

Active Transportation Plan

Bike, Walk, & Paddle in Virginia's Northern Piedmont



Acknowledgments

Thank you to all the members of the community who participated in this plan your feedback is appreciated. Special thanks to our stakeholder advisory group for your willing participation and guidance in creating this plan.

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Introduction

PURPOSE

The purpose of the Rappahannock-Rapidan Active Transportation Plan is to provide information and recommendations that guide the expansion of a safe and cohesive regional active transportation system. The plan provides regional context to local planning efforts.

The plan identifies:

- Existing and planned bicycle, pedestrian, non-motorized watercraft and equestrian infrastructure
- Priority projects specific to locality
- Potential long-term projects that advance the effectiveness of the regional active transportation system.

The plan encourages development of a holistic active transportation network, providing recommendations that address county and town bicycle and pedestrian needs and linkages to and between hiking and equestrian trails, planned public river access points, parks, and historic and cultural destinations. This plan aims to develop feasible recommendations and is not intended to detail every possible trail connection.



Vision Statement

“the Vision for the Rappahannock-Rapidan Region’s Active Transportation Plan is to develop an accessible, equitable, connected, interesting and safe regional bike, pedestrian, blueway and equestrian network that enhances recreation and transportation options for residents, reinforces economic development and tourism initiatives, preserves open space and overall enhances the quality of life for residents and visitors.”



Regional Overview

Located in the northern portion of Virginia's Piedmont region, the Rappahannock-Rapidan Region includes the counties of Culpeper, Fauquier, Madison, Orange and Rappahannock and the incorporated towns of Culpeper, Gordonsville, Madison, Orange, Remington, The Plains, Warrenton and Washington. The region is characterized by scenic, rural landscapes and compact, historic towns; neighboring the Washington, DC metro area in the northeast, the Fredericksburg metro area to the southeast, the City of Charlottesville to the southwest and Shenandoah National Park in the west. The region's proximity to three growing metro areas and the relative affordability of housing and land in the area encourage continued population growth.

The region has an area of approximately 1,965 square miles and has an estimated population of 179,725 which is an increase of approximately 33% since the turn of the century. Concentrated growth in the towns and designated growth areas preserves the region's agricultural land uses, scenic beauty and rural character. However, despite this type of growth, conversion of agricultural land uses to residential has accelerated over the last twenty years especially around town centers where service areas are poised to extend further into the surrounding counties.

Commuting causes increased traffic volume on the region's major highways and primary routes including Interstate 66, US 29, US 15, State Route 3 and US 33. Personal vehicle ownership rates are very high and necessary for most to access jobs and essential services. Biking and walking to work is not a viable option for most due to the long distances between home and work for many. People that live and work in the same town can walk or bike, but this is uncommon overall for the region.

Walkable main streets, many founded in the mid to late 1700's contain a mixture of commercial, residential, religious and municipal buildings. The pedestrian friendly design of the region's historic towns provides a framework to improve and extend pedestrian and bicycle networks into nearby residential areas. There are numerous opportunities to make the towns and surrounding residential areas more pedestrian and bike friendly. Providing multi-modal options will become increasingly important as the population ages. Connecting pedestrians to public transportation stops and essential services will become increasingly important as elderly people may opt to walk more or have to give up driving entirely. Those with disabilities may have difficulty navigating outdated and non-ada compliant sidewalks.

ACTIVE TRANSPORTATION:

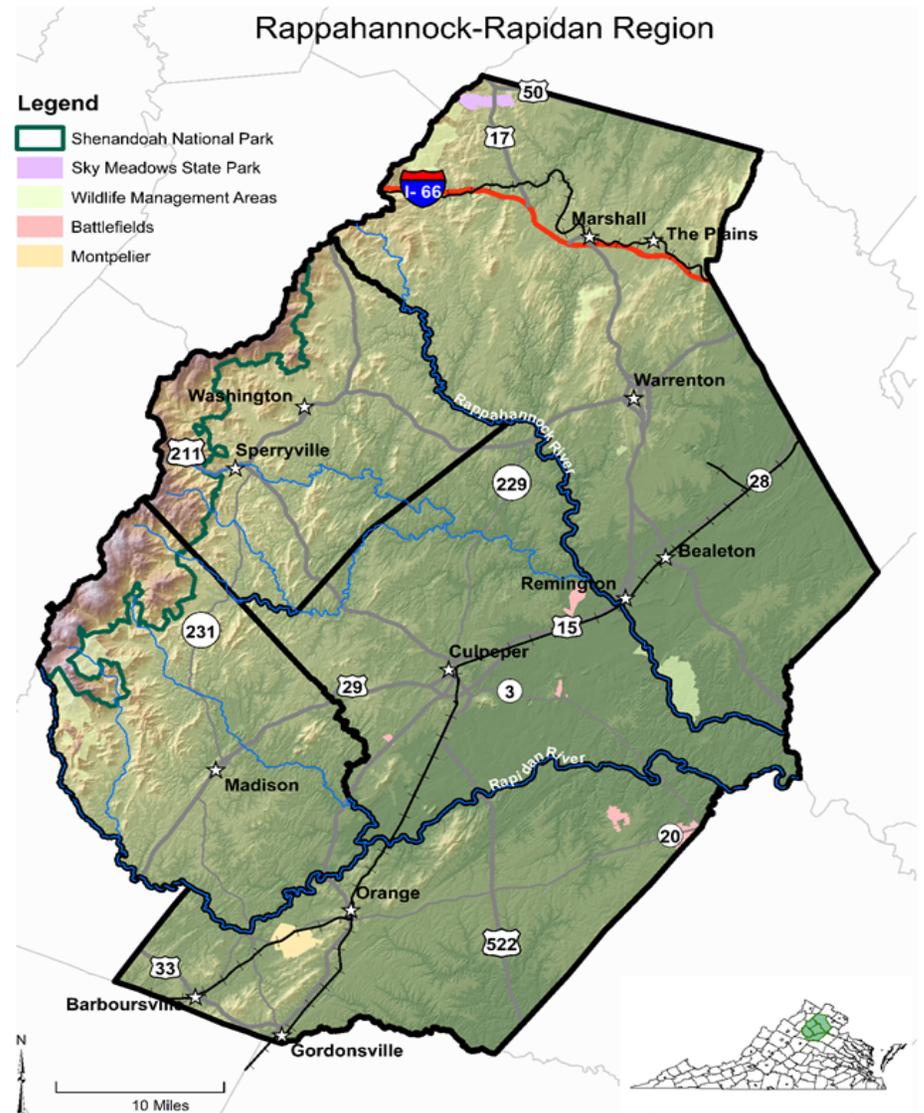
the transport of people and sometimes goods, that only uses the physical activity of the human being for the locomotion, including walking, biking and paddling.



Regional Overview

Most walking, and biking activity in the region is for leisure or recreational purposes. The rolling topography and scenic landscapes make the region ideally suited for numerous recreational and tourism activities. There are many nationally and internationally significant historic sites including Montpelier, Hoover Camp, multiple Civil War battlefields and a plethora of historic estates. Outdoor recreation opportunities abound in Shenandoah National Park, Sky Meadows State Park, local community parks and in variety of private recreational areas. Scenic rivers including the Rappahannock, the Rapidan and the Robinson offer numerous non-motorized water-based activities. Farm-related tourism, known as agritourism, wineries, breweries event venues, unique Airbnb rentals, and related tourism continue to grow in scale and variety across the region. These assets are major draws for new residents, tourists and businesses looking to locate in the region and should be supported, where appropriate, by infrastructure that supports multi-modal travel. There are many opportunities to connect destinations with nearby commercial and residential areas. By investing in an integrated active transportation system, the region can further realize its potential as a prominent recreation, historic and agritourism destination.

The long-stated aim of the region's counties is to remain rural and predominately agricultural while concentrating development in service areas. Tax revenues gained from increased tourism can support land use taxation and land bank programs practiced in the counties. The proximity of the region to metro areas ensures increases in tourists; establishing a region-wide integrated bike, walk and paddle plan will help the region realize its local economic, tourism, recreation and preservation goals. This plan should be considered a resource and complement to ongoing local efforts to develop bicycle, pedestrian, equestrian and paddler facilities.



Background

The first Rappahannock-Rapidan regional bicycle and pedestrian plan was developed in 2007. The plan inventoried existing local trails and bike routes. The plan also identified potential regional bikeway corridors. In 2012 the regional plan was updated to reflect changes in existing and planned bicycle and pedestrian infrastructure. Neither plan was formally adopted by the Rappahannock-Rapidan Regional Commission.

Since 2012, there has been a large increase in interest in outdoor recreation and active transportation in the region. Many of the region's counties and towns have addressed this trend by adopting local plans and updating comprehensive plans and zoning ordinances to address future bicycle and pedestrian infrastructure needs. There are also ongoing multi-organization efforts to create public river access and blueways along the Rappahannock, Rapidan and Robinson Rivers. Blueway planning efforts include local non-profit organizations, private organizations and local governments. In addition, equestrian trails are common in certain parts of the region. Bridle paths that provide connections between equestrian communities and other destinations provides a niche quality of life and tourism benefit for the region with great potential to expand connections.

The funding climate for active transportation projects has also changed since 2012. VDOT has started the Pedestrian Safety Action Plan and Bicycle Safety Action Plan which both provide dedicated funding set asides to address bicycle and pedestrian safety needs from the Federal Highway Safety Improvement Programs' (HSIP) funding allocation. VDOT's Transportation Alternative Program, Recreational Access Program, Safe Routes to School Program, and DCR's Recreational Trails Program all provide dedicated funding for active transportation infrastructure and programs.

VDOT's preeminent funding program, SMART SCALE, can also be used to fund active transportation related projects. Roads or other qualifying SMART SCALE projects receive score benefits if they include bicycle and pedestrian elements, increasing the likelihood those projects are funded.

Non-profits in the region including Piedmont Environmental Council, The Friends of Rappahannock, the PATH foundation, Culpeper Wellness Foundation, Town to Trail, The Center for Natural Capital, Culpeper Area Mountain Bike Organization, RideFauquier, Fauquier Trails, Sperryville Foundation, RappTrails and others have taken on active planning and fund raising roles for active transportation related projects.

With all the new planned development, funding opportunities and community group support, the 2019 version of the active transportation plan aims to support and provide context to the continued development of a regionally integrated active transportation system. The active transportation plan also identifies existing active transportation conditions and networks at the regional and local scales, it inventories what is being planned for each locality and provides targeted recommendations to improve deficiencies. The plan recommends projects that improve the safety, functionality and integration of blueways, public river access, trail systems, bike routes, bridle trails, destinations, population centers and commercial areas. Finally, the plan provides a mechanism to consider how local investments are collectively addressing deficiencies and benefiting active transportation cohesion at the regional level.

Goals & Objectives

The following goals describe the desired results of the plan's adoption and implementation; objectives describe strategies to attain identified goals.

Goal 1- Enhance connectivity.

- Objective 1- Give people a reason to walk or bike by connecting people to work, school, grocery & other common destinations
- Objective 2- Expand on existing active transportation system assets
- Objective 3- Connect public transportation, pedestrian and bicycle networks

Goal 2- Improve safety.

- Objective 1 – identify areas with pedestrian and bicycle safety needs, areas with a history of accidents, no shoulder areas, proportion of pedestrian activity and speed limit)
- Objective 2 – Determine what improvements will best enhance safety
- Objective 3- Identify funding sources and process to prioritize improvements

Goal 3 Encourage the development of an interconnected, multi-locality active transportation network.

- Objective 1- Provide multi-modal access to recreational assets
- Objective 2- Facilitate Regional Connections where applicable
- Objective 3- limit parking and encourage multi-modal access to historic and scenic sites
- Objective 4- Design facilities to support the widest varieties of types of uses possible

Goals were developed through stakeholder engagement, local planning documents, VDOT statewide goals and from best practice guidelines.

Goal 4- Support economic development and tourism through investments in the active transportation system.

- Objective 1- Consider the user experience and provide in demand experiences
- Objective 2- Identify corridors that lend themselves to branding and marketing
- Objective 3- Highlight regional recreational, cultural, historic, commercial and agritourism destinations.

Goal 5- Develop a more accessible and equitable active transportation network.

- Objective 1- Consider adding improvements to areas with vulnerable populations (low income, elderly or children pre-driving age).
- Objective 2- Provide active transportation connections to health care providers, pharmacies, places of worship, post offices, municipal buildings, parks, farmers markets and grocery stores
- Objective 3- Encourage, promote and participate in Safe Routes to School Programs
- Objective 4- Design trails to accommodate the largest amount of user types as possible
- Objective 5- Upgrade non-ada compliant active transportation facilities

Benefits of Active Transportation

Facilitating active transportation has a wide range of benefits for the rural communities and towns of the region.

Safety

Increased traffic on what were formerly low traffic volume roads continues to impact bicyclists' and pedestrians' comfort levels and safety in the region. Increased traffic coupled with distracted driving continues to threaten pedestrian safety. According to VDOT's Pedestrian Safety Action Plan, 74% of pedestrian injury crashes occurred at locations without a marked crosswalk and 86% of pedestrian fatal crashes occurred at locations without a marked crosswalk between 2012-2016. This data points to the need for identification of key crossing areas and improved street crossing accommodations for pedestrians. Sidewalk additions in areas where pedestrians commonly walk will also help avoid conflict with motor vehicles and will improve safety. Pedestrian fatal crashes increased in Virginia from 2012-2017 by 19%. There have been 12 deaths and 94 injuries to pedestrians reported within the region's boundaries between 2012-2017, according to VDOT's pedestrian crash data. Bicycle and pedestrian travel is extremely safe when conflict points with automobile traffic are reduced or non-existent. Creating dedicated bicycle and pedestrian travel options, where feasible, will prevent future loss of life and limb.

Preserved Open Space

Greenways can play a key role in the preservation and enhancement of the landscape of a region. By protecting undeveloped corridors from future development, greenways benefit the natural environment for

from impending development. In addition, they can provide buffers for significant historical and cultural features that connect the past and the present.

Environmental Improvements

Trails and greenways can help to improve the air and water quality in their area by providing safe and enjoyable alternatives to automobile travel for transportation. In addition, preservation of open space along waterways helps to improve erosion and pollution caused by runoff and restoring floodplains. Furthermore, the preservation of open spaces as greenways can promote opportunities for fishing, horseback riding, wildlife viewing, as well as other outdoors activities.

Recreational and Health Benefits

Among the general population, walking and bicycling are very popular activities. Walking and biking helps keeps people healthy by limiting obesity, diabetes and chronic diseases due to inactivity. Sidewalks, trails and other active transportation infrastructure enable people to complete more trips without using automobiles, which limits traffic, wear on roads and air pollution. Pedestrian infrastructure also increases interaction within the community. The development of multi-use trails and corridors can accommodate the needs of a wide variety of recreational users.

Economic Development

Tourism has become a strong industry throughout Virginia and is an important part of the local economy as well. The outdoor recreation

Benefits of Active Transportation

economy generates 197,000 direct jobs and \$21.9 Billion in consumer spending which provides \$1.2 billion in state and local tax revenue in Virginia. The massive and growing economic impact of the outdoor recreation industry has the potential to boost local economies while also providing quality of life benefits to residents and helping to preserve rural areas of the state. There is potential for a wide variety of trail types including mountain biking and hiking trails, paved pedestrian facilities in and around town and natural and multi-use trails connecting historic sites and destinations to encourage tourism.

For local citizens, trails and open space greenways often increase property values and can provide linkages to local businesses and commercial districts. Furthermore, the presence of such linkages can increase entrepreneurial opportunities, as well as foster a better climate for potential employers in the region. Elderly, children and mobility impaired individuals will have more access to essential goods and services. Thus, increasing pedestrian access to in-town businesses increases the potential consumer base. Tourists are more likely to stay and shop in areas they feel comfortable and safe walking in. Pedestrians may spend as much as 65% more than drivers in some studies.

Sidewalks and related infrastructure improve economic vitality. Investing in active transportation system can help recruit new industries and millennials that prioritize walking, biking and paddling as part of an active lifestyle.

Improved Transportation Networks

The development of greenways with bicycle and/or walking trails can

facilitate alternative transportation options to work, schools and businesses, thus reducing road congestion and helping members of the community who are unable to operate/afford an automobile.

Quality of Life

Sidewalks and other bicycle and pedestrian accommodations such as crosswalks and signage improve quality of life for town residents. People feel more comfortable having dedicated areas to walk that are safe and avoid conflict with motor vehicles. In the Urban Land Institute's America in 2015 Report, 50% of U.S. residents say walkability is a top priority when considering where to live. People who feel safe and comfortable walking will be more likely to walk both for enjoyment and for simple trips.



Components of an Active Transportation System

In many cases terms including shared use path, multi-use trail, bike lane, shared roadway, greenway, walkway are used colloquially further leading to more ambiguity in what each term actually means. Here is a definition and overview of the most highly used terms:

Bikeway

There are numerous types of bikeways that can be developed depending on existing and planned transportation and/or recreational needs. Bikeways can be separate paths independent of roads, can be separate paths constructed along the side of roads, can be a path delineated in the road travel lane, or may be a shared lane in the road used by both bikes and autos.

Shared Use Path

Shared Use Paths, also known as Multi Use Paths or Trails, became popular in communities nationwide in the last decade of the 20th century and often run alongside rivers, highways, canals, parks and recreation areas or on former railroad corridors. They vary in length from a mile or two in a downtown area to regional paths of 15 miles or more to interstate paths of hundreds of miles. Depending on the trail's location, the type of user and amount of use can vary widely. Shared Use Paths are an important part of the transportation network, and function best when treated as a complementary addition to the system. Generally, they are two-way bikeways, 8-12 feet wide, and completely separated from automobile travel lanes. Although Shared Use Paths work best in their own right of way (former railroad corridors, etc.), safe connections to and from the regular roadway network are essential to allow for the wide variety of users to access adjacent areas outside of the Shared Use Path.

Bike Lanes

Bike Lanes are typically “a portion of the roadway which has been designated by striping, signing and pavement marking for the preferential or exclusive use by bicyclists.”² Bike Lanes provide separated space for bicyclists in the roadway and are intended as a single travel lane for one-way travel.

General guidelines for Bike Lanes are one-way bikeways, 4-6 feet wide, carrying bicyclists in the same direction as the adjacent traffic. Additionally, there should be a bike lane on both sides of a roadway and should be located between any lanes of parking and the travel lanes.

Signed Shared Roadway

AASHTO defines Signed Shared Roadways, also called Bike Routes, as those identified by signage as preferred bicycle routes. Some reasons for such designation are continuity between bicycle lanes and facilities, guiding bicyclists to low volume roads or points of interest, and marking a common route for bicyclists through a high demand corridor.

There are a number of different types of roadways that can be designated as Signed Shared Roadways, including roadways with a wide outside lane, closed section roadways with a bikeable shoulder, open section roadways with a bikeable shoulder, and local neighborhood, low volume roadways. Signs for destination, direction, and distance should be included on these routes. Generally, these routes work well as loop routes. The differing types of bikeways are suitable for different types of bike riders.

Components of an Active Transportation System

Greenways

Greenways are linear open spaces established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of way converted to recreational use, a canal, a scenic road or other route. The Virginia Outdoors Plan (VOP) defines greenways as “Open space corridors that can be managed for conservation, recreation, or alternative transportation.”

Blueways

Blueways are rivers and streams used for recreation that occur primarily within the waterway. Some rivers and streams in the region have been officially designated as state scenic rivers, but any stream that serves as a conduit for travel and recreation can be included in this category. Often, blueways and greenways co-exist and are planned together, with the blueway in the water and a possible land trail on the adjacent shore.

Sidewalks

Sidewalks are paved paths for pedestrians at the side of a road.

Trail

Trails are a marked or established path or route.

Bridle Path

Bridle Paths are paths or tracks used for horseback riding.

Hiking Trails

Hiking trails are narrow paths through natural areas with the primary function of providing long-distance walking experiences.

Mountain Biking Trails

Mountain biking trails are trails that are located off-road, often over rough terrain, designed specifically for Mountain biking

Related Facilities

Related Facilities encompass other common facility types associated with active transportation including: wayfinding signage, parking areas, restrooms or portajohns, water fountains, mounting blocks, hitching posts, boat ramps, and bike racks .



User Types

The Region has a full spectrum of user skill types. Planning and design of the active transportation system must support the both experienced and novice users. The Federal Highway Administration has defined three types of bicycle users “highly confident bicyclist, somewhat confident bicyclist and interested but concerned bicyclist” to assist in determining the impact of different facility types and roadway conditions on bicyclists.

Highly Confident Bicyclists are the smallest group identified by research. While some of these individuals bicycle less frequently, when they do, they prefer direct routes and do not avoid operating in mixed traffic, even on roadways with higher motor vehicle operating speeds and volumes. Many also enjoy bikeways separated from traffic; however, they may avoid bikeways which they perceive to be less safe or too crowded with pedestrians or other slower moving bicyclists, or which require deviation from their preferred route.



Somewhat Confident Bicyclists, also known as Enthused and Confident Bicyclists, are the next-smallest group. They are comfortable on most types of bicycle facilities. They have a lower tolerance for traffic stress than the Highly Confident Bicyclist and generally prefer low-volume residential streets and striped or separated bike lanes on major streets, but they are willing to tolerate higher levels of traffic stress for short distances to complete trips to destinations or to avoid out-of-direction travel.



User Types

Interested but Concerned Bicyclists are the largest group identified by the research and have the lowest tolerance for traffic stress. Those who fit into this group tend to avoid bicycling except where they have access to networks of separated bikeways or very low-volume streets with safe roadway crossings. To maximize the potential for bicycling as a viable transportation option, designing bicycle facilities to meet the needs of Interested but Concerned Bicyclist category is essential. This is generally the recommended design user profile as the resulting bikeway network will serve bicyclists of all ages and abilities, which includes Highly Confident and Somewhat Confident Bicyclists. Highly Confident Bicyclists are best served by making every street as “bicycle-friendly” as possible. This may be accomplished by utilizing highway design standards that include wide outside lanes and paved shoulders to accommodate shared use by bicycles and motor vehicles throughout the roadway network.

