PRINCE WILLIAM COUNTY

Recommended Updates to Comprehensive Plan to Integrate Comprehensive Energy & Sustainability Master Plan (CESMP) Actions

November 18, 2025

Sustainability Commission Workgroup: Transportation

CESMP Actions: [List below in bullet form. You can get this from the "CompPlan WGs v3.xlsx" file]

- T.1: Improve Pedestrian and Bicycle Infrastructure and Enhance Connectivity
- T.2: Encourage Transit-Oriented Development
- T.3: Expand Existing Programs that Reduce Single Occupancy Vehicle Trips
- T.4: Upgrade Public Transit Infrastructure
- T.5: Encourage Zero-Emission Vehicles and Charging
- T.6: Expand Public EV Charging Network
- T.7: Adopt Zero- or Low-Emissions County Fleet

Category 1: CESMP actions where proposed line edits fully address changes needed in the Comp Plan [List in bullet form, with any clarifying comments needed]

- T.1: Improve Pedestrian and Bicycle Infrastructure and Enhance Connectivity
- T.2: Encourage Transit-Oriented Development
- T.3: Expand Existing Programs that Reduce Single Occupancy Vehicle Trips
- T.4: Upgrade Public Transit Infrastructure
- T.5: Encourage Zero-Emission Vehicles and Charging
- T.6: Expand Public EV Charging Network
- ~~T.7: Adopt Zero- or Low-Emissions County Fleet~~

Category 2: CESMP actions where proposed edits do not fully resolve the needed updates to the Comp Plan [List in bullet form, with any clarifying comments needed]

- ~~None~~T.7 (adopt zero- or low-emissions county fleet) doesn't require a Comp Plan update, so though it's not in category 1, no additional edits are needed
- Activity center terminology and relationship to MWCOG goals – several of these edits can be found in the Natural Resources/ Adaptation materials
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Category 3: Important issues that are not covered within the 25 high-priority CESMP actions, but which should be considered in the context of the Comp Plan update

- ~~By far, the largest increase in county greenhouse gas emissions is caused by the growing presence and operation of data centers in the county. If the county is to have any chance of meeting its goal of a 50% reduction in GHG emissions from 2005 levels by 2030, a significant portion [%?] of electrical energy supplied to data centers must be from~~

renewable sources. ~~None of the CESMP actions would assure such an outcome with reasonable confidence, because Counsel advises the county cannot mandate any such requirement for data center owners or operators.~~None identified.

Proposed edits to the PWC Comprehensive Plan Mobility Chapter to incorporate CESMP Actions

INTRODUCTION

INTENT

...To manage congestion, ~~and~~ provide equitable transportation solutions, and reduce the impacts of climate change on residents and businesses, Prince William County 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, thereby ~~and reduce~~ reducing dependency on automobiles and associated emissions. Ensuring that the mobility network includes connections to, and expansion of, the County's recreational trail network also promotes healthier communities, cross-county connectivity, commuter transportation options 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 policies and action strategies directed at a safe, reliable, 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"), Sustainability Office, 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, and sustainability 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. In addition to major airports in the region, the Manassas Regional Airport, which is the largest general airport in Virginia is located in the City of Manassas and surrounded by Prince William County. This airport serves as a "gateway" for businesses coming to and from Prince William County, serving as an essential mode to further economic progress in the County and region.

POLICIES AND ACTION STRATEGIES

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

Action Strategies:

TR1.1 Coordinate with transit agencies to help ensure safe access to transit facilities in the County through improved infrastructure design, amenities such as lighting, transit stop locations, improved pedestrian and bicycling connections and accommodations, including bicycle and scooter parking and electric bicycle/scooter charging facilities, public education, and enhanced enforcement.

AT1.7 All proposed improvements or new development in multi-modal transit hubs, transit districts or centers, and activity centers which impact public and private roadway areas should consider incorporate bicycle accommodations, including bicycle and scooter parking and electric bicycle/scooter charging facilities. Transit hubs must allow for multiple modes of transportation such as fixed route and microtransit services.

NEW STRATEGY: Expand the public electric bicycle and scooter charging infrastructure, with consideration to primary travel corridors, schools and community facilities, and public transit facilities.

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

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 (EEAs) as defined by the Metropolitan Washington Council of Governments (MWCOG), increasing accessibility for senior citizens, persons with disabilities, and those with transportation insecurities. All mobility projects will integrate equity as a planning principle, using a data-driven approach informed by the County's Community Energy and Sustainability Master Plan (CESMP) vulnerability assessment and incorporating relevant metrics to track progress toward reducing disparities." (Adds data-driven approach and reference to CESMP.)

