ride sharing, biking and walkable streets.
- G7.3 Include all modes of transportation for review and consideration as part of the rezoning and special use permit development review process to ensure a multimodal transportation assessment of land use.
- G7.4 Develop guidelines for multimodal transportation assessment of projects, to include mode split assumptions between vehicle, transit and active transportation of trip generation estimates, to provide consistent review of proposed projects.
- G7.5 Coordinate with VDOT to develop values-aligned goals including safety, multimodal access, sustainability and resiliency in order to assess the impacts of proposed development

- G7.6 Develop/redevelop guidelines for landscaping, signage, and architectural standards for County gateways and roadway corridors. Continue to create and update Highway Corridor Overlay Districts (**HCODs**) or similar regulations for major roadways identified in the Thoroughfare Plan, in conjunction with the Community Design Plan. Provide well-landscaped and well-maintained County gateways and corridors.
- G7.7 Prioritize transportation infrastructure in areas identified by the Long-Range Land Use Plan Map as Activity Centers or areas identified for targeted industries.
- G7.8 Support and identify funding for mobility improvements identified in approved Small Area Plans
- AT7.1 Expand the DCSM bicycle parking rate requirements for a wider variety of commercial, office and industrial uses based on the number of employees.
- AT7.2 Encourage bike parking facilities for 5% of the student and/or employee population at County owned facilities, including schools, libraries and government buildings.
- AT7.3 Apply bike lane designs from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide to the County's Small Area Plan areas and urban areas.
- AT7.4 Proposals for new mixed-use commercial, office, or residential development shall incorporate sidewalks, shared use paths, recreational trails, or similar, 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.
- TH7.1 Evaluate the level of service (LOS) of existing and proposed roadway corridors and intersections to achieve a minimum LOS appropriate for the roadway classification and surrounding land use.
- TH7.2 Reduce expected traffic demand through use of Transportation Demand Management (TDM) strategies and use of Transit-Oriented Development (TOD) to create compact, mixed-use Activity Centers that encourage greater micro transit, transit and active mobility trips and reduce vehicle trips. This includes continued coordination with transit partners (OmniRide, Virginia Railway Express, and Virginia Department of Rail and Public Transportation).
- TR7.1 Provide transit connections, such as circulator transit systems, within and to Activity Centers.

**MOBILITY-POLICY 8. Meet demand through capacity enhancements and innovative operational improvements**

Action Strategies:

- 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.
- TH8.1 Improve roadway capacity by providing new roadway segments and widening existing segments (as detailed in the Thoroughfare Plan and presented in Table 2); and providing grade separated interchanges or innovative interchange/intersections (as detailed in Table 2).
- TH8.2 Manage growth in Total Daily Vehicle Hours of Delay through continuing investments in the multi-modal transportation system.
- TH8.3 Participate in performance-based planning studies, including VDOT's STARS and Pipeline Programs, to identify innovative operational alternatives.
- RT8.1 Utilize trail counters, user surveys, and/or new technologies to garner demographic data and use patterns of visitors to the County's recreational trails and identify trail enhancements/programs that increase resident and visitor satisfaction.

**MOBILITY-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 within the County's parks, and greenway and blueway corridors.**

Action Strategies:

- RT9.1 Actively 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 local and regional recreational trail planning initiatives of DPRT, PWC Transportation, VDOT, Virginia Outdoors Plan, etc.
- 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, Recreation and Tourism Chapter) include an evaluation of blueway opportunities, as well as an analysis of bicycle routes and equestrian trails. This plan should be updated every 10 years following the updates to the Parks, Recreation and Open Space Master 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.

- 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/ped access to all park entrances and/or trails from adjacent neighborhoods and establishing/completing accessible routes to and between park facilities.
- 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.
- RT9.6 Seek opportunities to expand/create recreational trails that connect County parks to one another.
- 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 Transportation/VDOT to formalize such improvements as adjacent roadways are developed/redeveloped, particularly at the neighborhood park level.
- RT9.8 Seek opportunities to expand equestrian and blueway trail opportunities, including the creation/development of trailhead parking areas as necessary to improve trail use/access.
- 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.)

**MOBILITY-POLICY 10: Encourage 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.**

Action Strategies:

- RT10.1 Continue to work with the Prince William County Trails & Blueways Council to garner input on recreational trail opportunities and priorities within each of the County's magisterial districts, and the County-wide trail network.
- 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, 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.
- 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.

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, and other local, regional, state, and federal park and trail providers.

**MOBILITY-POLICY 11: Balance recreational trail development and maintenance projects to ensure system-wide quality.**

Action Strategies:

- RT11.1 Develop a database of recreational trail capital improvement and capital maintenance priorities for inclusion into department budgets. Create a recreational trail maintenance plan that identifies funding staffing levels necessary to maintain the County's recreational trails at a high quality.
- RT11.2 Actively pursue recreational trail grant funding that supports the County's recreational trail construction and maintenance efforts.
- 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.