Somewhat Confident Bicyclists and Interested but Concerned Bicyclists are best served by a network of neighborhood streets and designated bicycle facilities that provide more protected access through key travel corridors. In addition to the different biking types, there are different reasons for riding bicycles. In more urban areas bikes take on a greater transportation role, while in predominantly rural areas, bikes are used more for recreation. The rural environment of our region is better suited for recreational bike riding, though towns can support bicycling for transportation related purposes.



Plan Development

Overview

The planning process and recommendations reflect the needs, capacity and character of the predominately rural counties and small, historic and growing towns and development areas that make up the region. The plan identifies and maps active transportation infrastructure and related local conditions. Planned conditions from local government adopted plans, non-profit or community group initiatives, private developments and State and Federal Govt. lands are aggregated to determine the build-out of likely future conditions at a regional scale. Recommendations for local infrastructure are based on planned conditions and are focused on improving the connectivity of the regional network

Areas in the region that include relatively high residential and commercial density, mostly towns, villages and other development areas are “hubs” for bicycle and pedestrian activity. The plan focuses on improving connectivity within hubs and identifying a system of corridors that connect hubs with destinations and other hubs as practicable. These corridors are referred to in this plan as “nodes”.

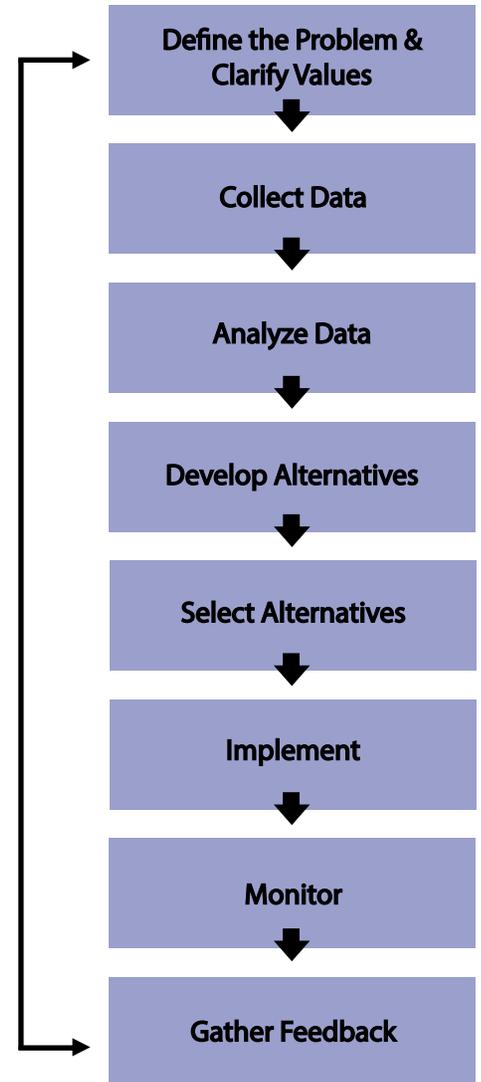
Recommendations for improvements to hubs and nodes are informed by a variety of information including local plans, existing and planned land use, safety data, demographics, stakeholder recommendations, current useage of the active transportation system, public input and overall, feasibility. Recommendations for active transportation in areas outside of hubs and nodes focus on limited interventions to increase safety by, for instance, expanding paved shoulders or adding signage according to FHWA’s and VDOT’s design standards.

Planning Process

The main purpose of the plan is to identify existing, planned, and needed bicycle, pedestrian, blueway and equestrian routes, connections and facilities. The first step in the process was to collect and analyze existing data.

Recommendations for the region’s counties and towns were developed through:

1. An inventory and assessment of relevant plans, studies and surveys
2. Stakeholder engagement
3. Public Input
4. County, town and village assessments/
5. Inventory and analysis of active transportation system usage
6. Regional Conditions Analysis



Plan Development

Planning Process Goals:

- Establish existing conditions,
- Establish planned conditions,
- Understand public needs,
- Engage stakeholders,
- Establish a regional vision,
- Develop goals and objectives,
- Map conditions,
- Map regional opportunities,
- Identify funding sources,
- Identify feasible implementation scenarios,
- Establish criteria to identify priorities and possible timelines.

Analytic Methods Table

METHOD/ TYPE OF DATA	GIS	INVENTORY	STATISTICS	INTERVIEWS	STREETLIGHT	STRUCTURED MEETINGS
Local Plans		✓				
Stakeholder Input				✓		✓
System Usage Data	✓		✓		✓	
Public Input Data	✓		✓			
Local Conditions	✓	✓	✓			✓
Regional Conditions	✓		✓			✓

Once recommendations were developed, a draft plan was circulated among local government officials, planners, non-profit organizations. The draft was also posted online and the public were asked for feedback. Revisions and alternatives recommendations were considered and documented and the draft was finalized.

Local Bicycle and Pedestrian Plans

Regional Inventory

Each of the 13 jurisdictions in the region have references to bicycle and pedestrian transportation improvements in their most recently adopted comprehensive plans. Six jurisdictions Culpeper County, the Town of Culpeper, Fauquier County, the Town of Remington, the Town of Gordonsville and the Town of Warrenton have adopted stand-alone bicycle and pedestrian plans. Of the remaining eight jurisdictions, the Town of Orange developed a bicycle and pedestrian planning document in 2000, but did not officially adopt the plan at that time, and also included several bicycle and pedestrian recommendations as part of its Route 15/20 Multi-Modal Study, completed in 2009. The Town of Madison and Madison County have a Sidewalks Report, that although not officially adopted, has helped them understand pedestrian needs and potential connections between the Town of Madison and surrounding county.

Jurisdiction	Reference in Comp Plan	Stand Alone Plan	Notes	Specific Route Recommendations	Prioritized Route Recommendations
Culpeper County	Yes (2015)	Yes (2009)	Culpeper County Bicycle Study	Yes	Yes
Town of Culpeper	Yes (2016)	Yes (2016)	Town of Culpeper Sidewalk, Bikeway and Trail Master Plan	Yes	Yes
Fauquier County	Yes (2017)	Yes	Connections Plan, Destinations Plan	Yes	Yes
Town of Remington	Yes (1997)	Yes (2017)	Remington Walks Plan	Yes	Yes
Town of the Plains	Yes (2005)	No		No	No
Town of Warrenton	Yes (2009)	Yes	Complete Streets Guide, Final Walkability Audit Report	Yes	Yes
Madison County	Yes (2018)	Yes	Sidewalk Report (2019)	Yes	No
Town of Madison	Yes (2019)	Yes	Sidewalk Report (2019)	Yes	No
Orange County	Yes (2013)	No	GWAP also makes alt. transportation/trail recommendations	Yes	No
Town of Gordonsville	Yes (2017)	Yes (2016)	Gordonsville Visions	Yes	Yes
Town of Orange	Yes (2006)	No		No	No
Rappahannock County	Yes (2018)	No		No	No
Town of Washington	Yes (2012)	No		No	No

Stakeholder Engagement Process

Stakeholders from state departments, local governments, non-profits and community groups shared information through a series of committee and individual meetings to support the plan development. A major finding from this planning process was the apparent need to continue to provide a forum for information sharing among local government, non-profit, and private sector stakeholders about what is being planned and how to capitalize on opportunities to improve and expand the current active transportation system.

The stakeholder engagement process began with kickoff presentations to the Regional Rural Transportation Committee and the Regional Land Use and Environmental Committee. These standing committees were used to determine the plan's scope, steer the planning process and inform recommendations. The Regional Land Use and Environmental Committee and the Rural Transportation Committee represents a broad intersection of stakeholders. The committees include local government staff from all of the region's jurisdictions, VDOT staff, non-profit organization representatives and members of other state and local government agencies. It was established through the standing committees that RRRC would host an active transportation kickoff meeting to discuss next steps in the planning process, including level of engagement desired from local stakeholders. A wide range of elected officials, local government staff, VDOT representatives, local non-profit staff and other community stakeholders were invited and attended to discuss active transportation projects from across the region and determine next steps in the planning process.

All meetings were open to the public and advertised on the Rappahannock-Rapidan Regional Commission's website, social media and in our monthly newsletter. Stakeholders were asked to invite anyone who may be interested in attending.

After presentations from local active transportation leaders and subsequent discussion, the stakeholder group decided:

- RRRC will continue drafting the plan and share with stakeholders for feedback and approval as needed
- RRRC will convene another meeting as needed to discuss findings and the draft plan
- RRRC's goal is to have a finalized plan by September, 2019 that can then be put in front of the RRRC's board and voted on for inclusion in the Regional Long Range Transportation Plan
- After plan adoption, RRRC will convene an annual discussion or event as a forum for information sharing between VDOT, local governments, non-profits and the private sector regarding active transportation.
- Digital maps will be maintained to reflect changes in the active transportation system data and shared to stakeholders and to the public to be used as a resource

Stakeholder Engagement Process

RRRC staff also participated in government, non profit and citizen related discussions that took place over the course of the year. The only county or town with a dedicated trails committee is Fauquier County. Meetings with the Fauquier County Pedestrian, Bicycle and Greenway Advisory Committee were used to inform local planning priorities, projects and long-term regional connections for this plan.

Other localities have community organized groups such as Gordonsville's Town to Trail and the Sperryville Foundation, in which RRRC attended meetings and discussed local priorities to help inform recommendations included in this plan. A variety of one-on-one meetings with local government staff, non-profits and community group representatives were held between September of 2018 and July of 2019. The Rappahannock-Rapidan Regional Commission's board meets quarterly and the Board was provided updates of the planning process. Stakeholder input played a large role in informing the goals, objectives and recommendations of this plan. A full list of meetings held is included in Appendix B of this document.

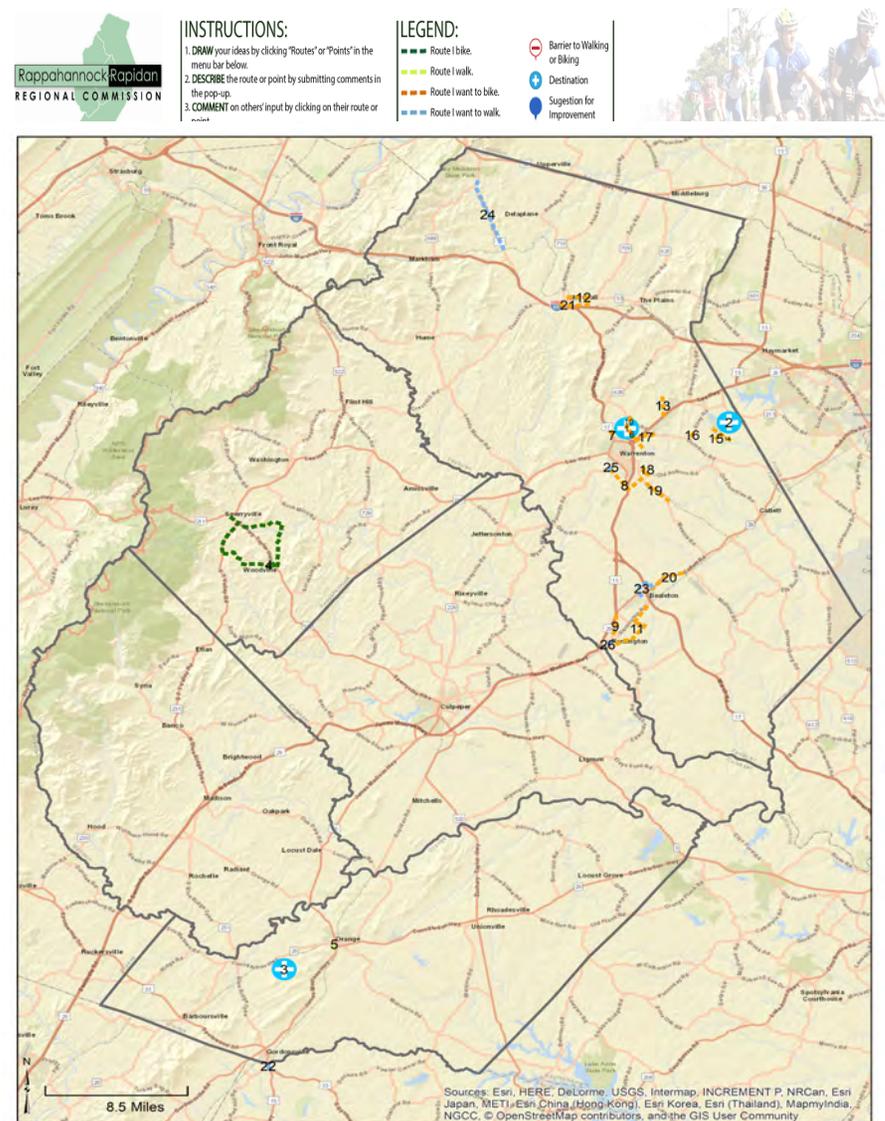
Stakeholder Groups	Time Frame of Engagement	Method of Engagement
Rural Transportation Committee	5/18- 9/19	Presentations & group discussion
Land Use & Environmental Committee	11/18-11/19	Presentations & group discussion
Regional Plan Stakeholder Group	3/19-12/19	Presentations & group discussion
County BOS & Town Councils	9/18-7/19	Presentations & group discussion
Fauquier County PBGAC	10/18-5/19	Presentations & group discussion
County Parks & Rec. Departments	1/2019-7/2019	Interviews
Non-Profit & Community Groups	9/18-7/19	Interviews
RRRC Board	10/18-12/19	Presentations & group discussion

Public Input Process

All RRRRC meetings including RRRRC Board Meetings, Rural Transportation Committee Meetings, Land Use and Environmental Committee Meetings and the Active Transportation Committee Stakeholder Meetings were free and open to the public. Meetings were advertised through RRRRC's website, newsletter and social media channels.

RRRC launched a wikimap on 2/15/2019 to gather public input on where people are walking and biking and where they want to bike and walk in the region and why. The wikimap also sought to identify barriers to people walking and biking; and provided the opportunity for participants to add points to what people considered walking or biking destinations. The Wikimap also allowed for participants to submit suggestions for improvement for the system. The Welcome text advised this is one way in which the Regional Commission is seeking public input as to where people are currently walking and biking, where people want to walk or bike and what barriers exist that limit the value or use of the active transportation system. Feedback received will be used to help identify deficiencies in the active transportation network and inform us on what can be done to fix them as well as where improvements will make the most impact.

The Wikimap was posted on RRRRC's website and official facebook page. Affiliated RRRRC programs like Tween Rivers Trail also posted the wikimap link and invited the public to comment. RRRRC reached out to local bike shops and community groups and asked them to share the wikimap. Each of the county's park and recreation directors were asked to post the wikimap on their websites. The Wikimap collected public comments until 8/5/2019 and a full list of public comments can be found at the end of this plan in Appendix C. The Draft Plan was posted on RRRRC's website for public comment on 9/6/2019 and comments were excepted until 10/3/2019.



Locality Assessments

Overview

Local area assessments include a profile of each locality describing the counties population, geography, transportation conditions, demographics and major assets. The assessments also described walking, biking, hiking, padding and equestrian improvements and conditions and local plans addressing active transportation. The local assessments include a map illustrating existing, planned and long term needed and wanted improvements.



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Rappahannock County

Profile

The rural county is dominated by agricultural and forestal land uses with a population under 7,500. The Shenandoah National Park makes up the eastern portion of the county, many famous 'senic hikes' exist in the county including Thornton River Trail, Little Devil's Stairs, and White Oak Canyon. The county has a growing tourism economy because of its famous inns, vineyards, orchards and restaurants, scenic beauty and proximity to the Washington D.C. metro area.

The county has a large number of retired or near retired residents and of working-age residents that commute to Warrenton, Culpeper, the Northern Virginia metro area, or D.C. Employment in the county is commonly in agricultural or hospitality related businesses.

The Town of Washington and the villages of Sperryville, Flint Hill and Chester Gap provide sidewalks and some pedestrian related signage. The Town of Washington is the only incorporated town within the county. The quaint town is a thriving tourist destination and renown for its Inns and bed and breakfasts.

Conditions

The historic agricultural community remains rural. Biking and walking is largely done for recreational purposes. Almost all daily trips require a motor vehicle. Informal and privately maintained hiking and equestrian trails exist on farms and properties in the county, but none are publicly accessible at this time outside of the SNP.

There are no bike lanes or designated shared roadways within the county, but the low volume roads and scenic beauty of the region still make Rappahannock a prime destination for Type A bicyclists. Type B and C bicyclists safety and perception of safety could be enhanced by adding separated shoulders or separated multi-use paths along major travel corridors. Pedestrian facilities are limited to sidewalks within the towns and villages. Trail systems that exist outside of Shenandoah National Park are on private land. There is no official public river access in the county, although the newly opened Riverside Preserve public access point in Fauquier County is nearby. Tapps Ford Road bridge crossing provides a low volume public pu in for kayaks and canoes. The Thornton River runs along Hwy 211 through the Town of Sperryville and is a public gathering place for festivals. People access the river behind these shops with approval from the businesses. A local group, Sperryville Community Foundation is currently working to design and construct a river trail on private land in the village of Sperryville along the Thronton River.

Neither Rappahannock County nor the Town of Washington has a stand alone bicycle, pedestrian or active transportation related plan. Rapp Trails, a non-profit trails group in the county, worked with county officials to apply for a VDOT Transportation Alternatives Grant to connect the towns of Sperryville and Washington with an ada-accessible multi-use path along Hwy 211. The project was planned to develop over three phases starting with a connection between the high School and elementary school. The County's board of supervisors voted against accepting the grant and going forward with the project in part, because of push back and No Bike Trail signs posted across the community. There is limited support for pedestrian, bicycle and recreational investment in the most recent comprehensive plan update.

Rappahannock County

Comprehensive Plan:

- In consideration of all planned transportation projects, consideration should be given towards accommodation of agricultural use lanes and alternative means of transportation including bicycles and horses.
- Encourage natural and non-motorized activities such as hiking and biking trails on public property.

Local groups:

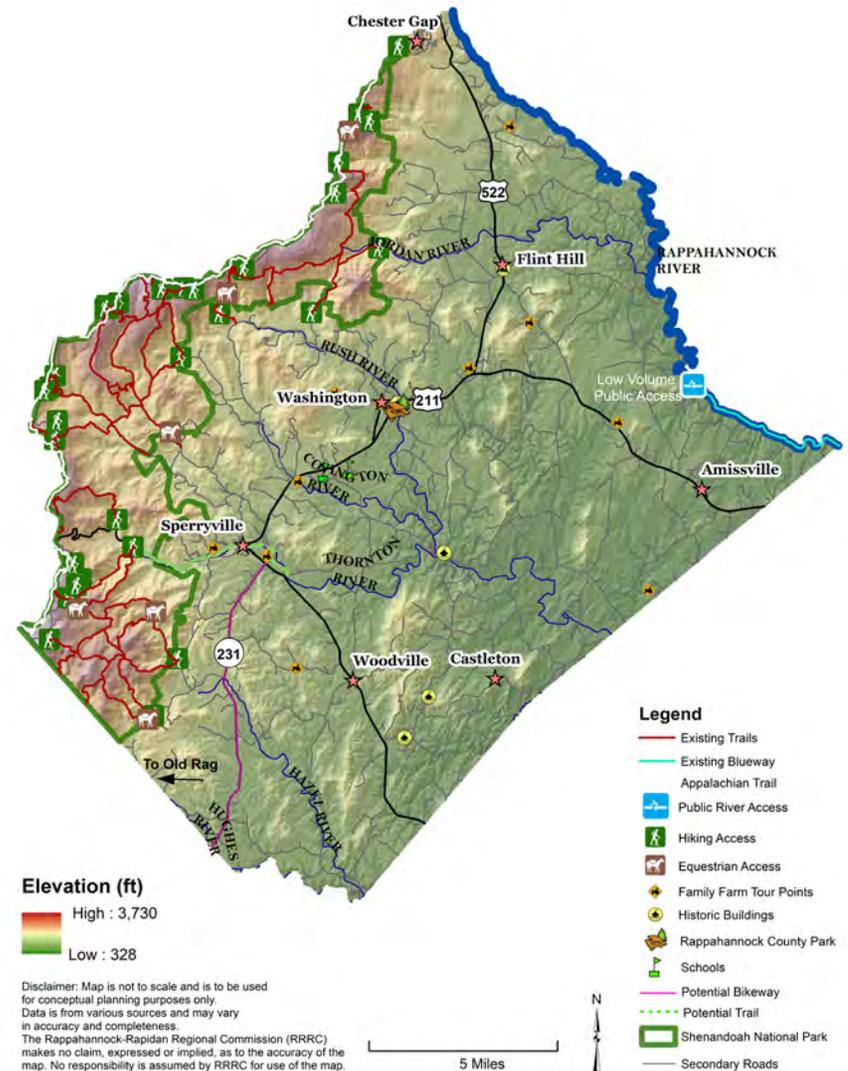
- **Rapp Trails** - mission is to make the outdoors accessible for residents and visitors of all ages to safely enjoy walking, jogging, and biking for education, health, fitness, and community through establishment of a public trail system.
- **Sperryville Community Foundation** - promotes activities to enhance the safety, inclusiveness, and vitality of the Sperryville community.

Local Priorities:

- Preserve agricultural identity and scenic beauty of the county
- Maintain sidewalks in Flint Hill and Sperryville

Recommendations:

- Add Bike friendly road markings to identify scenic byway Rt. 231 as a bike route
- Work with VDOT to determine segments for a 4 ft. paved shoulder separated with rumble strips along Rt. 231 from Sperryville to Route 707 (country road leading to Old Rag Trailhead)
- Explore potential to connect the Village of Sperryville to Buck Ridge Trailhead in the Shenandoah National Park by nature or multi-use trail
- Identify low volume access points along the Rappahannock River.