G2.2 Use equity as a planning tool, consistent with Board Resolution No. 20-494 (https://eservice.pwcgov.org/documents/bocs/briefs/2020/0616/res20-494.pdf), to identify social and racial disparities and mitigate adverse impacts on transportation. This includes utilizing the EPA's Environmental Justice Screening and Mapping Tool (EJScreen) (G3.3 from CESMP) to assess potential environmental justice impacts of mobility projects and actively

incorporate strategies from the CESMP to reduce disproportionate impacts on vulnerable populations." (Adds specific tools and links to CESMP.)

G2.10 Reduce commuting costs for residents, particularly residents at the poverty level and living in Equity Emphasis Areas ("EEA"), as measured by the U.S. Census American Housing Survey commuting model, by improving access to affordable public transit. (www.census.gov) No edits Specific projects will be identified and prioritized based on a data-driven approach using quantifiable metrics, including but not limited to those identified in the County's Community Energy and Sustainability Master Plan.

MOBILITY POLICY 3: Promote Prioritize sustainability and resiliency when planning for mobility projects, proposing new infrastructure or upgrading existing facilities that impact the county's environmental quality and natural and cultural resources.

Action Strategies:

G3.1 Coordinate with the County's Public Works Department 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 streetscapes maximize environmental benefits, including carbon sequestration and improved water quality. Develop specific guidelines for native plant selection and implementation.and environmental impacts of roadway improvements.

G3.4 Evaluate identified regional strategies for meeting regional County greenhouse gas reduction goals and Actions identified in the Prince William County Community Energy and Sustainability Master Plan (CESMP) for incorporation into County mobility projects. (www.pwcva.gov/department/sustainability/community-energy-and-sustainability-master-plan).

G3.5 Prioritize improvements to vulnerable infrastructure, as identified by VTrans Vulnerability Assessment. (www.vtrans.org) and National Capital Region Transportation Resilience Plan (www.mwcog.org/documents/2024/06/20/national-capital-region-transportation-resilience-improvement-plan/).

G3.9 Coordinate with the Prince William County Office of Sustainability on supporting the Community Energy and Sustainability Master Plan ("CESMP") and ensure that mobility projects support the County's Climate Mitigation and Resiliency goals.

RP3.1 Promote Encourage the utilization of utilization of zero-emission vehicles (ZEV) though the development of cost-reduction programs to incentivize ZEV use, that use alternative fuels and other measures, including electricity, to reduce air quality and noise impacts.

NEW STRATEGY: Expand the public electric vehicle (EV) charging infrastructure with consideration to primary travel corridors, schools and community facilities, and public transit facilities. Coordination with VDOT is necessary for inclusion of EV's at park and ride lots throughout the county.

NEW STRATEGY: Encourage the installation of electric vehicle (EV) charging infrastructure in conjunction with new development in multi-modal transit hubs, such as commuter lots, transit districts or centers, and activity centers.

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

Action Strategies:

G4.1 Actively pursue opportunities ~~Work~~ with federal, state, regional, County, and other public departments and agencies, and private sector sources, to identify, plan, fund, and implement County mobility improvements including EV, bicycle and scooter facilities utilizing outside sources of funding.

G4.7 Identify and apply to federal, regional, and state grant programs to maximize external funding of County mobility projects, including EV, bicycle and scooter facilities.

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

Action Strategies:

RP5.1 Prioritize and implement infrastructure projects that improve access to transit, including EV, bicycle and scooter infrastructure and facilities.

TR5.12 Encourage the utilization of public/private partnership bus shuttle programs, bike or scooter share programs to connect developments to mobility hubs.

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

Action Strategies:

G6.1 Implement an adaptive management approach (Chapter 6, CESMP) to monitor and plan for emerging mobility trends, including changes in travel behaviors (e.g., decreased vehicle ownership, shift in peak demand, increased demand for walking and biking) and changes in mobility modes and technology (e.g., autonomous vehicles, electric vehicles, ridesharing, shared mobility devices, microtransit). Regularly update policies and

strategies to address changing mobility needs and support the shared-use mobility network, incorporating lessons learned and data from the CESMP's monitoring and evaluation process.~~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 (including e-bikes), ridesharing, shared mobility devices, microtransit, automated traffic enforcement) through the development of policies and strategies that will address changing mobility needs and support the shared use mobility network.~~

G6.2 Utilize data-driven forecasting techniques to ~~M~~monitor changes in travel behaviors, including active transportation and non-motorized transportation modes, to anticipate changes to levels of service and future demand and inform long-range planning for capital projects. This includes fixed route in certain areas, and on-demand transportation services to allow for transit access in neighborhoods not conducive for larger, fixed route buses.

