

Prince William County
TRAILS AND BLUEWAYS COUNCIL
Advisors to the Board of County Supervisors

PHNST Sub-Committee

Meeting Minutes

August 9, 2023; 1:00 PM

Approved by T&BC on September 26, 2023

1. The PHNST sub-committee convened at the DPRT offices on August 9. Per announcement on the TBC web page, there was no virtual option for this meeting.
2. Attendees
 - a. Sub-committee members present: David Brickley, Liz Cronauer, Joe Marshall, Neil Nelson, Eileen Sheridan, Jason Williams. Members absent: Lynda Silverstrand
 - b. DPRT staff: Janet Bartnik
3. The subcommittee continued with the gap analysis, with most discussion focused on Gaps 19 and 20, covering the Town of Occoquan to Belmont Bay. The consensus was that Occoquan Road is the preferred interim route - there are existing sidewalks most of the way from the Town of Occoquan to Old Bridge Road, and there is a sidewalk (under I-95) from Old Bridge Rd to Rt 1. There is less traffic and slower speeds on Occoquan Rd, versus Rt 123.

Notes recorded by Janet on the Gap Tracking spreadsheet, Gap 19:

Sent a letter to Heidi Mitter to understand who owns the property along the I-95 ramps and if that space could be used. Still awaiting a response from a couple of her team members.

Near term - what are we advocating for related to surface type? Mid- and long-term?

Sea Ray Lane ROW extends past Occoquan Park to Devil's Reach Road. Can use Devil's Reach to get to Swan Point or use small piece of marina property.

Will have same issues going under Rt 1 as going under I-95.

Regardless of whether we run the path from Swan Point or from between the sound barriers, we will need to address landownership - could be more VDOT or multiple owners if along Swan Point.

Closer to the crossing under Rt 1, there is a service road of some kind, perhaps to a pump station that could be helpful for crossing under Rt.1 and railroad.

Notes recorded by Janet on the Gap Tracking spreadsheet, Gap 20:

Occoquan definitely needs sidewalks if it is to be used as an alternate. Eileen met with Earnie Porta who recognized the spotty sidewalks along the Road, although that is outside of the Town. Additionally, could use 123 to Old Bridge to Occoquan Road and then back to route.

When the intersection of Occoquan Road and Old Bridge is redesigned, that will be the time to advocate for pedestrian accommodations.

Occoquan Road has a slower speed which may make this alternate attractive for pedestrian comfort.

Sidewalks in Town of Occoquan on Washington Street (Occoquan Road) switch sides of the road.

4. The subcommittee discussed the drafting of a resolution of the TBC requesting Supervisor support for the waterfront alignment over the alternative due to its enhanced experience. Discussion suggested that a resolution for Gaps 19 & 20 could serve as a template process for Trails and Blueways Council formal review.

The process defined the following steps:

PHNST subcommittee defines alignment concept (double check with necessary partners)
PHNST committee advocates brief the supervisor(s) involved
Resolution goes before TBC
Any adjustments from full TBC go back to supervisor(s) to inform
Then, resolution goes to Patti/Erica for sharing with NVRC
Supervisor(s) may choose to brief BOCS

5. PHNST Committee requested an announcement be publicized about the Powell's Creek Crossing consultant contract and design project kickoff.
6. Discussion ensued regarding ways to identify additional funding for trail design and construction and about the I-66 trail underpass.
7. As previously noted on the tracking spreadsheet (Gap 30), the Town of Dumfries will be amending its Comprehensive Plan, so there will be an opportunity for public input and advocating for the PHNST route.

8. RFP for construction at Featherstone National Wildlife Refuge is pending VDOT review (Gap 21).
9. The next subcommittee meeting date is September 20, 2023.