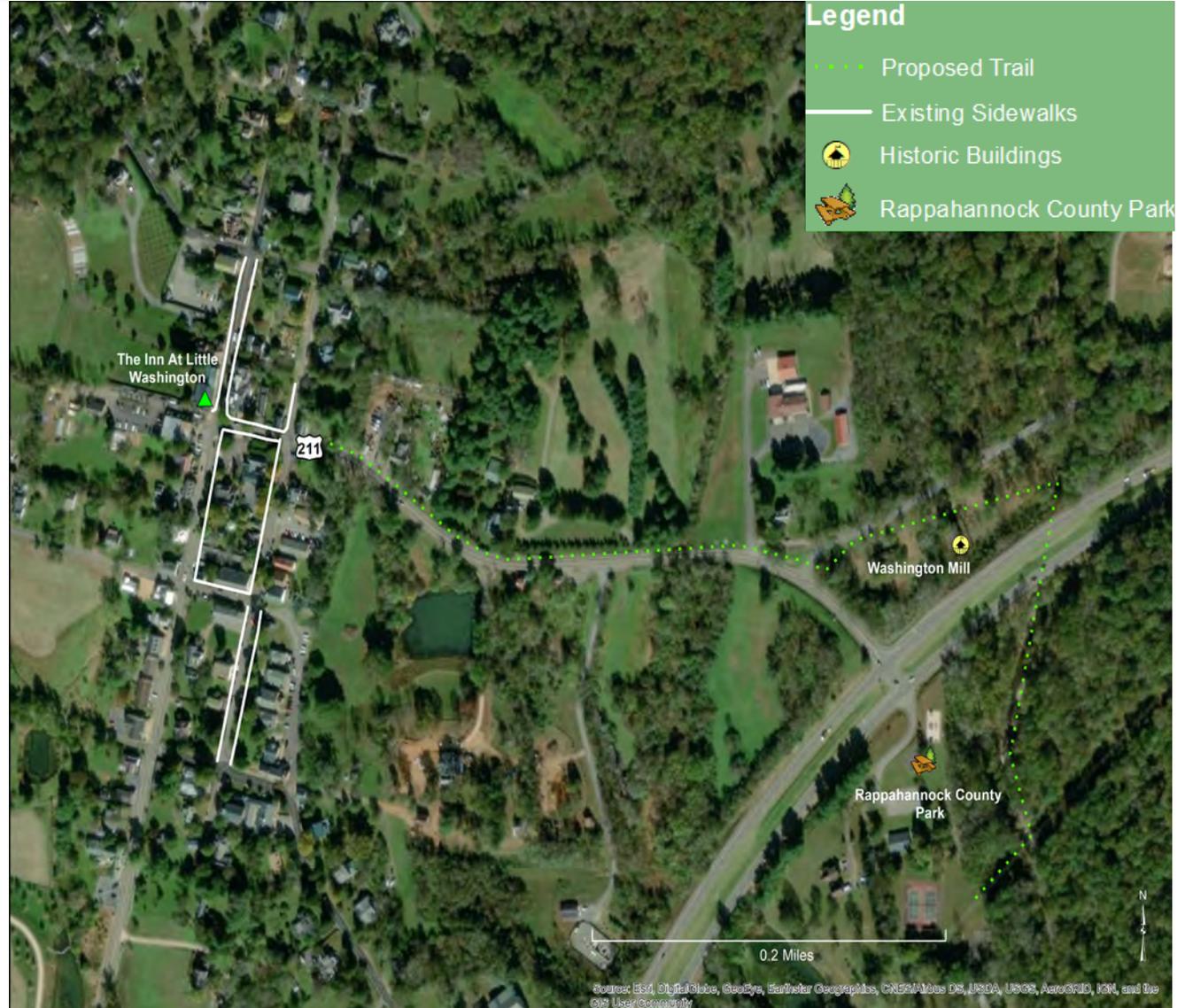
Town of Washington

Comprehensive Plan:

- The Town should take steps to ensure that the Town is pedestrian friendly
- Consider and plan a public trail system throughout the town in cooperation with private property owners.
- The community should be walkable, and there should be nature and history trails integrated into the fabric of the Town.

Recommendations:

- Inventory sidewalks, determine the condition, new construction needs and develop a maintenance plan
- Connect the Town of Washington to Rappahannock County Park by adding a trail from Middle St. to the Rush River, and then letting the trail follow the river under Hwy 211 using the culvert to reach Rappahannock Park on the other side.
- Consider developing a design-focused bicycle and pedestrian improvement plan



Village of Sperryville

Recommendations:

- Support efforts to add a greenway along the Thornton River from Before and After to Copper Fox Distillery
- Extend sidewalk along 522 from existing sidewalk to Reynolds Memorial Baptist Church
- Consider developing a design-focused bicycle and pedestrian improvement plan



Madison County

Profile:

Madison is a rural community with a population of just under 13,300 people. Agricultural, forestal and residential land uses dominate this historic county. Madison County is home to some of Shenandoah National Park's most iconic hikes and historic sites. Old Rag Mountain with its famous rock scramble leading out to the top is the most popular and dangerous hike in Shenandoah Park, attracting upwards of 50,000 hikers per year and with a strict no pets allowed rule. Rose River, Dark Hollow Falls, Hawksbill Trail and Strickler's Knob are emblematic hikes accessible from the Appalachian Trail in the western part of the county. President Hoover's former getaway, Hoover Camp, is a historic site along the Rapidan River in The Shenandoah National Park. Besides the many assets within the National Park Madison County has Civil War battlefields, historic estates and farms. The county has a network of scenic country roads popular routes within the bicycle community. The county has a growing tourism economy because of the many great natural and recreational assets.

The county has an older population and a large retired population with over 23% of the population over 65 years old. Workers generally commute to Charlottesville, Culpeper, Orange, Fredericksburg, and some even to Richmond or Northern Virginia for work due to limited high paying job opportunities.

The Town of Madison is the only incorporated town in the county, and contains the only concentration of sidewalks and pedestrian related signage. Other small villages with populations under 100 people, such as Wolfstown, Shelby, Rochelle, Etlan and Syria are rural with very high

vehicle ownership rates. Most people drive to complete daily trips outside of town. County residents must own a vehicle to access jobs and to reach needed services.

Conditions:

Madison County currently has a large amount of hiking, equestrian and public water access but almost all are concentrated within the Shenandoah National Park portion of the county. There remain many opportunities to provide more connections between the park and residential areas. Madison is scenic and the county is committed to maintaining the rural nature of the community but also wants to encourage economic growth and commercial activity in appropriate areas. Capitalizing on the county's many natural assets is an opportunity for Madison to realize both goals simultaneously. Madison County recently updated their zoning ordinance to allow rural resorts, a hybrid concept with agritourism, recreational opportunities and hospitality elements, as a first step to encourage economic growth within the fabric of the County's land use goals. By identifying potential greenways, bikeways, equestrian trails, and public river access points and connecting them to the Shenandoah National Park, Madison can rebrand itself as an outdoor recreation oasis within a short drive from the major population centers of Washington D.C, Richmond, Charlottesville and Fredericksburg.

The County currently has one park, Hoover Ridge Park, that contains a wide variety of activities and types of uses. The County should consider making Hoover Ridge Park safer to access for pedestrians and bicyclists from the nearby high school, and residential areas including the Town of Madison.

Madison County

Madison County does not have a stand alone plan guiding bicycle, pedestrian and blueway development; however the county has been working with the Center for Natural Capital and other partners to determine the feasibility of a blueway. The County adopted a new comprehensive plan in 2018 which has specific goals to preserve open space, develop public river access, increase tourism as well as act as a gateway community to the Shenandoah National Park.



- Encourage new development to dedicate right-of-way and construct sidewalks, bikeways and greenway trails for transportation and recreation purposes and construct such facilities concurrent with road improvements.
- Continue to leverage and expand the recreational facilities and farmers' market at Hoover Ridge Park to attract tourists and visitors, and sponsor/promote new tourist/visitor-attractive events in addition to existing events such as Taste of the Mountains, Tour de Madison, Graves Mountain Lodge Heritage Day, and the County Fair.
- Work with the Madison Town Council to develop a vibrant, historically authentic, tourist/visitor-friendly Madison downtown.

Comprehensive Plan:

- In pursuing the marketing effort, continue maximizing the use of digital technology to highlight for the target tourist/visitor market all of the many attractions this area has to offer, including hiking, biking, horseback riding, fishing, history tours, wine and beer tasting, quality dining, etc.
- Capitalize on the fact that Madison County is a premier Shenandoah National Park (SNP) Gateway Community featuring the two best hiking trails in the Park (Old Rag and Whiteoak Canyon which alone attract 100,000 visitors/year) and the reputedly single best hiking trail on the East Coast (Old Rag).
- Encourage private landowners and the Virginia Department of Game and Inland Fisheries to identify and develop public access areas along appropriate streams
- Promote and, to the extent lawful and feasible, incentivize the development of tourist/visitor-friendly businesses, including, for example, overnight accommodations (hotels/motels/B&Bs/Airbnb franchises), restaurants, agribusinesses (e.g., wineries/breweries/distilleries), outdoor recreation outfitters, and farmers' market



Madison County

Local Groups:

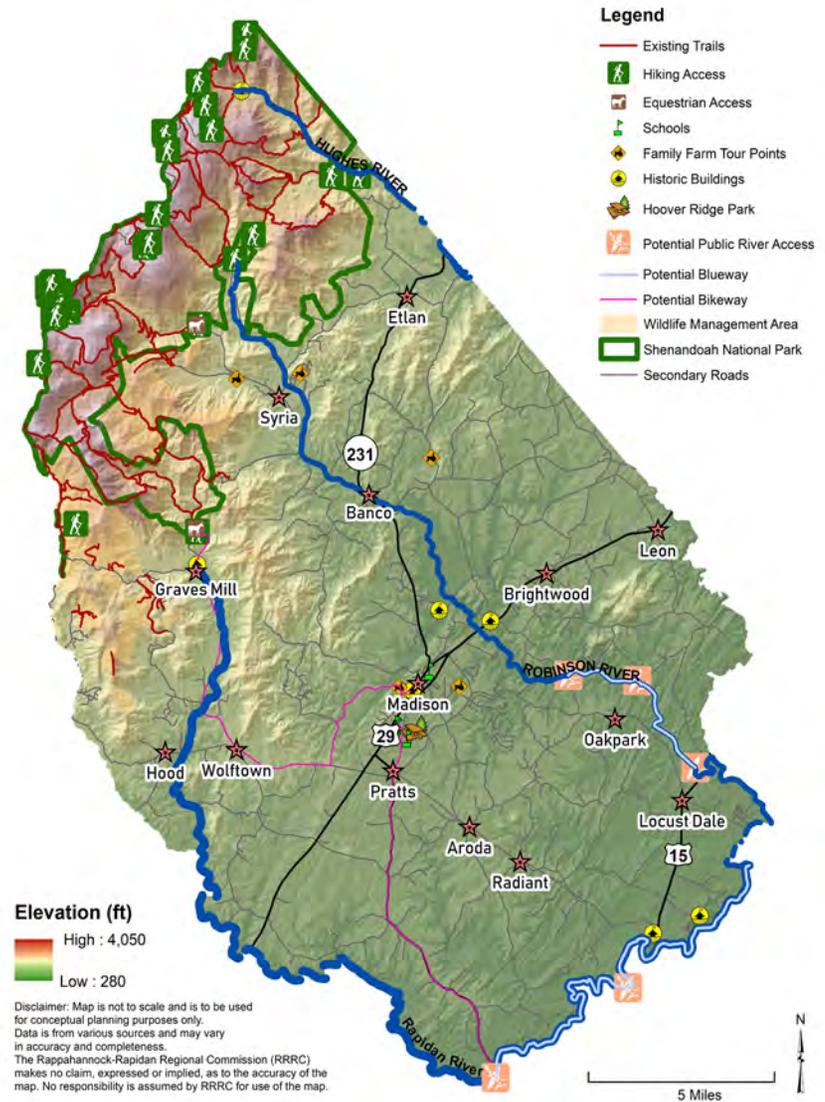
Tour De Madison- Group that hosts an annual bike ride in Madison County. The Tour de Madison supports multiple routes of different lengths and difficulties. Proceeds from the tour benefit local causes.

Local Priorities:

- Add and maintain sidewalks extending from the Town of Madison
- Expand recreational facilities offered at Hoover Ridge Park
- Develop public river access and blueways on the Rapidan and Robinson Rivers
- Promote and support tourist friendly business including agribusiness, rural resorts, breweries, wineries, outdoor venues etc.

Recommendations:

- Create a greenway consisting of a 4 ft paved shoulder separated with rumble strips and bike friendly road markings on Route 231 connecting Hoover Ridge Park and Madison County HS to the future/potential public river access where the Rapidan crosses Rt. 231 at the County line.
- Create a greenway consisting of a signed shared roadway that connects the Town of Madison, Bald Top Brewery, Early Mountain Vineyards, Wolfstown and the Shenandoah National Park access
- Help stimulate tourism-related businesses by promoting and connecting outdoor and agritourism assets.



Town Of Madison

Comprehensive Plan:

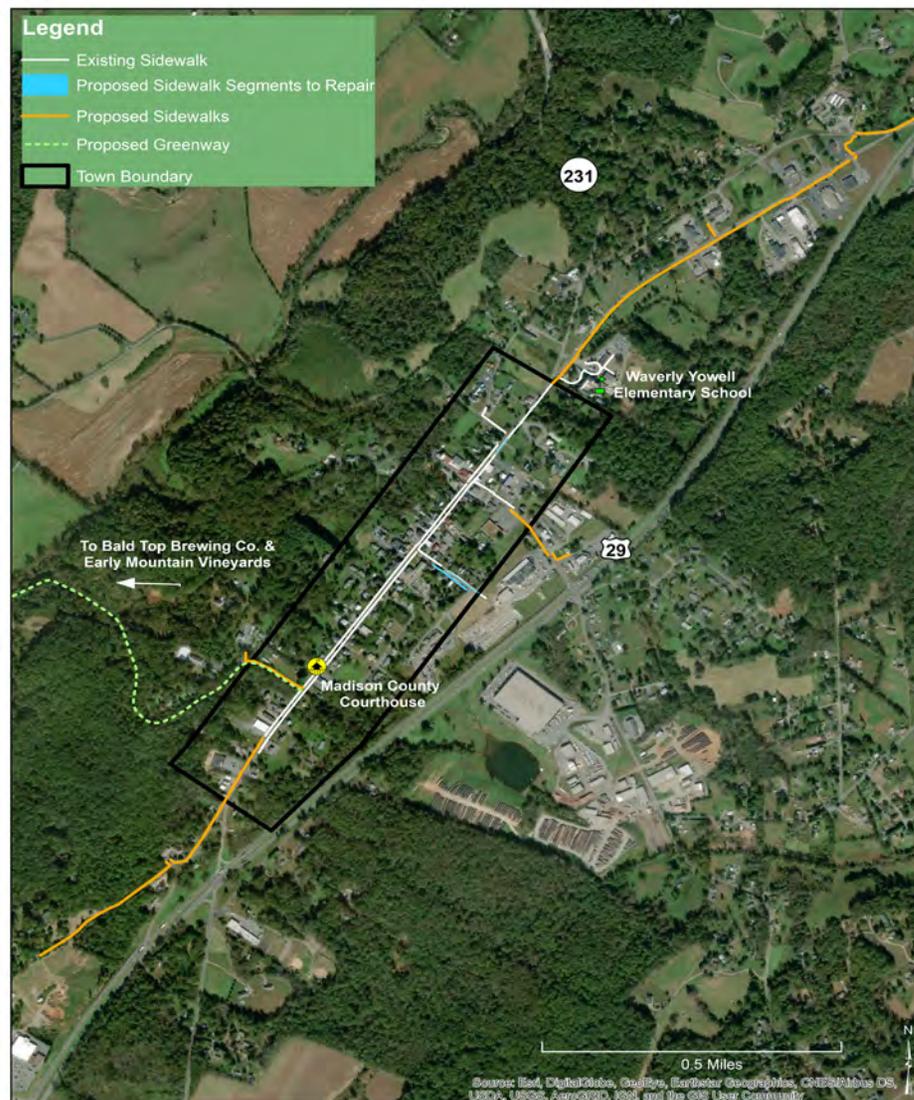
“Having well-maintained sidewalks throughout the Town is essential to creating a walkable community that links residences, businesses and services within the Town. “

- 1) On the west side of South Main Street, to connect from the Dollar General Store to Poplar Ridge Apartments;
- 2) On the east side of North Main Street, to connect Waverly Yowell Elementary School to the Post Office north of Town;
- 3) On the north side of Washington Street, to connect Main Street to McDonalds;
- 4) On Thrift Road, to connect the American Legion and County offices to South Main Street

Additionally, the Town should provide bike racks in the center of Town along with a public bike repair station.

Recommendations:

- Add sidewalks according to priority adopted in the 2019 Comprehensive Plan
- Implement recommendations for crosswalks, trails and sidewalks repair, replacement, extensions and additions in the Town of Madison Sidewalks Report created by RRRC in March 2019
- Work with Madison County to create a greenway connecting the Town to County Administrative offices, the American Legion, Bald Top Brewery, Early Mountain Vineyards and the SNP trailhead.



Orange County

Profile:

Orange County stretches from the growing Lake of the Woods area near the Fredericksburg metro in the east, all the way to the Southwest Mountains and the foothills of the Blue Ridge Mountains to the west. The county is seeing increased residential development especially in the eastern portion of the county. Other areas of concentrated residential development are in the two incorporated Towns of Orange and Gordonsville.

The county has a population of about 36,000 which is a 38% increase since the 2000 census. The population trends older, with more than a third of the population over 55 years old. The county has a large retired population. Common commuter destinations for the working population include Charlottesville, Culpeper, Fredericksburg, Richmond and Northern Virginia. An automobile is necessary to complete the vast majority of trips within the county except for those living in the towns of Orange or Gordonsville. James Madison's Montpelier, Civil War battlefields, a large number of historic estates and a growing number of wineries and farm related agritourism sites give the county an ample mix of nationally and internationally recognized destinations.

Conditions:

The county is a growing haven for agritourism, wineries, weddings, and for those seeking to experience an escape from the surrounding NOVA, Fredericksburg and Richmond metro areas. There is potential to amplify and support this sector by connecting the county's historic towns and population centers with destinations including Montpelier, The Rapidan River, The Barboursville Ruins, Historic Inns and Civil War Battlefields via trails.

The county does not have a stand-alone bicycle and pedestrian plan, but does have language supporting the installation of bicycle and pedestrian facilities and trails within the comprehensive plan. The towns of Gordonsville and Orange and the Germanna Wilderness area near Fredericksburg all have language in their comprehensive and small area plans addressing building facilities and accommodations for active transportation.

The towns of Orange and Gordonsville are historic towns that have always been well situated from a transportation perspective. Both towns are located at the crossroads of primary highways and along what was formerly the O&A railway now owned by Norfolk Southern. Both towns are designed around walkable main streets that contain a variety of commercial, religious, municipal and residential uses in close proximity although the towns lack bicycle parking and infrastructure connecting the towns to points outside. Lake of the Woods, which is a gated subdivision near Fredericksburg and the Interstate 95 corridor contains just over 20% of the county's population. The area contains a variety of amenities including a golf course, tennis courts, a manmade lake with water based activities. Some sidewalk infrastructure exists around the Wal-Mart and Germanna Heights areas but the area lacks multi-use paths and bike infrastructure.

There are currently multiple non-government led initiatives to add publicly accessible recreational opportunities in the county. The Wilderness Civil War Battlefield offers hiking trails as does the nearby Germana Foundation Campus. The Market at Grelen, a working farm and wedding destination, and James Madison's former estate, Montpelier, have recently developed a connected trail system. Montpelier is planning on adding 15 additional miles of mountain bike trails North of Highway 20.

Orange County

The Center for Natural Capital is in the process of developing a feasibility study for public access sites on the scenic Rapidan River which forms Orange County's Northern border. The Rapidan River is renowned among anglers and paddlers but has no public river access currently in the county. The county's varied and rolling topography, iconic farms, historic sites and scenic rivers and byways are ideal for recreational bicycling.

Comprehensive Plan:

- Develop an Orange County Alternative Transportation Plan which identifies a multi-use trail (defined herein as pedestrian, bikeway, and other non-motorized modes of transportation) network providing connectivity with residential development, educational facilities, recreational uses, commercial and employment centers, and historic and cultural destinations (including equestrian and horsedrawn carriages when feasible).
- When feasible, all proposed trails should be designed to accommodate emergency medical service vehicles;
- Work with community and volunteer groups to identify potential trails in existing right-of-ways;
- When feasible, include multi-use trails or components in road improvement projects;
- Pursue grant funding opportunities for County multi-use trail projects, which would include planning, survey and engineering design, easement acquisition and construction;
- Coordinate with the Towns to develop a multi-use trail (including equestrian and horsedrawn carriages when feasible) system to connect towns and link "hub points," to cultural, recreational, commercial, and historical resources within any proposed trail corridor.

Local Groups:

Germanna Foundation- chartered in 1956 to preserve the heritage of the earliest organized settlements of Germans in colonial Virginia in 1714 and 1717, augmented with additional infusions of immigrants in the 1730s and 1740s.

The Center for Natural Capital- NatCap's vision is to create, optimize, and integrate natural capital solutions into the marketplace. The Center poses the question- What would our economy and quality of life look like if we fully integrated our natural systems into the world of commerce?

Town To Trail- Group dedicated to the refurbishment and development of parks, trails and green spaces.