G6.4 ~~Identify~~ Prioritize opportunities for implementation of electric vehicle (including e-bike or scooter) charging stations, or other fueling stations and determine appropriate infrastructure needs for low or zero emissions vehicles, based on current and future technology. Encourage applicants to consider including electric vehicle charging stations during the rezoning and special use permit process.

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

Action Strategies:

G7.3 Include all modes of transportation, including active transportation and non-motorized transportation modes, for review and consideration as part of the rezoning and special use permit development review process to help ensure a multimodal transportation assessment of land use.

AT7.2 Encourage secure, convenient, and well-designed bike parking facilities, including e-bike and scooter charging facilities, for at least 5% of the student and/or employee population at County facilities, including schools, libraries, and government buildings.

AT7.4 Proposals for new mixed-use commercial, office, or residential development should consider incorporating sidewalks, shared use paths, ~~and or~~ recreational trails, and supporting bicycle or scooter parking and charging infrastructure 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.

MOBILITY POLICY 8: Meet demand through capacity enhancements, ~~and~~ innovative operational improvements, and alternative modes. Identify sustainable sources of funding to allow for expansion and enhancements of transit service.

Action Strategies:

NEW STRATEGY: Improve roadway capacity by providing parallel infrastructure and facilities for alternative modes (e.g., bicycles, e-bikes, scooters) on new roadway segments and widening existing segments.

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:

RT9.4 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 and supporting infrastructure such as e-bike and scooter charging infrastructure and facilities from adjacent neighborhoods and establishing/completing accessible routes to and between park facilities.

RT9.7 In support of Rec 1.4 (Parks, Recreation & Tourism Chapter), inventory all County parks lacking appropriate bicycle and pedestrian access and supporting infrastructure 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.

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.

RT10.1 Continue to work with the Prince William County Trails & Blueways Council and other relevant stakeholders to collect input on recreational trail opportunities and priorities, employing diverse engagement methods to ensure broad representation and diverse perspectives. ~~within each of the County's magisterial districts, and the County-wide trail network.~~

RT10.2 Seek ongoing input and assistance 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.

RT10.3 Provide Implement an interactive online map and other appropriate data collection tools to collect resident/stakeholder input on trail gaps (recreational trails, shared use paths, sidewalks, etc.) and establish a database of project prioritiesprioritize projects. Regularly analyze this data and use the insights to refine the Countywide Trails Master Plan (RT9.2), employing a data-driven approach to prioritize investments.

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

Action Strategies:

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, including the construction of additional bike/pedestrian access and supporting infrastructure such as e-bike and scooter charging infrastructure and facilities. Seek assistance from the Prince William County Trails & Blueways Council, or similar groups/organizations to lead these initiatives. Partner with relevant community organizations (as exemplified in Appendix E of the CESMP) to promote these programs and monitor their effectiveness.

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. Develop clear guidelines for assessing trail connectivity and incorporating it into the review of development applications.

MOBILITY POLICY 12: Consider access, mobility and impacts on the transportation system within this region while protecting the character of the County's communities.

Action Strategies:

RP12.1 Develop roadway typical sections that support rural context to include shoulder and ditch sections, and preservation of tree cover and rural aesthetics while ensuring safe and efficient transportation. This includesConsider developing roadway shoulder standards that are wide enough to accommodate bicyclists and incorporating other active transportation improvements, such as shared-use paths, where feasible.

RP 12.2 Support agritourism/agribusinesses through design of gravel roads/parking lots that can accommodate the volume of vehicles generated by these businesses while minimizing environmental impacts. the businesses.

RP12.3 Prioritize the preservation of the existing unpaved rural road network. Preserve the existing unpaved rural road network. Pave only when VDOT can no longer provide adequate maintenance or when safety improvements are necessary. Explore the use of alternative paving materials and construction methods to minimize environmental impacts. to keep the facility in operable condition either due to the geometry or traffic demands of the road. Consider alternate paving surfaces such as tar and chip, pave in place and Rural Rustic Road standards.