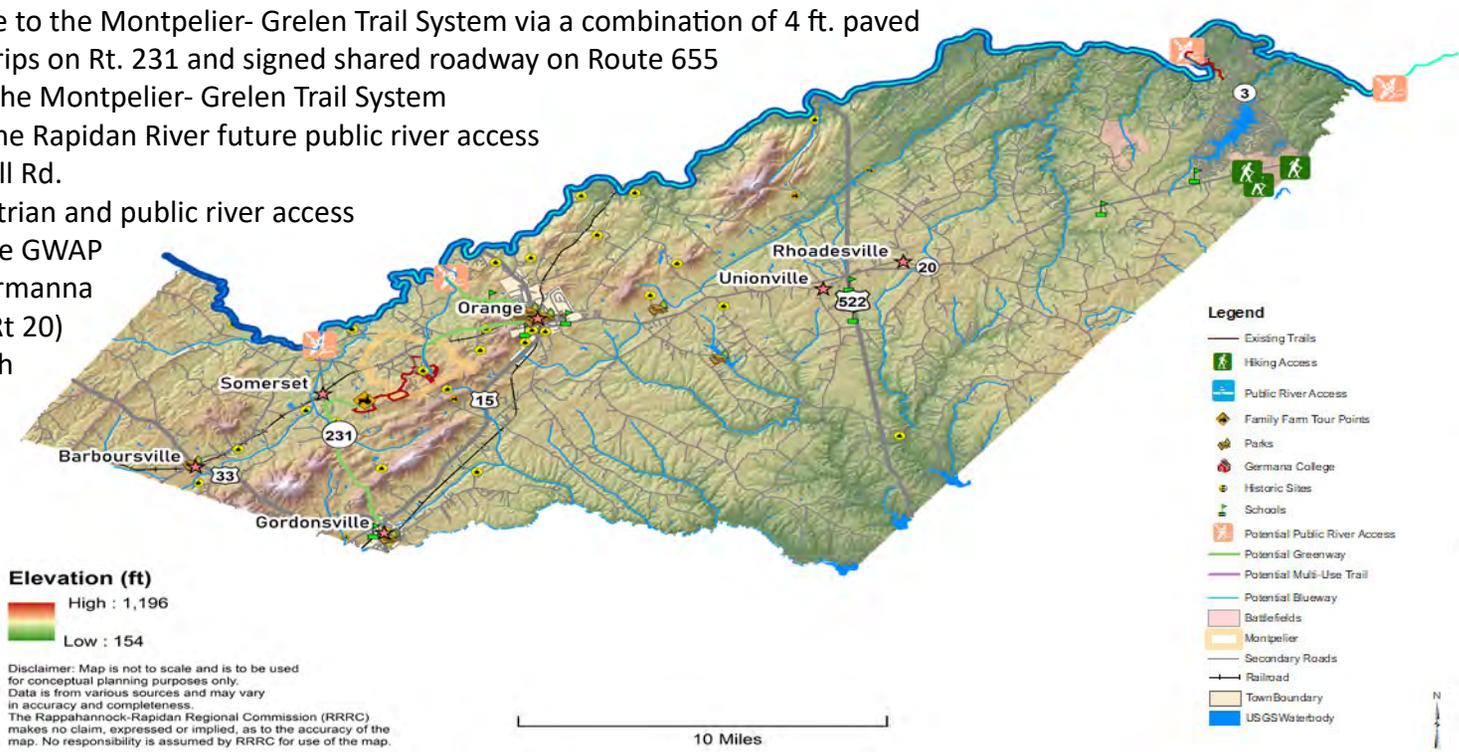
Orange County

Local Priorities:

- Improve safety for bicyclists on common routes when resurfacing including Rt. 15, Rt. 20, Rt. 231 and Rapidan Rd.
- Work with Madison County, The Center for Natural Capital, the Friends of the Rappahannock, DGIF, the Germanna Foundation and other stakeholders to develop a Blueway along the length of the Rapidan River from the Rt. 231 crossing in Madison County to the Town of Orange and eventually to Elys Ford.
- Hwy (Rt 20) Improve/rehabilitate roadway north of Locust Grove Middle School, realign certain sections, and install pedestrian/bicycle facilities,

Recommendations:

- Connect the Town of Gordonsville to the Montpelier- Grelen Trail System via a combination of 4 ft. paved shoulder separated with rumble strips on Rt. 231 and signed shared roadway on Route 655
- Connect the Town of Orange to the Montpelier- Grelen Trail System
- Connect the Town of Orange to the Rapidan River future public river access via multi-use trail along Spicer’s Mill Rd.
- Implement proposed bike, pedestrian and public river access improvements recommended in the GWAP
- Flat Run Rd (Rt 601) Between Germanna Hwy (Rt 3) and Constitution Hwy (Rt 20) Improve/rehabilitate roadway north of Locust Grove Middle School, realign certain sections, and install pedestrian/bicycle facilities
- Rehabilitate roadway and install pedestrian/bicycle facilities on Indiantown Rd (Rt 603) Between Flat Run Rd (Rt 601) and Governor Almond Rd (Rt 614).



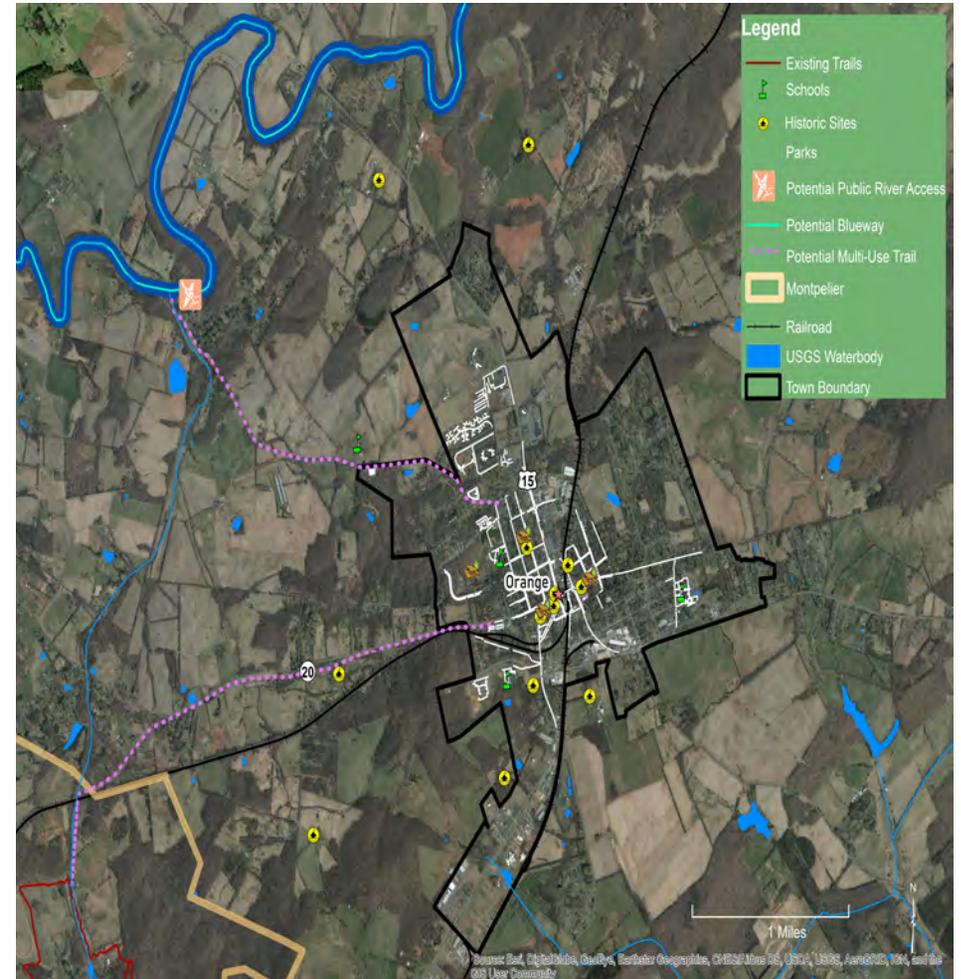
Town of Orange

Comprehensive Plan:

- Create a town bike plan
- Construct bike lanes
- Create bike parking throughout town
- Complete greenbelt joint feasibility study

Recommendations:

- Maintain existing sidewalks
- Inventory sidewalks to determine their condition, new construction needs and develop a maintenance plan.
- Create a design-focused plan to determine needed bicycle and pedestrian improvements
- Work with Orange County to add a multi-use path along Spicers Mill Rd. to the future public river access point at the Water Treatment Facility.
- Add bike lanes and bike parking according to bike and pedestrian plan recommendations
- Consider working with the County, The Montpelier Foundation and the Town of Gordonsville to connect the Town of Orange to Montpelier



Town of Gordonsville

Bike & Pedestrian Focused Plans:

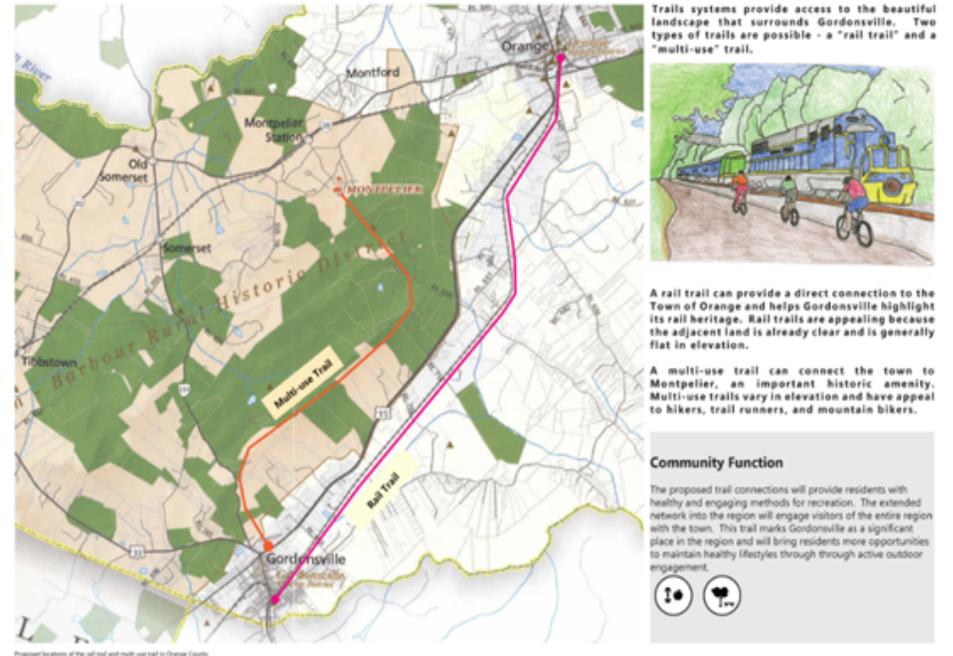
The Town of Gordonsville committed to investing in better sidewalks, trails and overall a more pedestrian and bicycle friendly town. The Town of Gordonsville applied for and received a TEA-21 grant. The project was \$2,938,347 which required a 20% match from the town (\$566,092) to improve Main St. The Project began in February of 2015.

The Main Street Project included:

- Included new brick paver sidewalks
- Pedestrian accommodations such as crosswalks, lighting, trash receptacles, ornamental benches and landscaping

In April of 2019, the town received a SRTS 'Walkabout' minigrant which provided funds for Toole Design to identify barriers and recommend improvements for those walking and biking to Gordon-Barbour elementary school and the consolidated middle school and high school bus stops.

In the Fall of 2016, a collaborative effort between the Town of Gordonsville and the University of Virginia's School of Architecture led to the Gordonsville Visions Plan. The Plan includes a variety of recommendations to link existing places of life to enhance community spaces, businesses and programs." Among these visions include creating a network of parks and trails that would include linkages between the rail corridor to the Town of Orange, and connect to the multi-use trail system that connects The Market at Grelen and Montpleier; Elementary school and at the old pharmacy off of Gordon and Main St.



Town of Gordonsville

Comprehensive Plan:

Currently there is no formal trail system within the Town or in surrounding localities. There has been some discussion on the development of a multi-use trail system that links the Town to Montpelier, which may ultimately connect to the Town of Orange and the Virginia Central Rail-Trail, a multi-use trail proposed to connect Civil War sites, historic properties, schools, playgrounds and commercial sites within Fredericksburg and the counties of Spotsylvania, Culpeper and Orange.

Extend Sidewalks:

- Depot Street – from East Central Street to Charles Street
- Allen Street – from Linney Street to King Street
- Linney Street – from Commerce Street to Market Street
- South Main Street – from Martinsburg Avenue to Holladay Avenue
- East Central Street – from Depot Street to Mill Street
- Taylor Avenue – from High Street to end
- Grove Avenue – from Paynor Street to High Street
- West Baker Street – from Duke Street to Wright Street
- Holladay Avenue – from Martinsburg Avenue to South Main Street
- Charles Street – from Depot Street to Union Avenue
- Mill Street – from Charles Street to Cobb Street
- Cadmus Drive – from Gentry Drive to East Baker Street
- North Faulconer Street – from West Baker St. to West Gordon Ave.
- Church Street – from West Baker Street to West Gordon Avenue
- Martinsburg Avenue - From South Main to South Corporate Limit
- Stonewall Avenue - From High Street to Jackson Street
- West Gordon Avenue - From High Street to West Corporate Limit

- West Gordon Avenue - From High Street to Cleveland Street
- High Street - From Elementary School to Gordon

Recommendations:

- Improve and install sidewalks, crosswalks, trails and ADA access in areas identified in Comprehensive Plan, SRTS Walkabout and Gordonsville Visions Plan
- Work with Orange County, the Town of Orange and the Montpelier Foundation to create greenway linking the towns, Montpelier and the Market at Grelen



Fauquier County

Profile

Fauquier County is the largest and most populated county in the Rappahannock-Rapidan Planning District. The County has around 70,000 people and on six hundred and fifty-one square miles. The large county has a wide variation of land uses and natural features. Fauquier County's rolling topography and scenic views make it a popular place for running, biking, horseback riding and hiking. However, except for people in town centers and surrounding residential areas, most utilize the active transportation network for recreational rather than transportation-related purposes.

Fauquier County, because of its proximity to Washington D.C. and Northern Virginia job centers, contains a large population of commuters and has been subject to large population growth especially in the eastern areas of the county.

Northern Fauquier has large swaths of land under conservation easements and contains Sky Meadows State Park and part of the Appalachian Trail in the northwest area of the county. A large amount of wineries can be found in this part of the county. Central Fauquier is the most developed and densely populated area and is traversed by highways 17, 29 and 211. The area contains the Town of Warrenton and the quickly developing New Baltimore area. Southern Fauquier borders the Rappahannock River and contains historic sites such as Kellys Ford and Remington Crossing Civil War Site. The area contains the historic riverside town of Remington and other historic walkable villages that developed along the railroad including Baeleton, Midland, Calverton and Catlett. The area also includes growing residential and suburban areas such as Sumerduck and contains a small portion of Interstate Bike Route 1.

The County adopted two plans; a destinations plan and a connections plan that have guided alternative transportation development in the county over the last decade. The Towns of Warrenton and Remington also have stand alone bike /pedestrian related plans that guide in-town development of bicycle and pedestrian facilities.



Fauquier County Conditions

Northern Fauquier

Northern Fauquier has wide-open spaces, a plethora of wineries, Sky Meadows State Park and a portion of the Appalachian Trail. This part of the county contains predominately large-lot residential and agricultural land uses. There is a large equestrian community that would benefit from having a more connected trail system. The Loudoun County's Emerald Ribbons initiative to create a system of linear parks and trails could establish logical cross-county connection opportunities from Fauquier destinations including wineries and Sky Meadows State Park.



Central Fauquier

Central Fauquier has seen more development than the rest of Fauquier County especially in the New Baltimore and Vint Hill areas which boast an expanding trail system. Possible future connections from these growing areas could include connections to the Town of Warrenton and to nearby Prince William County trails. Connections would provide local neighborhoods in the area better access to Jiffy Lube Live Central, Manassas National Battlefield and Conway Robinson State Forest.

In 2019, Fauquier County opened a 196-acre park along the Rappahannock River known as Riverside Preserve. The park provides a much needed public river access site north of Kelly's Ford. The park provides a trail connection opportunity from the town of Warrenton just 5.5 miles east.

The Town of Warrenton is a historic town with a population of around 10,000 people. A Walkability Audit Report completed by Toole Design Group, LLC in 2017, offers a guide for bike and pedestrian related improvements.

The town is walkable and has a is home to the most well used multi-use trail in the region, The Warrenton Branch Greenway. The classic rail-to-trail project, runs about a mile and a half from the center of Old Town Warrenton and across Hwy 29. There are current efforts underway to expand the Greenway and create a circular loop of trails around the town. Trails have developed around Fauquier High School including the newly funded Timber Fence Connector Trail.

The town is also currently in the process of drafting a new comprehensive plan that is likely to include recommendations from the Walkability Audit and Complete Streets Recommendations Report.

Fauquier County Conditions

Southern Fauquier

Southern Fauquier contains farms, residential areas and riverside and railside villages and towns. The Town of Remington is located on the Rappahannock River and has had multiple plans around biking and walking in recent years. In 2016, Toole Design completed the Remington Walks plan and proposed new sidewalks, trails and street improvements for the town. The town and surrounding area has an existing series of bicycle loops that extend south into Culpeper County. The Town also owns land along the Rappahannock River which is likely to be a park in the coming years and converted to a permanent public access point. The addition will create a half-days paddle from Riverside Preserve to Remington.

Remington is also the site of a famous Civil War Battle. The parcels across the river in Culpeper County have recently been purchased by the American Battlefield Trust and are in the process of being turned into a State Park. This provides new opportunities for the Town of Remington and Fauquier County to provide pedestrian and bicycle connections across the river and capitalize on recreation and historic tourism economic development opportunities.

Bealeton, Midland, Calverton and Catlett are all areas in Southern Fauquier with existing pedestrian infrastructure and future planned trails. The Phelps Wildlife Mangement Area is a destination that allows equestrian, walking, trail running and biking and allows public river access by permit at historic Kelly's Ford. The wildlife mangement area is managed by DGIF.



Connections & Destinations Plan

- Develop a county-wide walkway, bikeway and greenway network among residential neighborhoods, Towns, workplaces, shopping centers, historic districts, schools, libraries, recreation centers, parks, etc.
- Preserve and protect the environmental quality of Fauquier County's rural, suburban and urban communities through the preservation of greenways and open space corridors.
- Provide opportunities for a great many county residents who desire to walk, bicycle, ride horses and paddle boats for recreation and health.
- Educate business and community leaders and the general public about the benefits of walking and bicycling, and provide safety messages for people who use the system.
- Provide adequate funding to develop and maintain a seamless network of facilities.
- Network of Multi-Use Trails, Blueways, Horse Trails, Bikeways and Sidewalks

Local Groups:

Non-profit organizations works closely with the Fauquier County Parks & Recreation Department to develop new trails and help connect and maintain existing trails in Fauquier County. Their ultimate goal is to have a network of walking trails circumnavigating and connecting towns of Fauquier including, but not limited to, Warrenton, Marshall, Bealeton and Remington as well as trails of natural beauty and historic significance in the highlands of the northwest. Community trails, whenever possible, should connect residential areas with shops, schools, parks, and areas of historical and cultural interest to promote use and safety.

Fauquier Equestrian Forum (RideFauquier)- The Fauquier Equestrian Forum is a group of horse enthusiasts from all disciplines dedicated to promoting equestrian trails and facilities throughout Fauquier Country.

Fauquier Running Club- Low key club for all ages

Fauquier County Parks Pedestrian, Bicycle and Greenway Advisory Committee (PBGAC)- The PBGAC is a Board of Supervisors appointed body consisting of interested citizens and county staff. The group supports the Fauquier County Parks Department in planning, maintaining, and promoting the county's publicly accessible pedestrian and bicycle paths and greenways.

Fauquier Trails Coalition- The Fauquier Trails Coalition is a 501(3c)



Fauquier County

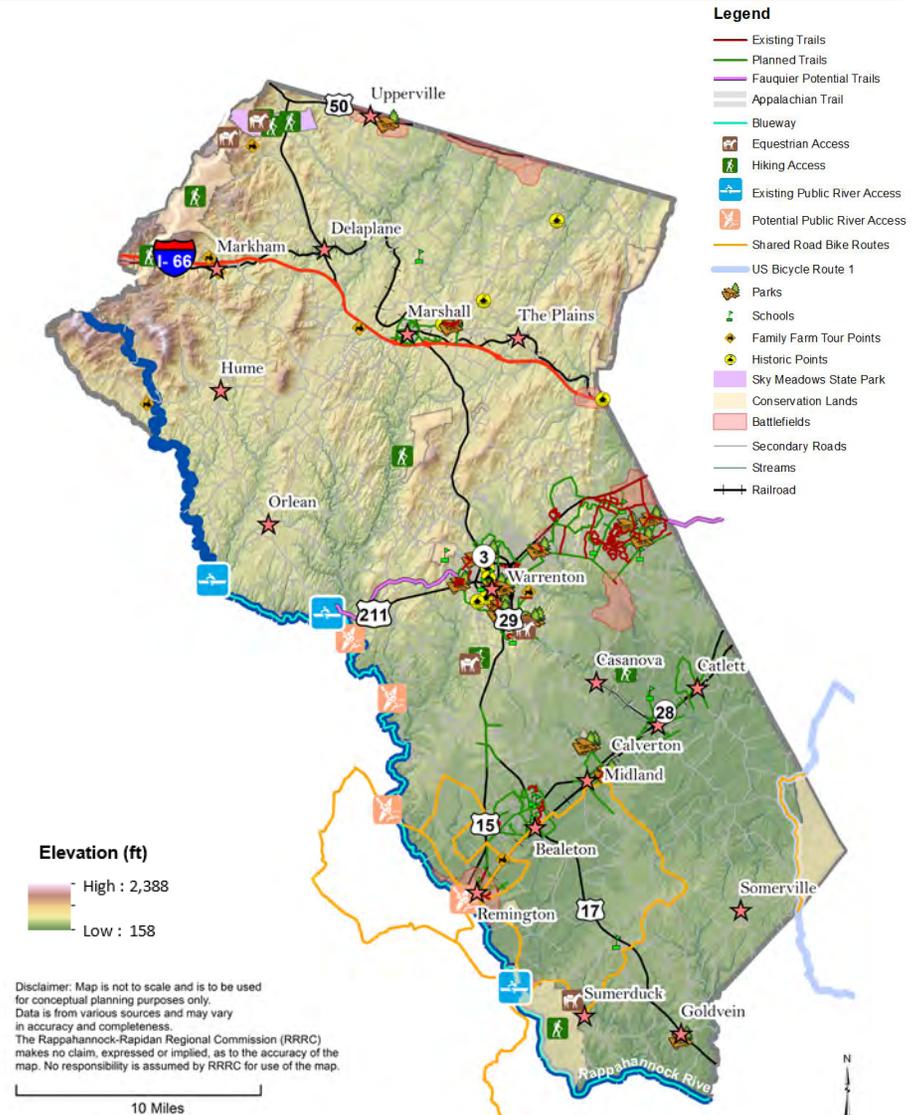
Local Priorities:

Implement Connections and Destinations Plan Recommendations Including:

1. Extend the Warrenton Branch Greenway- multi-use trail along an abandoned railway corridor, connecting the future Palmer Extension trail to the existing Warrenton Branch Greenway. The proposed project will extend the TEA-funded Greenway to provide future connectivity to area trail systems. This addition will increase the length of the existing trail from 1.47 miles to 2.39 miles.
2. SRTS Station Dr. to Grace Miller Elementary School
3. NFCP to Coleman/Marshall Middle Schools
4. Tin Pot Run to downtown Remington
5. LFCC Extension to 3-Way Stop
6. Rogues Road Crossing to Kelle Run HS
7. Arrington Trail
8. Jamison to Whippororwill Connection

Recommendations:

- Connect the Town of Warrenton to riverside preserve
- Connect the Town of Remington to future State Park at Rappahannock Station
- Connect New Baltimore area to Jiffy Lube Live and Bull Run Trails
- Develop Blueway From Riverside Preserve to City Dock in Fredericksburg
- Develop Equestrian Trail connections between wineries in Northern Fauquier, Sky Meadows and Emerald Ribbons Initiative in Loudoun County



Town of Warrenton

Bike & Pedestrian Focused Plans

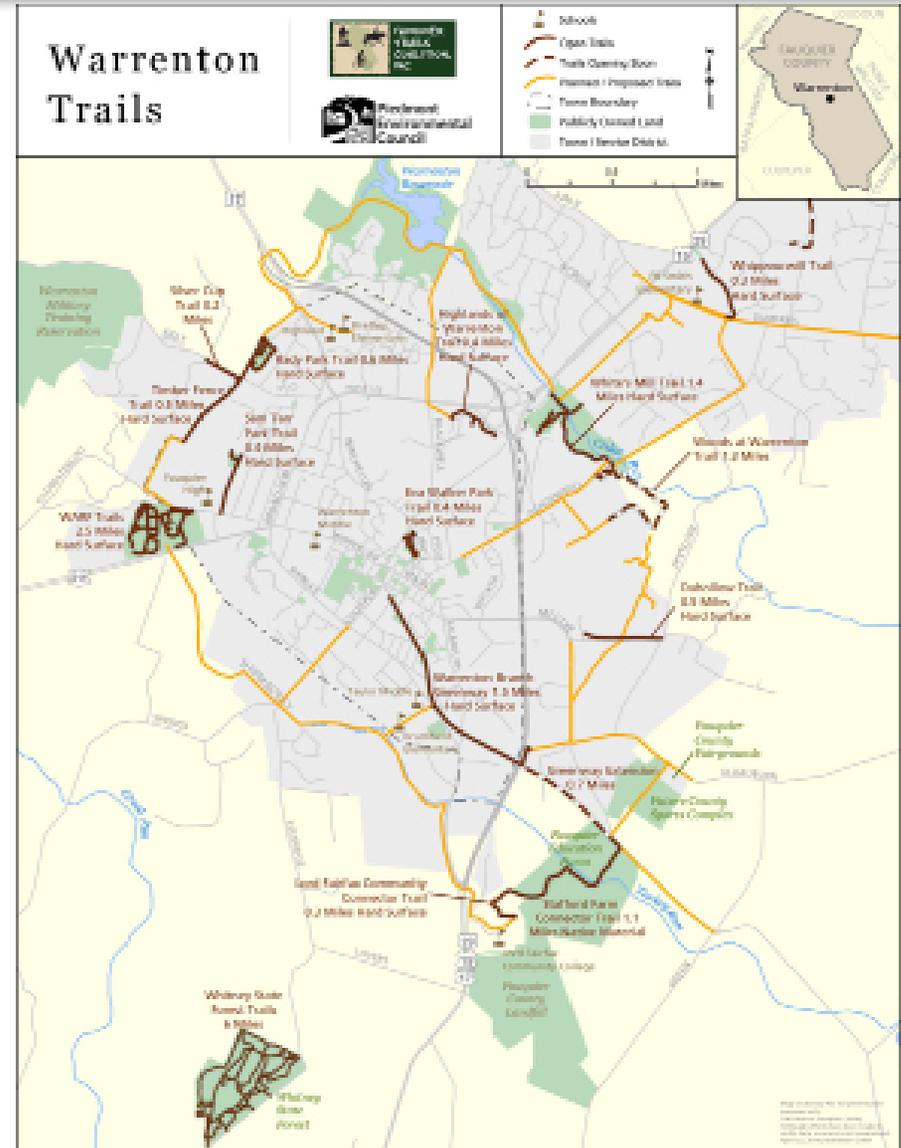
The Town of Warrenton has planned and installed a number of trails and sidewalk improvements. Besides the Town of Warrenton's famed Warrenton Branch Greenway, the town has recently received a TAP grant to install the Timber Fence trail, a multi-use path which connects Fauquier High School to nearby neighborhoods. Other existing nearby trails include White's Mill Trail, Sam Tarr Park Trail and the WARF Trails. Nearby Whitney State Forest also contains around 6 miles of nature trails.

The Fauquier Trails Coalition is active in planning and developing an interconnected network of trails in and around Warrenton. In conjunction with the Trails Plan Update and the Complete Streets Recommendations Report, the Town and the PATH foundation sponsored a walkability study completed by Toole Design. The report identifies barriers to walking and bicycling and provides recommendations for improvement.

General Recommendations from the Walkability Audit include improving

1. Access and Safety
2. Roadway Crossings
3. Wayfinding and Legibility
4. Gateways and Transitions

These recommendations largely stem from identified gaps in the sidewalk network and narrow sidewalks that make wheelchair or stroller navigation difficult.



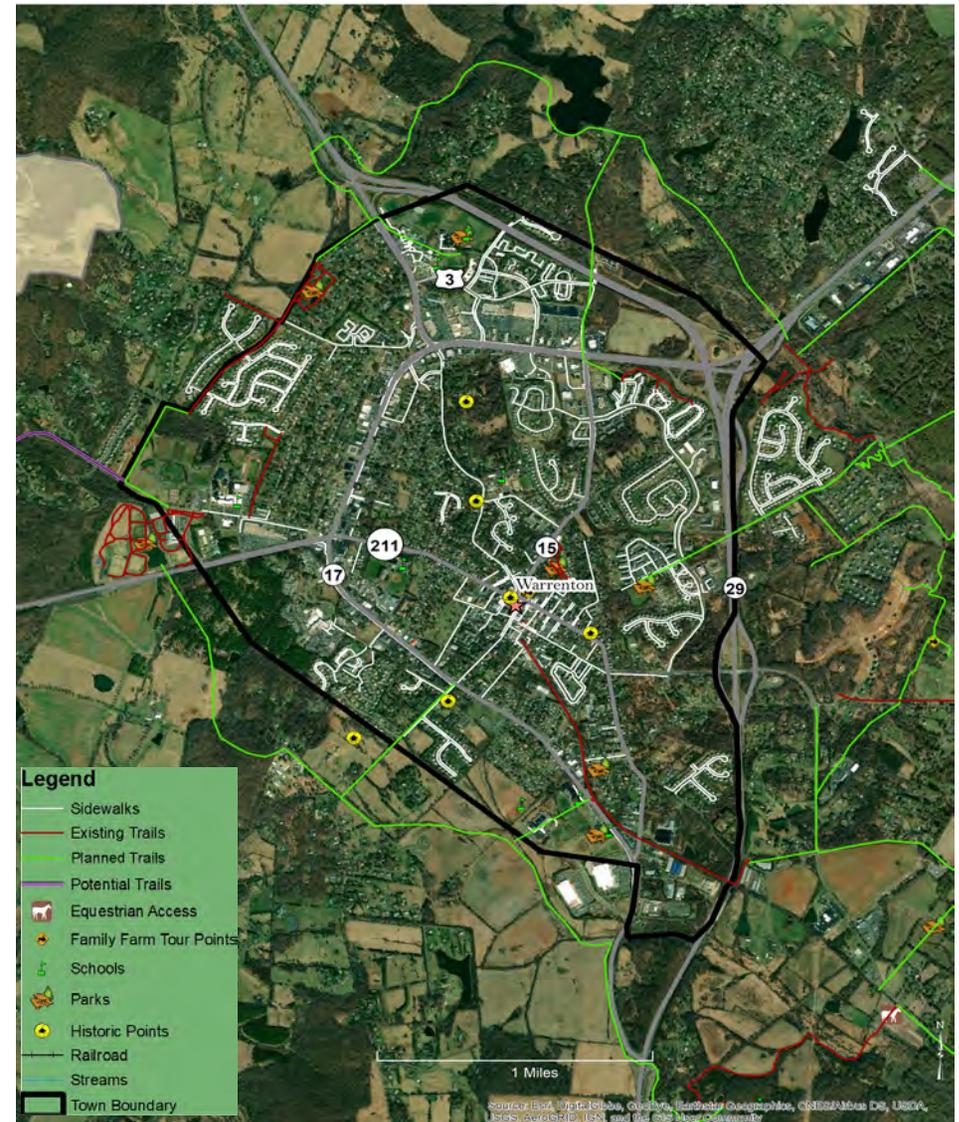
Town of Warrenton

Comprehensive Plan:

- To encourage the development of a safe, efficient and multi-modal transportation system for the movement of people, goods and services , in and around the Town, that is consistent with the historic fabric, land use pattern and expected future fiscal needs of the Town.
- To develop a system of signed pedestrian travel ways that make it easy to walk throughout Town
- To promote the integration and improvement of vehicular, bicycle, and pedestrian travelways which will allow for walkable areas throughout the Town.
- To continue to coordinate the planning, design, and development of the expansion of the rails to trails program with the County, and promote its use to the community.
- To promote the creation of a system of greenways along streams and other linear features to include bicycle and pedestrian paths and to connect Town and County parks and schools.

Recommendations:

- Implement planned trails in Fauquier 's Connections Plan including extending The Warrenton Branch Greenway
- Implement the Warrenton Walkability Audit's and the Complete Streets Recommendations Report's recommendations
- Work with Fauquier County to connect Fauquier High School and the WARF trails to Riverside Preserve



Town of The Plains

The small incorporated town has a population of around 230 people and does not have a stand-alone bicycle or pedestrian plan. However, The Town of the Plains recently invested in sidewalk improvements. In 20002, the Town received \$250,000 for sidewalk and crosswalk improvements in town and included brick crosswalks. The town added a 2% meals tax in 2018 which generated \$61,000 in revenue to repair the towns streets and sidewalks and build up the towns reserve fund. VDOT maintains sidewalks in the town.

Improvements included:

- Replacing pedestrian crosswalk signs
- Foliage clearing
- Crosswalk improvements
- Sidewalk & street repair

In Fauquier County's Service District Plan, The Plains is said to function as a Service District within its corporate boundaries as an area intended for more intense growth and development than the surrounding rural lands. The Plains total build out of dwelling units is considered to be 150 dwelling units from the existing 125. However, the nearby unincorporated town of Marshall build out would be from 578 existing dwelling units to 2,762, a larger jump. Potential growth of Marshall will likely bring commercial development and services. New growth should be coupled with bicycle and pedestrian infrastructure and a potential trail connecting the historic town of the Plains to Marshall may be practicable.

Comprehensive Plan:

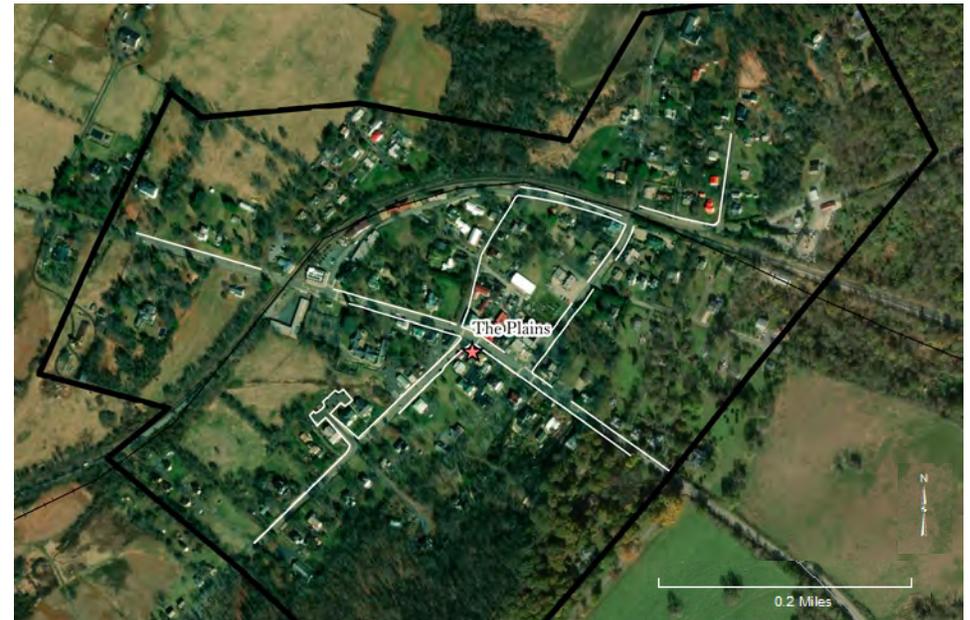
- Work with the County to implement a "greenbelt" of at least one-mile around the Town boundaries. The Town should have approval of any

development projects in the greenbelt area and should be able to manage the rural character and density of this area as the primary viewshed from the Town.

- Establish a Town committee to enhance the Town's pedestrian network and public park property into a civic "town green" through the provision of amenities such as a gazebo, walkways, seating and children's play area.

Recommendations:

- Maintain sidewalks
- Consider trail and sidewalk additions during future Comprehensive Plan updates



Town of Remington

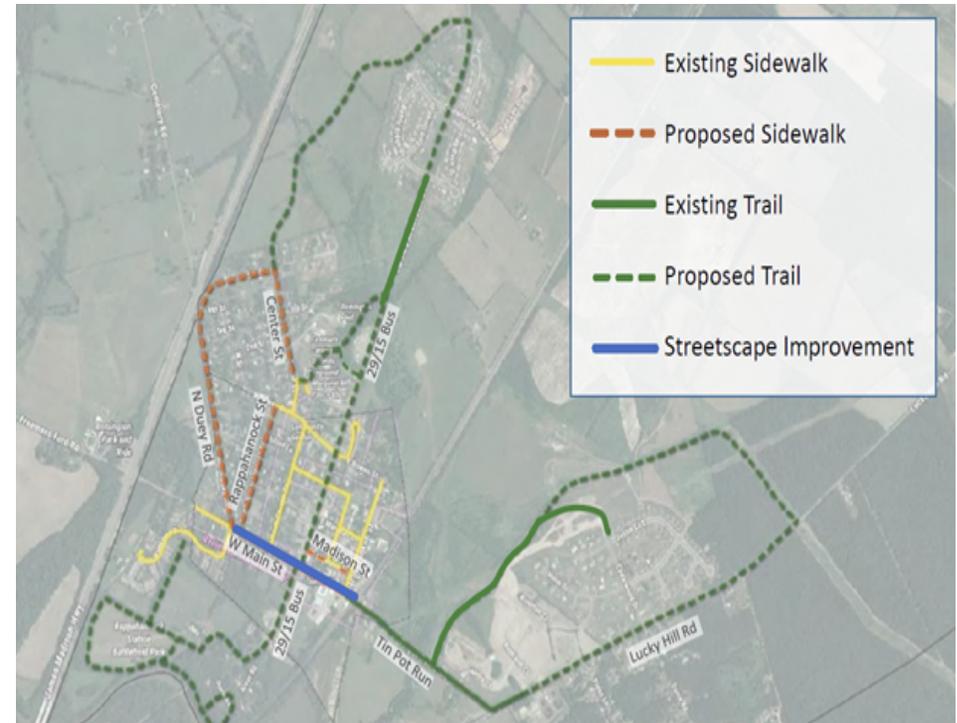
The Town of Remington is a small town in Southern Fauquier County along the Rappahannock River. The town has a population of about 620 people.

Bike & Pedestrian Focused Plans

The small town has a large amount of bicycle and pedestrian related infrastructure. The town's location along the Rappahannock River provides future river based active transportation development opportunities including creation of a public park with public river access and bike and pedestrian connections to the park. The Piedmont Environmental Council sponsored a Toole Design Planning Study and Audit, Remington Walks. The Plan identifies opportunities to enhance bicycle and pedestrian conditions, recommending installing additional sidewalks, more pedestrian friendly intersections and trails in and around town. The plan proposes adding three loops called the Play Loop, The Stride Loop and the Learn Loop.

- The Play Loop would contain and connect community gardens, playground equipment, workout equipment and the Town Center with residential areas along Business 15
- The Learn Loop would connect the Town with the future Rappahannock Station Battlefield Park and provide interpretive signage and markers along the corridor
- The Stride Loop would provide a loop for bicyclists, runners and others looking for physical activity

The Fauquier Connections and Destinations Plan adopted in 2009 and updated in 2012 has a number of recommendations specific to the Town of Remington that includes 8.1 miles of trails in addition to signed bikeroutes that provide access to historic sites, functional commuting ends and popular recreational sites.



Town of Remington

Comprehensive Plan:

The Remington Service District Plan addresses the need for better bicycling and walking conditions. The Remington Plan was Adopted in 2010 and amended in December of 2017. The plan supports creation of a large park and open space system that follows the floodplain around town. Connection to these recreational assets will be supported by bike routes and sidewalks. The plan states in the vision statement that “Movement throughout the community will be equally convenient for pedestrians, bicyclists and motorists.”

Recommendations:

- Implement Connections and Destinations Plans’ recommended trails
- Implement Remington Walks Plan Recommendations
- Work with Fauquier County, the Friends of Rappahannock and other stakeholders to establish a public river access point in conjunction with a park along the Rappahannock River



Culpeper County

Profile:

Culpeper County is the fastest growing county in the region and has a population of about 51,000 people. Culpeper County contains primarily agricultural, forestal and rural residential land uses with growing residential development. Culpeper County is bounded by the Rappahannock River to the North and the Rapidan River to the South. The County has rolling topography typical of the Virginia Piedmont providing excellent bicycling conditions. The County has a large commuter population with limited active transportation commuter options. The county is home to historic sites including Cedar Mountain and Brandy Station battlefields and the Library of Congress.

Conditions:

Walking or biking as an alternative form of transportation is not possible in most of the rural county and there are few pedestrian accommodations, however many of the county's roads have low traffic volumes and generally safe for walkers and bikers going short distances to local stores. Some targeted improvements could be made on higher speed corridors that have increased vehicle and bicyclists and pedestrian traffic including adding shoulders and shared roadway markings for safety. The county contains ideal conditions for recreational bicyclists as the county boasts scenic mountain views, open spaces and farms. Residential subdivisions near the Town of Culpeper are areas where new sidewalk and trail connections are possible.

There is a large equestrian community in Culpeper County. The Culpeper Horse Park and private trail systems at multiple farms support equestrian education and riding. The County borders two of Virginia's premier kayaking and fishing destinations, the Rappahannock and Rapidan Rivers.

The County also contains a number of smaller rivers and streams including The Robinson River. There is currently no public river access in the county. There are currently efforts being made by neighboring counties and non-profit organizations to establish a system of public river access points along The Rappahannock and the Robinson Rivers that Culpeper County should participate in. The County should consider adding bicycle and pedestrian connection opportunities to these river access points.

Comprehensive Plan:

Culpeper County & HNTB consultants created a bicycle master plan that assessed and prioritized potential routes to help support VDOT and developers in planning future improvements as well as build off of the Town of Culpeper's Sidewalk, Bikeway and Trail Master Plan. Recommendations for potential routes were later adopted as part of the Culpeper County Comprehensive Plan. Culpeper County's Comprehensive Plan has specific goals and objectives related to active transportation.

Goal: Establish river and bike trails recommended by the 2013 Virginia Outdoor Plan and expand trails systems throughout the county.

Objectives:

1. Encourage and enhance the use of scenic road segments where appropriate in support of the Commonwealth of Virginia's Scenic Trails/Roads Program.
2. Provide comprehensive trail guides, signage and public outreach for the public.
3. Manage rivers in the County as water trails with public access.
4. Expand water-related opportunities in County rivers.
5. Include bicycle and pedestrian facilities in road improvement projects.

Culpeper County

Goal: Provide trail facilities which promote horseback riding and walking for primarily recreational purposes.

Objectives:

1. Identify and provide trails within County parks and on open lands through the use of easements.
2. Identify and provide trail routes which connect historic resources, parks and other destinations when feasible.
3. Design facilities for maximum safety such that motor vehicles do not conflict with pedestrians and horses.
4. Design facilities such that they do not conflict with adjacent land uses.

Goal: Promote Tourism through unique trail riding and recreational opportunities.

Objectives:

1. Develop trails near historically significant areas emphasizing historic attractions and other recreational/tourist opportunities near the trail.
2. Link existing lodging and restaurants to trail promotion.

Goal: Provide a network of bicycle and pedestrian facilities which promote bicycling and walking for both transportation and recreation purposes.

Objectives:

1. Identify and provide connections to attractive recreational destinations throughout the Town and County.
2. Identify and provide connections between concentrated areas of employment or shopping and residential communities.
3. Provide connections to all Culpeper County public schools.

Goal: Ensure that bicycle and pedestrian facilities emphasize safety.

Objectives:

1. Design facilities for maximum safety where bicycles and motor vehicles share the road.
2. Design facilities appropriate to the skill levels of the projected users.
3. Design facilities that primarily avoid vehicles for maximum safety.
4. Include emergency vehicle access points in trail site plans.

Goal: Coordinate the development of bicycle and pedestrian facilities with the town and county of Culpeper.

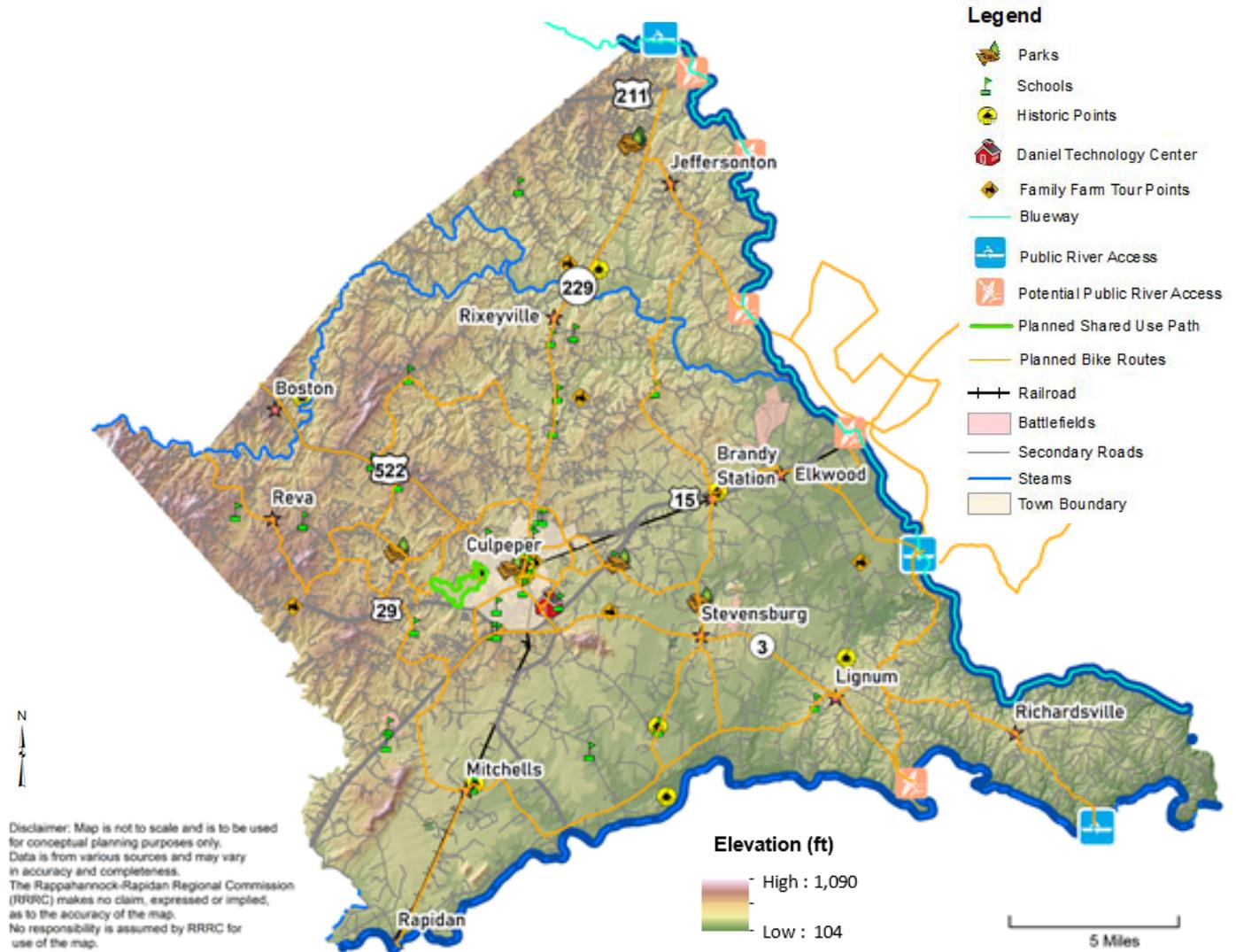
Objectives:

1. Ensure coordination between the location and sequence of construction of facilities in the Town and County.
2. Identify and pursue grant opportunities for the implementation of facilities that benefits both the Town and County.

Culpeper County

Recommendations:

- Connect Lenn Park to Town and Sports Complex
- Connect Mountain Run Lake to Town of Culpeper
- Create active transportation connections to Cedar Mountain and Brandy Station Battlefields via Signed Shared Roadways and trails where possible.
- Develop trails suitable for walking, biking and equestrian use at Cedar Mountain and Brandy Station Battlefields.
- Work with Orange and Fauquier Counties to develop a blueway and accompanying public river access along the Rappahannock and Rapidan Rivers.
- Implement planned shared roadway, multi use trail and recreational trail network



Town of Culpeper

Town of Culpeper

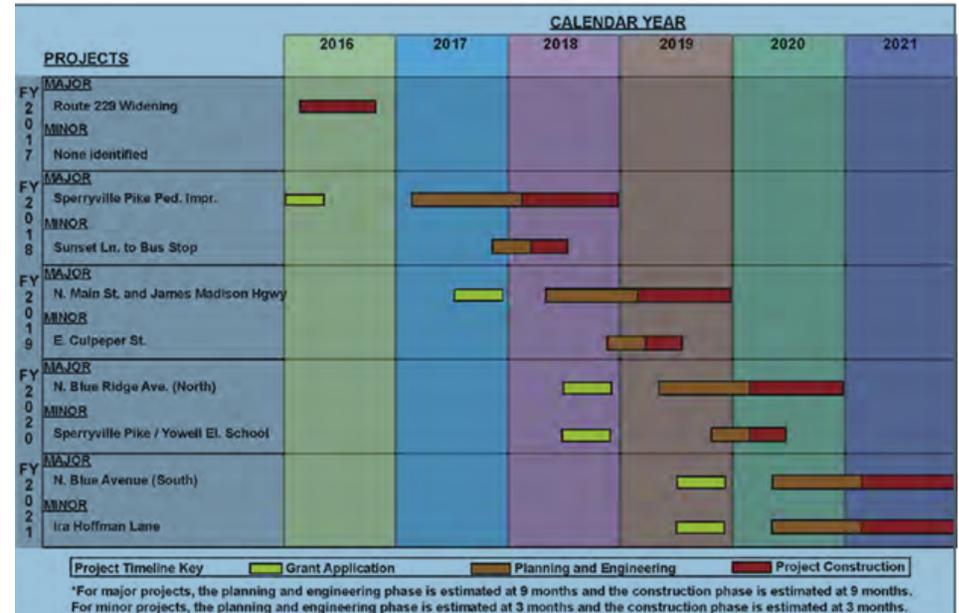
Bike & Pedestrian Focused Plans

The Town of Culpeper has a large number of trails, parks and pedestrian facilities and has developed a stand-alone sidewalk, bikeway and trails master plan to guide and prioritize development. Recently added bicycle and pedestrian destinations include Rockwater Park and public lake access at Lake Pelham provide future connection opportunities between Downtown Culpeper and Yowell Meadow Park.

The Town of Culpeper first adopted a Sidewalk, Bikeway and Trail Master Plan in July of 2007 and updated the plan again July of 2016. This foundational document prepared by Toole Design Group identifies and builds on the Town of Culpeper's 2012 Greenway Plan. The Plan identifies a system of green spaces, parks and trails. The Plan also includes detailed design guidelines for roadways and offroad areas of varying conditions. The Plan is supported by the Comprehensive Plan's guidelines and strategies.

Comprehensive Plan

- Promote walking and biking through sidewalks and trails, using the Towns' Sidewalk, Bikeway, & Trail Master Plan.
- Include bike facilities in accordance with the Sidewalk, Bikeway, & Trails Master Plan.
- Parks should be accessible to all residents and multimodal transportation options should be available to allow for better park accessibility.



Town of Culpeper

Recommendations

- Implement projects as recommended in the 2016 Sidewalk, Bikeway and Trail Master Plan
- Implement greenway and trail system as recommended in the Town of Culpeper 2012 Greenway plan
- Continue to work with Culpeper County to coordinate implementation of the Culpeper County Bike Route Plan



Regional Conditions & Recommendations

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Overview

This plan is intended to guide development of a cohesive active transportation system, which includes biking, hiking, paddling and horseback riding.

The region lacks a connected active transportation system. However, incredible potential exists to create an integrated trail and blueway system that supports walkers, hikers, bikers, equestrians and paddlers. An integrated system would encourage citizens and tourists alike to enjoy the Northern Piedmont's stellar beauty while advancing economic development, transportation and land use goals.

This section of the plan contains an analysis of factors including regional transportation themes and trends, demographics, locally identified growth areas and desired land use, safety conditions, connections to destinations and how the active transportation system functions providing a regional lens to localized planning efforts described in the previous chapter of this plan.

Priority Recommendations

#1) Identify and prioritize funding for projects that address bicycle and pedestrian safety needs



#2) Prioritize local projects that advance the regional network



#3) Develop Rappahannock and Rapidan River Blueways, with complementary public river access areas



STATE LEVEL TRAILS

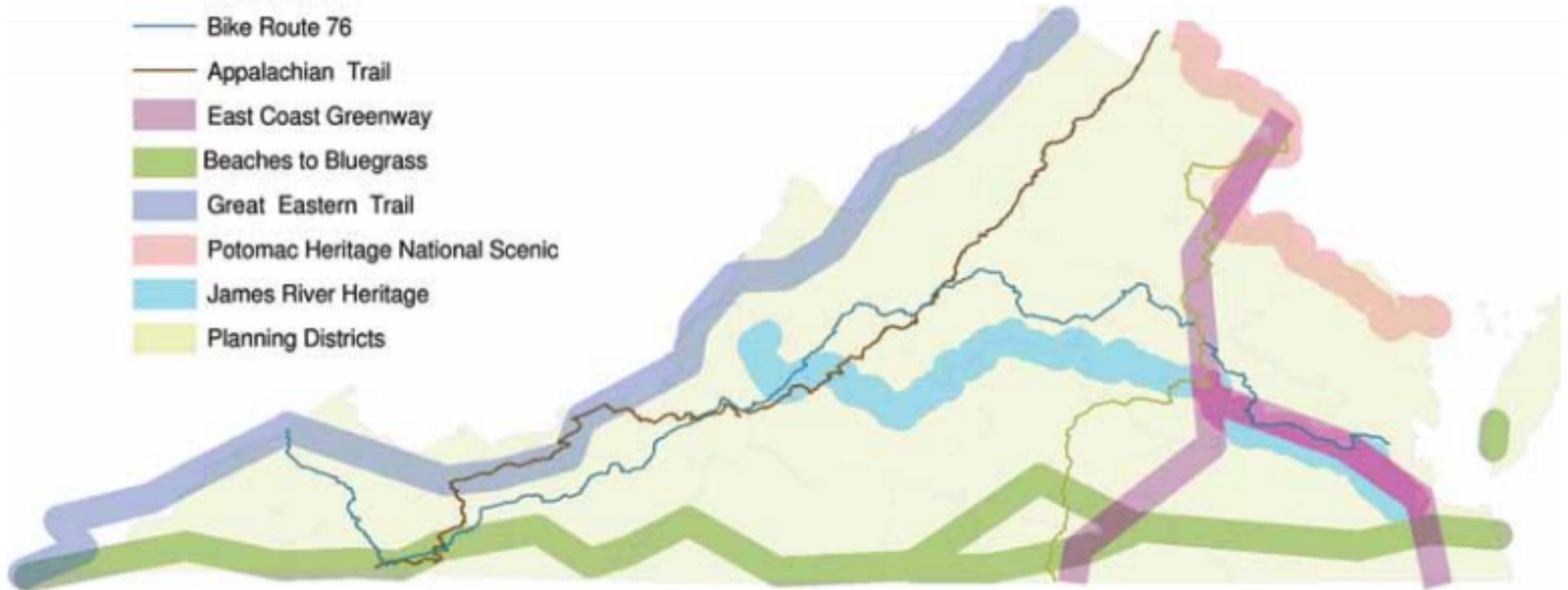
The East Coast Greenway connects 15 states and 450 cities and towns for 3,000 miles from Maine to Florida, creating a safe walking and biking route through the country's most populated corridor. Potential opportunities to connect the region to the East Coast Greenway through development of the blueway and connections between Fauquier County and Prince William County trail networks could be developed in the future.

The Appalachian Trail is a hiking trail of more than 2,190 miles across 14 different states and runs through three of the five counties in the region. Opportunities exist for our region to capitalize on the premier hiking trail in the United States by connecting the trail to other historic and recreational assets and by connecting towns and villages to trailheads.

U.S. Bike Route 1 is a cross country bicycle route that runs through a portion of Fauquier County. Opportunities exist to connect the Town of Warrenton and nearby residential areas by signed shared roadways and multi use trails.

Legend

- Bike Route 1
- Bike Route 76
- Appalachian Trail
- East Coast Greenway
- Beaches to Bluegrass
- Great Eastern Trail
- Potomac Heritage National Scenic
- James River Heritage
- Planning Districts



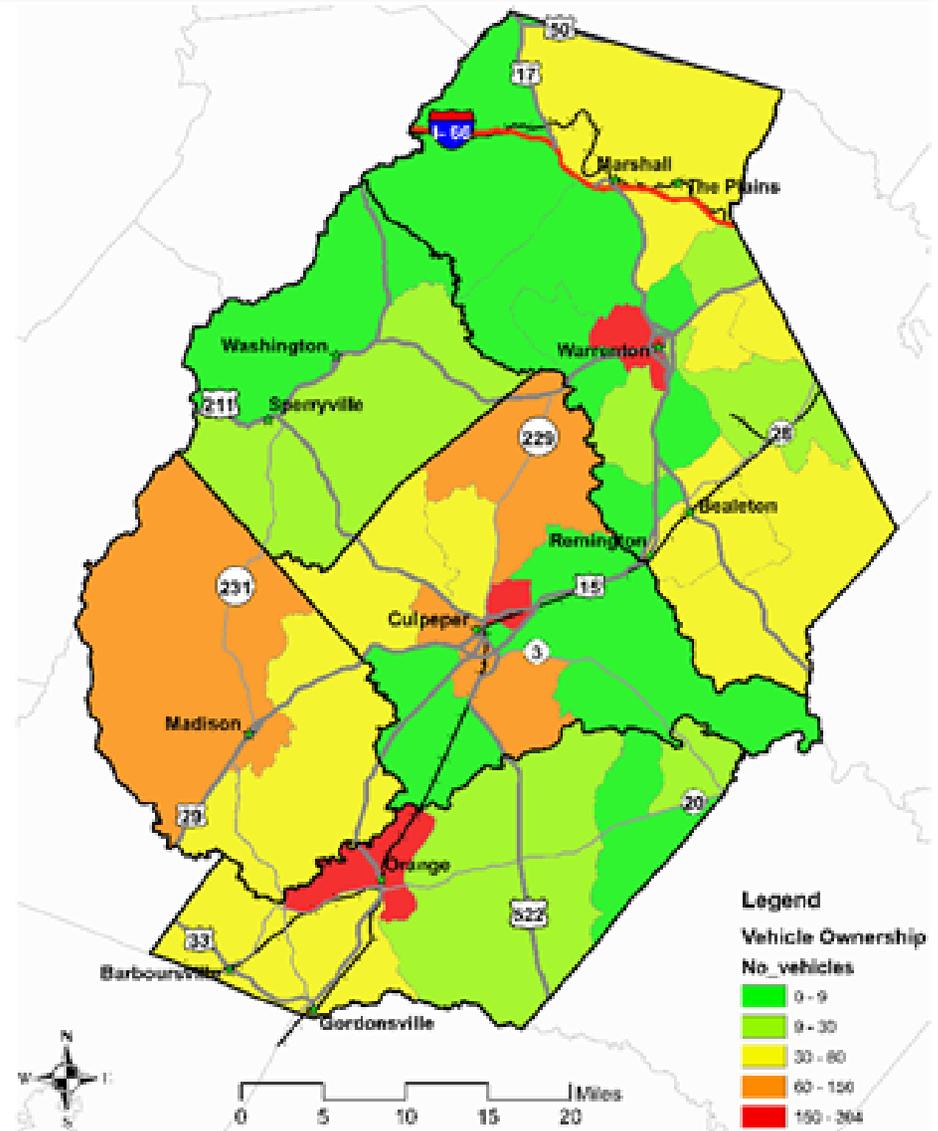
Transportation

Themes:

- Transportation alternative users are largely concentrated in towns and population centers in the region
- Active transportation in the region is largely used for recreational or tourism purposes
- Region is a trail 'desert' outside of National, State and Local Parks – users generally have to drive to trail areas or bike or walk on roads.
- Region provides excellent on-road biking conditions for Type A users because of rolling topography, scenic beauty and system of low traffic volume secondary roads
- Sidewalk infrastructure in hubs has potential for improvements, new connections and safer crossings
- Potential for connections between hubs and destinations
- Potential for connections to state and regionally significant active transportation system

Transportation Trends

The predominately rural Northern Piedmont region growth and suburban development especially in the eastern portion of the county closest to Fredericksburg and Northern Virginia. The region's population is automobile dependent. In-town residents are able to complete daily trips by bike or foot. Residents of Warrenton, Culpeper, Orange and Gordonsville have access to transit. There is an Amtrak stop in Culpeper VA providing access to D.C. Charlottesville and other out of state destinations. vehicle ownership is high throughout the region.

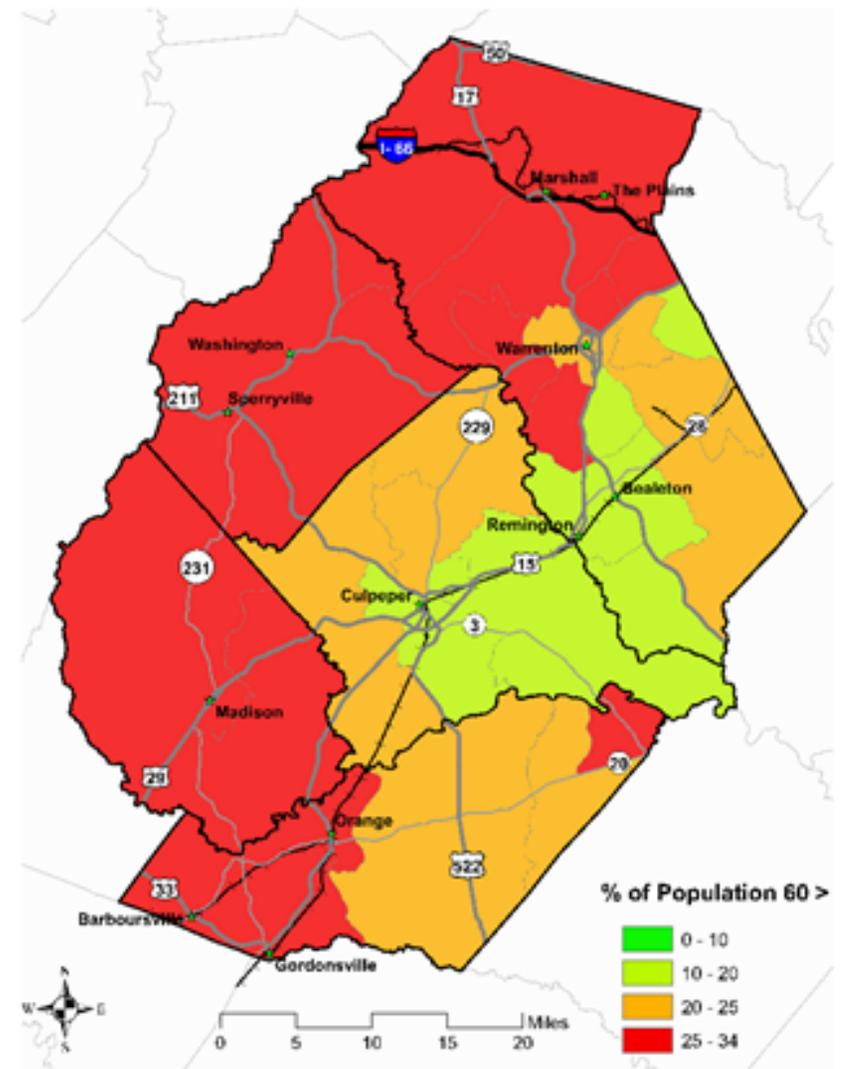


Demographics

From 2000 to 2010, the population of the region grew by 23.2%, with most newcomers from Washington D.C. and the Northern Virginia metropolitan area. From 2010 to 2016, the population of the region increased by 5% to 175,151 people. Both Culpeper and Fauquier counties experienced population increases of over 10,000 from 2000 to 2010, while Orange County grew by over 7,500. Fauquier County overwhelmingly remains the most populous county with approximately 40% of the region's residents living in the county. Rappahannock County contains about 4 percent of the region's population and has the smallest population of the five counties. Despite increases in population, the region's population density remains rather low at 90 individuals per square mile, considerably less than that of Virginia at 213 persons per square mile, although only slightly less than the national average of 91 persons per square mile.

According to population projections released in June 2017 by the Weldon Cooper Center for Public Service, the region's population is projected to increase by 13 percent between 2020 and 2030. Much of the projected growth is contained within Culpeper, Fauquier, and Orange counties, matching recent trends and historical patterns of growth in the region.

Rapid growth in some of the region's counties requires consideration for the possible increase in potentially vulnerable groups including older residents, those with special needs, individuals living on low or fixed incomes and individuals with no, or limited, access to transportation. The region has a larger than average retired and older populations. With a growing trend of retirees aging in place, accommodations for older residents more likely to have mobility or visibility impairments should be considered including making sidewalks and curb ramps ADA accessible.



SAFETY

The average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph. (Teft, Abstract)

Pedestrian deaths and injuries are on the rise in Virginia. In 2016, 16% of all highway deaths were pedestrian deaths. VDOT has launched several pedestrian safety initiatives to address this trend including:

- VDOT bicycle and pedestrian safety program within its Highway Safety Improvement Program (HSIP)
- Virginia DMV analyzes bike and pedestrian crash data, provides education materials and tips to the driving and general public related to pedestrian safety, and supports outreach for pedestrian safety.
- VDOT incorporate pedestrians and bicyclists as an emphasis area in its new Strategic Highway Safety Plan (SHSP).
- VDOT has been working to analyze pedestrian crash data for risk factors and statewide trends



SAFETY

Pedestrian and Bicyclist Crash Data

The aside map illustrates pedestrian injuries and fatalities in the region from 2010-2017. Most pedestrian injuries and crashes happened in higher population areas. There were 12 pedestrian fatalities over that time frame and only one of those accidents happened during inclement weather. All of the fatalities occurred at non-intersections, along roadways or at an on/off entrance ramp. There were 94 reported pedestrian related crashes during that seven year time-frame

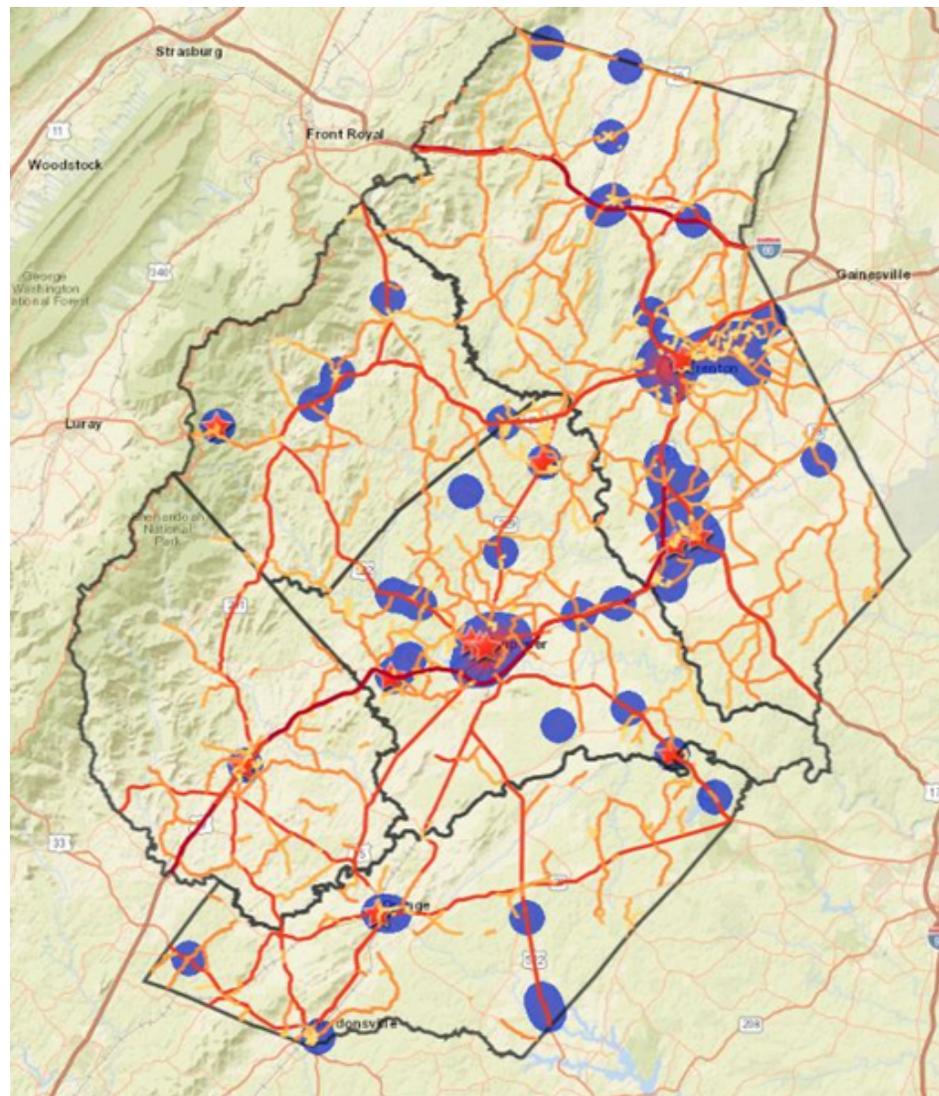
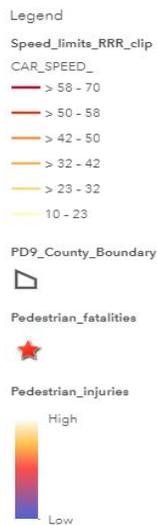
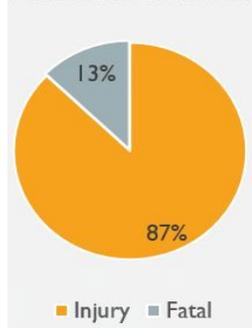
Similarly there were two bicyclist crashes including one fatal crash both in Fauquier County during the seven year time period.

Increases in average daily traffic and distracted driving in areas with high amounts of conflict point with pedestrians or on roadways with inadequate pedestrian or bicycle accommodations are likely indicators pedestrian deaths and injuries will continue to go up without targeted improvements to the active transportation system.

The only Priority Crash cluster within the region identified in the 2018 PSAP report was:

- Main Street (US 15) - Culpeper

Pedestrian Crashes

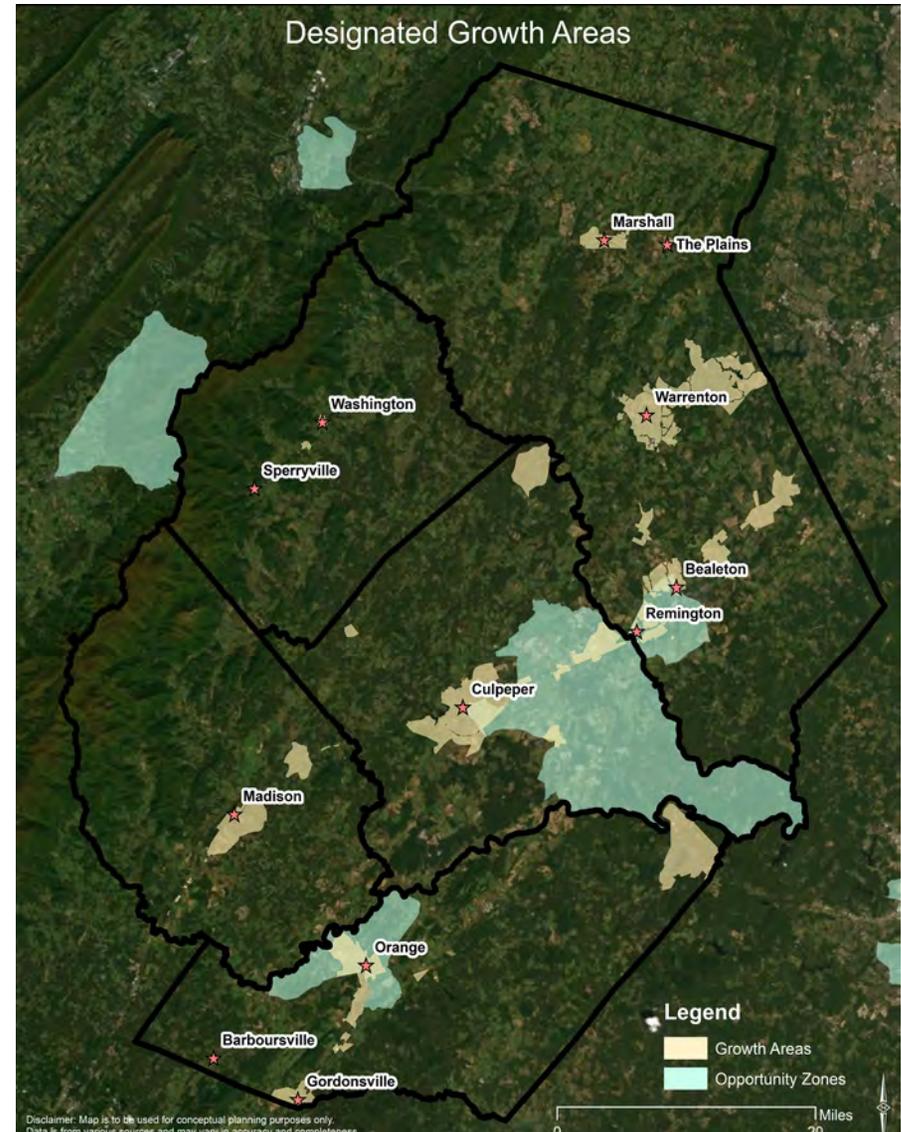


Land Use

Despite an increase in residential development, much of the land cover in the region remains forested or agricultural. Impervious surface area is an indicator of urban disturbance of the natural environment. Only 2.3 percent of land within the region is covered by impervious surfaces. The counties of the region prefer to concentrate growth in service areas which generally align with towns and major transportation corridors.

Approximately 88.7 percent of land in the region is covered by forest, trees, pasture and cropland. The region is predominately agricultural and contains large tracts of undisturbed forest highlighted the by the Shenandoah National Park within the Western portion of Rappahannock and Madison Counties.

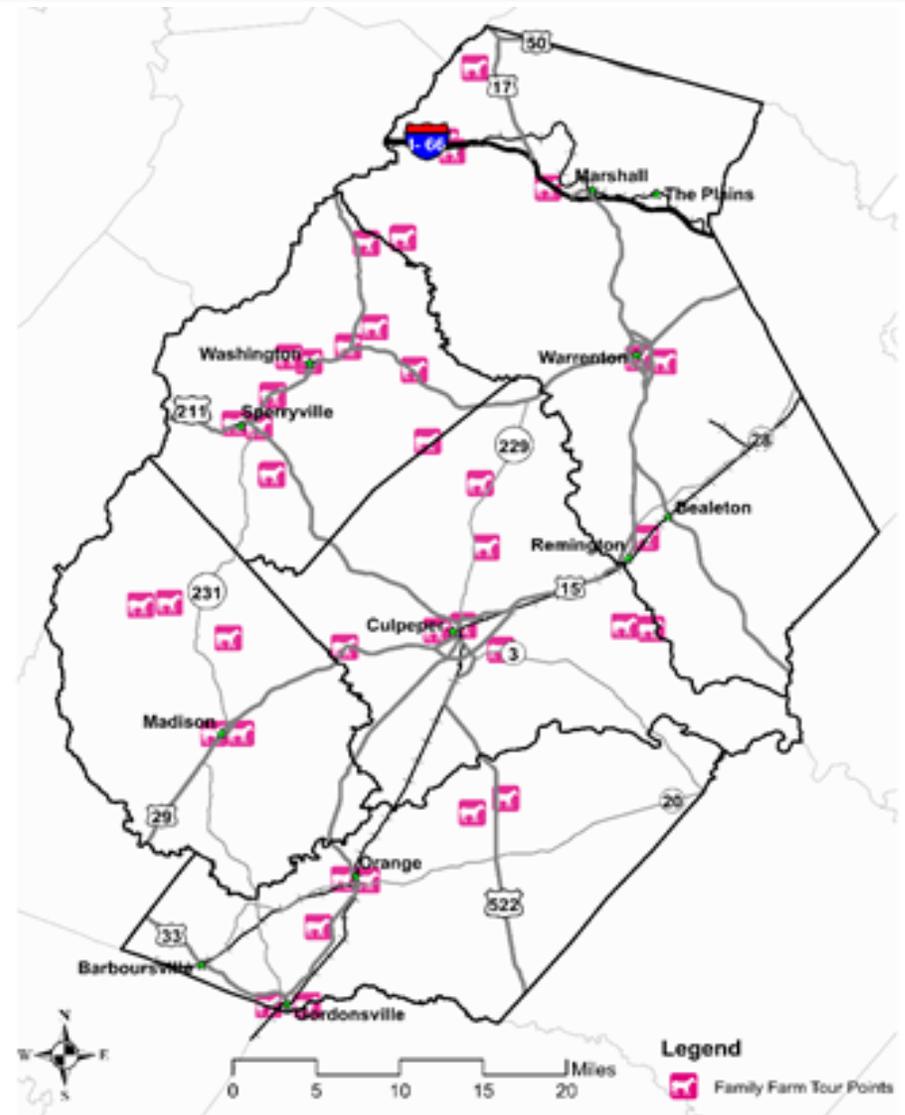
There is little variance between the major land cover types for the five counties within the Rappahannock-Rapidan Region. Forest and tree cover is the dominate land cover for each of the five counties. The second largest land cover type is unanimously pastoral land. Fauquier and Culpeper counties contain most of the cropland and wetlands found within the region. Barren land, described as areas with little or no vegetation characterized by bedrock, desert pavement, and other sand/rock/clay accumulations make up the smallest proportion of land cover within the region. Each of the five counties have relatively low proportions of impervious surfaces. The area lends itself well to sidewalks, shared roads and multi use paths in and around the towns to with a system of nature trails connecting destinations and providing mountain biking, hiking and equestrian opportunities.



Agritourism Destinations

Farms in the region are under increased pressure to subdivide, lease land to solar farms and sell due to difficulties in the cattle and dairy industries and aging farmer population. Some working farms in the region have diversified their products and what they do with their land offering tours, pick your own experiences, hospitality services and wide variety of other historic and cultural experiences. Some properties such as the working farm the Market at Grelen in Orange County and Deer Springs Farm in Rixeyville have created walking, hiking, horse and biking trails to bring more people in.

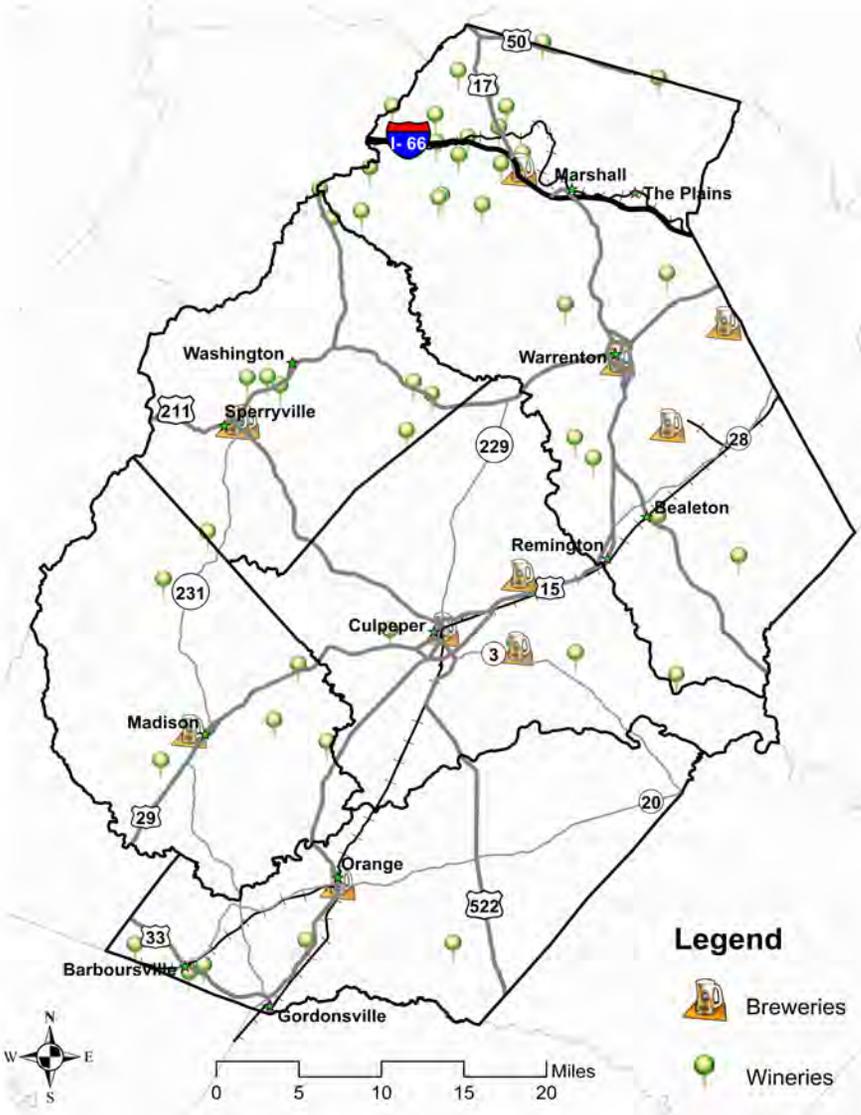
Recent State statutes §3.2-6400 and §3.2-6402 define agritourism activities and protecting a wide variety of uses on working farms from local zoning regulations and help limit liability for agritourism providers. Thus policy change and larger market forces have led to an increasing amount of agritourism venues in the region, some of which also provide recreation amenities such as trails. These venues support local land use goals of boosting economic development by maintaining rural beauty of the region and protecting agricultural land uses. Providing trail connections to and between agritourism facilities from local towns and residential areas will encourage more biking, walking and horseback riding good for attracting tourists and providing residents a quality of life improvement.



Breweries, Distilleries, & Wineries

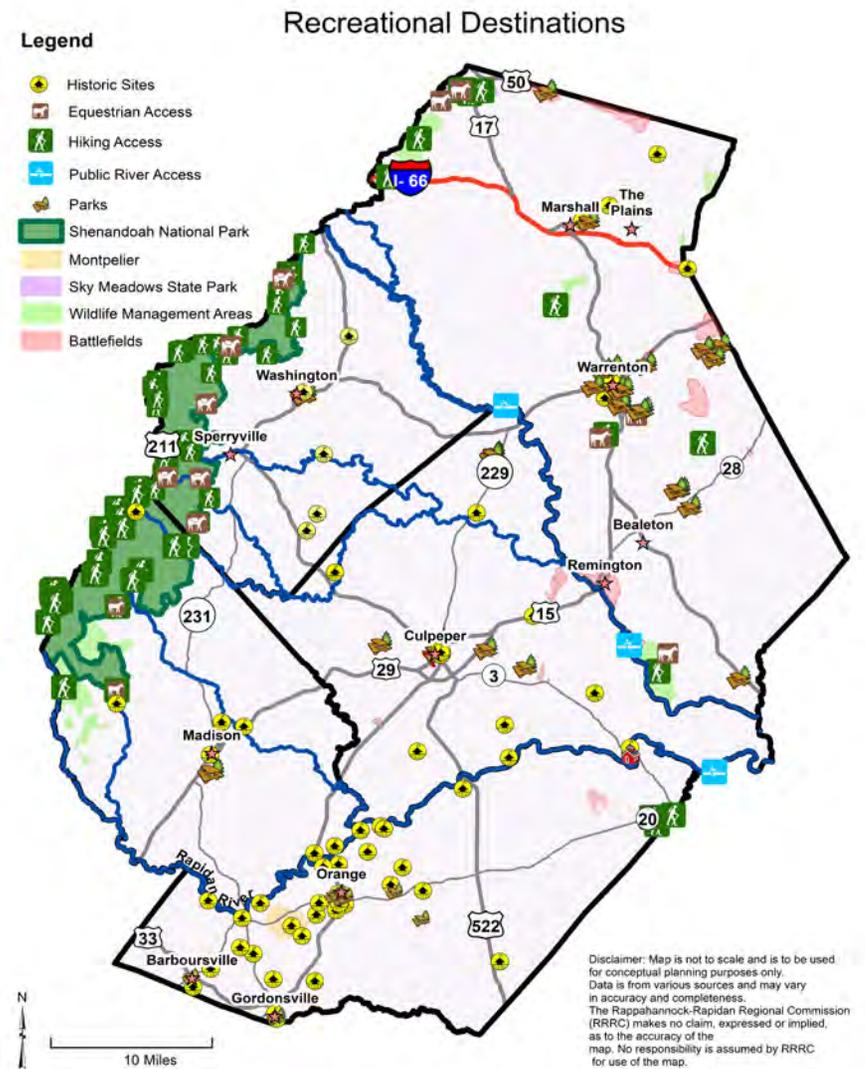
The Rappahannock-Rapidan Region is a premier destination for vineyards, wineries, distilleries, and farm breweries. Growth of wineries and breweries have been aided by Local zoning laws and shifts in State statutes. Farm wineries are permitted by right in many of the counties agricultural areas. Since 2011 breweries are able to sell alcohol by the glass. The region possesses a large and growing amount of award winning wineries and breweries, which, increasingly provide amenities including trails and also function as event venues.

The 'Tween Rivers Trail is a conceptual trail providing joint marketing opportunities for local wineries, breweries, distilleries, and farms providing accomodation or agritourism opportunities.



Recreational Destinations

The Rappahannock-Rapidan Region has a large number of historic sites, buildings and districts on the national register of historic places. The region is well known for having wide open spaces. The Shenandoah National Park and Wildlife Management Areas provide the majority of hiking and equestrian trails. Existing public river access on the scenic Rappahannock and Rapidan Rivers limits users hoping for day trip. New public river access will provide new opportunities for people to experience the paddling and fishing in some of Virginia cleanest rivers. Local parks, schools and unprogrammed open spaces provide neighborhoods with areas to be play sports and be active.

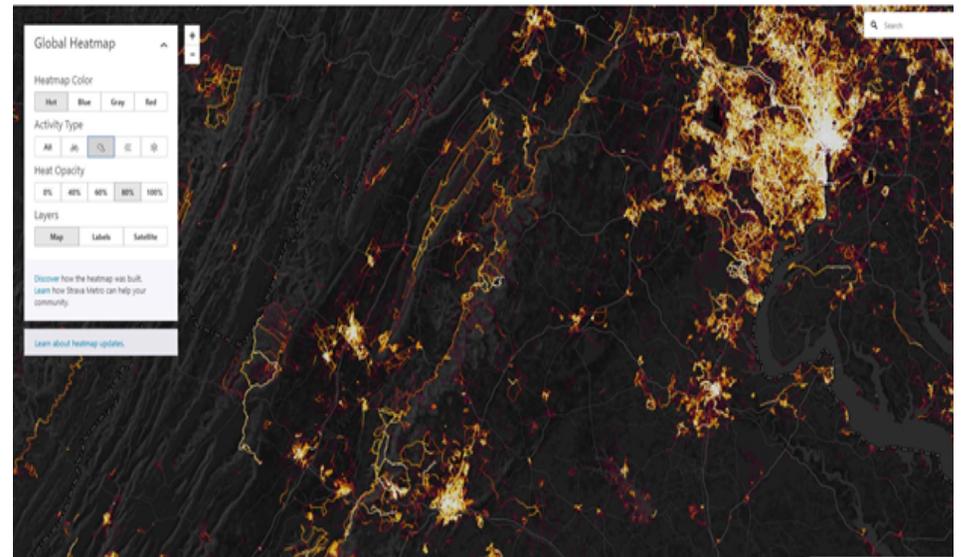


Existing System Usage

A major data limitation for the region is the lack of bicycle and pedestrian counts outside of the Warrenton Branch Greenway. Installing counters at the most common pedestrian intersections will help planners and transportation engineers understand when and how many people are using facilities which will help inform the type of improvement best suited to support pedestrian activity and help prioritize projects.

Strava an application that tracks running, cycling and swimming and allows the user to track and analyze statistics associated with the run, provide heat maps that show the region generally for runners, bikers and swimmers. Purchasing Strava data could be a future strategy to help improve local data and understanding of what routes are being used and what makes them desirable in their existing condition as routes.

Based on the strava data for walking and running, the Appalachian Trail, and population centers including Warrenton and Culpeper shine the brightest in the region. For bicycling, many of the county roads around the Town of Culpeper and Orange receive the most traffic.



Existing System

As has been highlighted in each of the locality assessments, there are existing bicycle, pedestrian, equestrian and paddling assets in each of the regions five counties but there is also a lack of connections between localities and facilities.

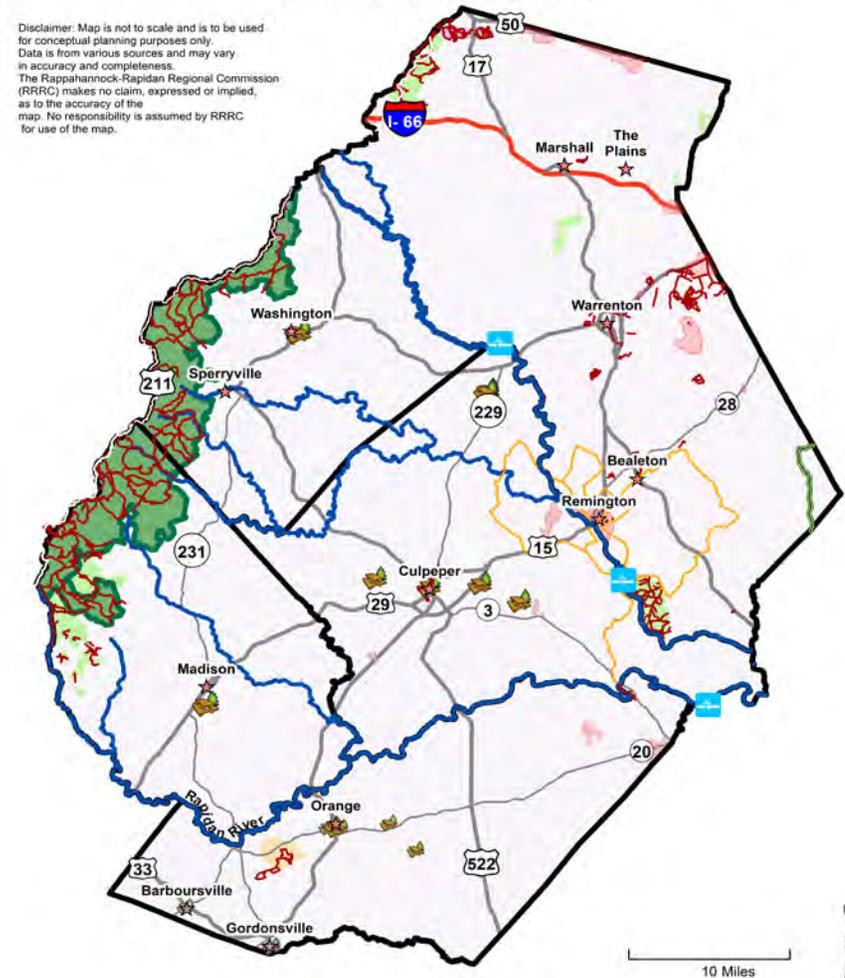
Key Assets Include:

- Shenandoah National Park
- The Appalachian Trail
- Montpelier
- Sky Meadows State Park
- The Rappahannock River
- Cedar Mountain, Wilderness & Rapahannock Station Battlefields
- Local Parks
- Route 1 and Remington area Bike Routes

Legend

- US Bicycle Route 1
- Appalachian Trail
- Existing Trails
- Shared Road Bike Routes
- Public River Access
- Parks
- Shenandoah National Park
- Montpelier
- Sky Meadows State Park
- Wildlife Management Areas
- Battlefields

Existing Trails, Bike Routes, Public River Access & Rereational Destinations



Planned & Recommended improvements

Providing new connections between key assets, population centers and active transportation networks will enhance the user experience, increase tourism and maximize benefit of each individual improvement.

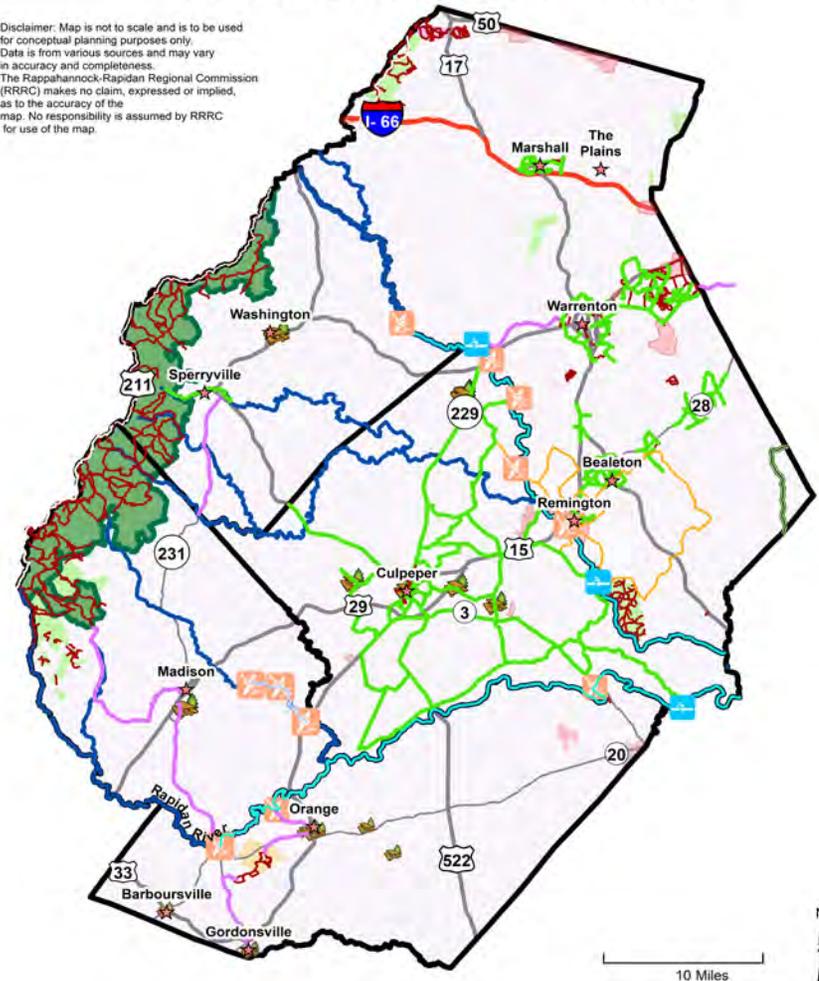
Key Regional-level Recommendations Include:

- Establish blueways and public river access along the Rappahannock, Rapidan and Robinson Rivers
- Address pedestrian and bicyclist safety needs by providing a safe and connected alternative transportation network
- Create greenways and shared road bike network connecting population centers and recreation destinations such as local, state and National Parks.
- Connect towns to historic, commercial and agritourism sites as possible
- Install infrastructure that enables in-town residents of all ages to walk or bike safely to common destinations such as schools, grocery stores, pharmacies and libraries.

- Legend**
- US Bicycle Route 1
 - Appalachian Trail
 - Existing Trails
 - Shared Road Bike Routes
 - Public River Access
 - Parks
 - Shenandoah National Park
 - Montpelier
 - Sky Meadows State Park
 - Wildlife Management Areas
 - Battlefields
 - Planned Trail, Greenway or Shared Road Route
 - Potential Trail, Greenway or Shared Road Route

Planned & Potential Trails, Bike Routes & Public River Access

Disclaimer: Map is not to scale and is to be used for conceptual planning purposes only. Data is from various sources and may vary in accuracy and completeness. The Rappahannock-Rapidan Regional Commission (RRRC) makes no claim, expressed or implied, as to the accuracy of the map. No responsibility is assumed by RRRC for use of the map.



Implementation & Funding

Information Sharing Strategies

- Maintain existing and planned active transportation facilities data
- Participate in maintaining webmap planning tool as a mechanism to collect, share, visualize and understand bicycle and pedestrian infrastructure data.

Planning Strategies

- Participate in the Virginia Outdoors Plan Outreach
- Host an annual summit meeting to provide opportunity for ongoing dialogue between local, regional, non-profit and state stakeholders .
- Every Locality should have a stand alone Bicycle and Pedestrian Plan
- Work with RRRC, local non-profits and neighboring jurisdictions to pool resources to manage and implement projects

Funding Opportunities

Often the major limitation to implementing improvements to the active transportation system is funding. Funding for design, right of way acquisition and construction. Funding for staff time. Funding for maintenance. Funding to train volunteers. Funding for security. Funding for signage. Funding for everything.

Although funding and the competition for limited funds will always be the preeminent challenge to improving and maintaining the active transportation network, investing in active transportation is an investment in safety, in concentrated growth, in tourism, in local businesses, and in quality of life for residents.

There is an increasing amount of federal and state initiatives, funding streams and policies that make investing in active transportation worth the investment. The market continues to suggest the incentive to invest in active transportation is not just to the benefit of the community, but to local governments and local businesses. Local businesses often report increased sales and pass on earnings to local, state and federal government through a variety of sales and payroll taxes. Increased property values lead to more tax revenue as well.



Transportation Alternative Program

A Federal Source of funds, TAP funds are available on a biannual basis.

Currently there are 10 approved transportation alternative program areas:

1. Construction of on-road and off-road facilities for pedestrians, bicycles and other non-motorized transportation users
2. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
3. Conversion and use of abandoned railroad corridors for pedestrians, bicycles and other non-motorized transportation users.
4. Construction of turnouts, overlooks and viewing areas.
5. Inventory, control or removal of outdoor advertising.
6. Historic preservation and rehabilitation of transportation facilities
7. Vegetation management practices in transportation rights-of-way
8. Archeological activities relating to impacts from implementation of a transportation project
9. Environmental mitigation activities to decrease the negative impacts of roads on the natural environment due to highway run-off and water pollution
10. Wildlife mortality mitigation activities to decrease the negative impacts of roads on wildlife and habitat connectivity.

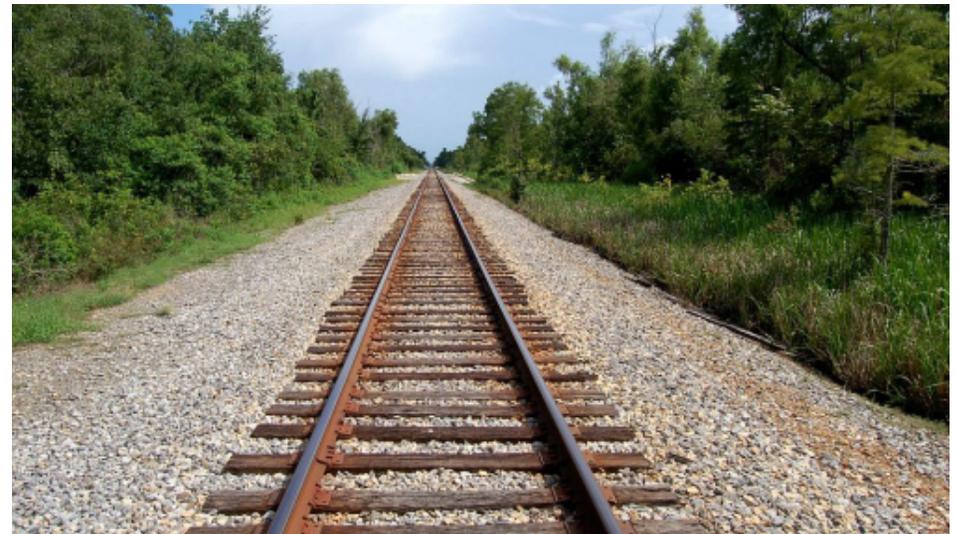
Eligible applicants include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools. Tribal governments and other local or regional governmental entities and non-profit entities with the responsibility for, or oversight of, transportation or recreational trails also eligible.

Deadline: Next VDOT application deadline: Pre-application deadline July 1, 2019 with final applications due NLT October 1, 2019.

Grant Amount: limited to a maximum request of \$1,000,000 per project, per application fiscal year. With a 2-year cycle, this would allow for a maximum request of \$2 million per application. Historically the average federal award is \$250,000 per project. If a CTB member elects to fund a project, they must award a minimum 50% of the federal amount requested per this policy.

Match: 80% federal / 20% local match funding arrangement (can be cash or in-kind).

If awarded less, incumbent on local to make up the difference in funding. It is important to understand that the local match requirement is not 20% of the federal allocation, but 20% of the total eligible costs, or 20% above the federal allocation requested.



Virginia Recreational Trails Program & Smart Scale

Virginia Recreational Trails Program

A Federal Source of funds, Recreational Trail funds are available on a biannual basis. It is funded through the FHWA and administered through the Department of Conservation and Recreation. Program requirements mandate that 30% of the trail program funds be used for motorized recreational trail uses, 30% for non-motorized recreational trails and 40% for trails with the greatest number of compatible recreational purposes and/or those that provide for innovative recreational trail corridor sharing (multiple-use trails) RTP funding is for projects that are primarily recreational in nature versus serving a utilitarian transportation function.

Deadline: August 2019

Grant Amount: Minimum funding request amount for all three categories:

\$100,000 (\$125,000 minimum total project cost)

Maximum funding request amount for the non-motorized category:

\$300,000 (\$375,000 minimum total project cost)

Maximum funding request amount for the diversified category:

\$400,000 (\$500,000 minimum total project cost)

Maximum funding request amount for the motorized category:

*There is no maximum for motorized project proposals.

Match: 80% federal / 20% local match funding (cash/in-kind)

Smart Scale

Eligible Projects: Highway, transit, rail, road, operational improvements and transportation demand management projects must meet a need identified in VTrans 2040 for a Corridor of Statewide Significance, Regional Network or Urban Development Area to be considered.

Smart Scale scoring requires that analysis of a project's benefits is relative to its cost and that the CTB considers all modes of transportation.

Measures for Smart Scale Score fall under six factor areas:

1. Safety;
2. Congestion Mitigation;
3. Accessibility;
4. Environmental Quality;
5. Economic Development; and
6. Land Use Coordination (for areas over 200,000 population).

Eligible Applicants: Projects may be submitted by regional entities including Metropolitan Planning Organizations (MPOs) and Planning District Commissions (PDCs), along with public transit agencies; counties; and cities and towns that maintain their own infrastructure.

Deadline: 9/30/2020

Grant Amount: varies greatly, limited to 5 million dollars.

Match: none required, but local funds reduce funding needed and will improve Smart Scale score.

Note: Funding for project prioritization comes from two main pathways, the construction District Grants Program (DGP) and the High-Priority Projects Program (HPPP) – both established in 2015 under the Code of Virginia d33.2-358. The DGP is open only to localities. Projects applying for the DGP funds compete with other projects from the same construction district. Projects applying for HPP funds compete with projects from across the Commonwealth. A project sponsor may request funding under both programs. Bike and Pedestrian improvements have potential to add points to the congestion, accessibility, safety, environmental quality and land use criteria. Projects with a bicycle and pedestrian component are more likely to score highly and secure funding.

Revenue Sharing & Recreational Access

Revenue Sharing

The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct or improve the highway systems within such locality, with statutory limitations on the amount of state funds authorized per locality including bicycle and pedestrian related improvements. Projects can include construction, reconstruction improvement or maintenance projects.

Grant Amount: A locality may apply for a maximum of \$5 million in matching allocations per fiscal year

Deadline: October 1, 2019.

Match: Requires a dollar for dollar 50% locality match.

Recreational Access Program

A state-funded program intended to assist in providing adequate access to or within public recreational areas and historic sites operated by the Commonwealth of Virginia, or by a local government or authority.

Qualifying Projects:

Construction, reconstruction, maintenance and improvement of roads and bikeways are eligible for Recreational Access funding. A road or bikeway constructed with Recreational Access funds must serve a publicly developed recreational area or historic site operated by a state agency, a locality, or a local authority (not a federal facility). No access road or bikeway may be constructed, reconstructed, maintained or improved on privately owned property.

Roads

- State Facility - Not more than \$400,000 may be allocated for an access road project to any facility operated by a state agency.
- Local Facility - Not more than \$250,000 may be allocated for an access road project to any facility operated by a locality or authority, with an additional \$100,000 if matched on a dollar-for-dollar basis by the locality or authority from other than highway sources.

Bikeways

- State Recreational Area or Historic Site - Not more than \$75,000 may be allocated for a bikeway project to a facility operated by a state agency.
- Local Recreational Area or Historic Site - Not more than \$60,000 may be allocated for a bikeway project to a facility operated by a locality or authority, with an additional \$15,000 if matched on a dollar-for-dollar basis by the locality or authority from other than highway sources

Deadline: 3 weeks prior to CTB meeting when agenda is set

Match:

Roads

- Local facility may receive a maximum \$250,000 unmatched allocation and up to \$100,000 in matching state funds
- State facility may receive a maximum \$400,000 unmatched allocation

Bikeways

- Local facility may receive a maximum \$60,000 unmatched allocation and up to \$15,000 in matching state funds
- State facility may receive a maximum \$75,000 unmatched allocation

Safe Routes to School & Local Non Profit Stakeholders

Safe Routes to School

Eligible Projects: The SRTS activities include both infrastructure and non-infrastructure improvements intended to enable and encourage children K – 8th grade to safely walk and bicycle to school. To qualify as a SRTS project, the improvements must fall within a 2-mile radius of a K-8 school.

Eligible Applicants: Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools. In addition, tribal governments and other local or regional governmental entities and non-profit entities with the responsibility for, or oversight of, transportation or recreational trails are eligible to apply.

QuickStart Mini-grants are \$1,000 grants for schools that are interested in funding a small (or large) Safe Routes to School activity.

Amount: \$1,000

Due Dates: Six times per year; spring and fall

Walkabout Mini-grants- recipients receive a hands-on walking and bicycling infrastructure survey and written report about the walking and bicycling conditions in the area around their school coordinated by the LTAC serving their region.

Due Dates: Twice a year; spring and fall

Non-Infrastructure Grants- These grants can be used to fund education, encouragement, evaluation and enforcement programs related to Safe Routes to School. The Non-Infrastructure Grant can also be used to fund a SRTS coordinator.

Amount: \$5,000 - \$100,000

Due Dates: Once a year; Next Due March 22, 2020

Infrastructure Grants

The VDOT Local Assistance Division (LAD) manages the application and award process for all Transportation Alternative Program (TAP) for infrastructure projects, including SRTS-designated projects.

Due Date: October 1, 2019

Local non-profits and advocacy groups are excellent sources of knowledge that can generally provide funding, volunteers for maintenance of facilities and technical support such as grant administration, for projects:

Non-Profit Stakeholders:

The PATH Foundation- is a philanthropic charitable foundation serving Fauquier, Rappahannock and northern Culpeper Counties. Since inception, the PATH Foundation has invested nearly \$17 million through grants and programs that support health, community, stewardship, mission related non-profits and leadership

PEC- works with the citizens of our nine-county region to conserve land, create high-quality communities, strengthen rural economies, celebrate historic resources, protect air and water quality, build smart transportation networks, promote sustainable energy choices, restore wildlife habitat, and improve people's access to nature.

Friends of the Rappahannock- Aim to be the voice and active force for a healthy and scenic Rappahannock River. The organization focuses on advocacy, restoration and education and is a leader in working towards increased public river access along the Rappahannock River and its tributaries

Appendix A

Existing Infrastructure Inventory

Each counties existing active transportation assets including trails, parks and public river access sites are identified and described by the length, difficulty of use, allowed uses and other relevant information when available. This inventory can and should be updated over time.

NPS Hiking Difficulty Scale- Easiest: Generally suitable for anyone who enjoys walking. Mostly level or with a slight incline. Generally less than 3 miles. Moderate: Generally suitable for novice hikers seeking a bit of a challenge. The terrain will involve a moderate incline and may have some steeper sections. Generally 3 to 5 miles. Moderately Strenuous: Generally challenging for an unconditioned person. The terrain will involve a steady and often steep incline. Generally 5 to 8 miles. Strenuous: Will challenge most hikers. The hike will generally be longer and steeper, but may be deemed strenuous because of the elevation gain. Generally 7 to 10 miles. Very Strenuous: Only well-conditioned and well-prepared hikers should attempt. Generally long and steep, and may include rock scrambling, stream crossings, and other challenging terrain. Generally 8 miles and over.

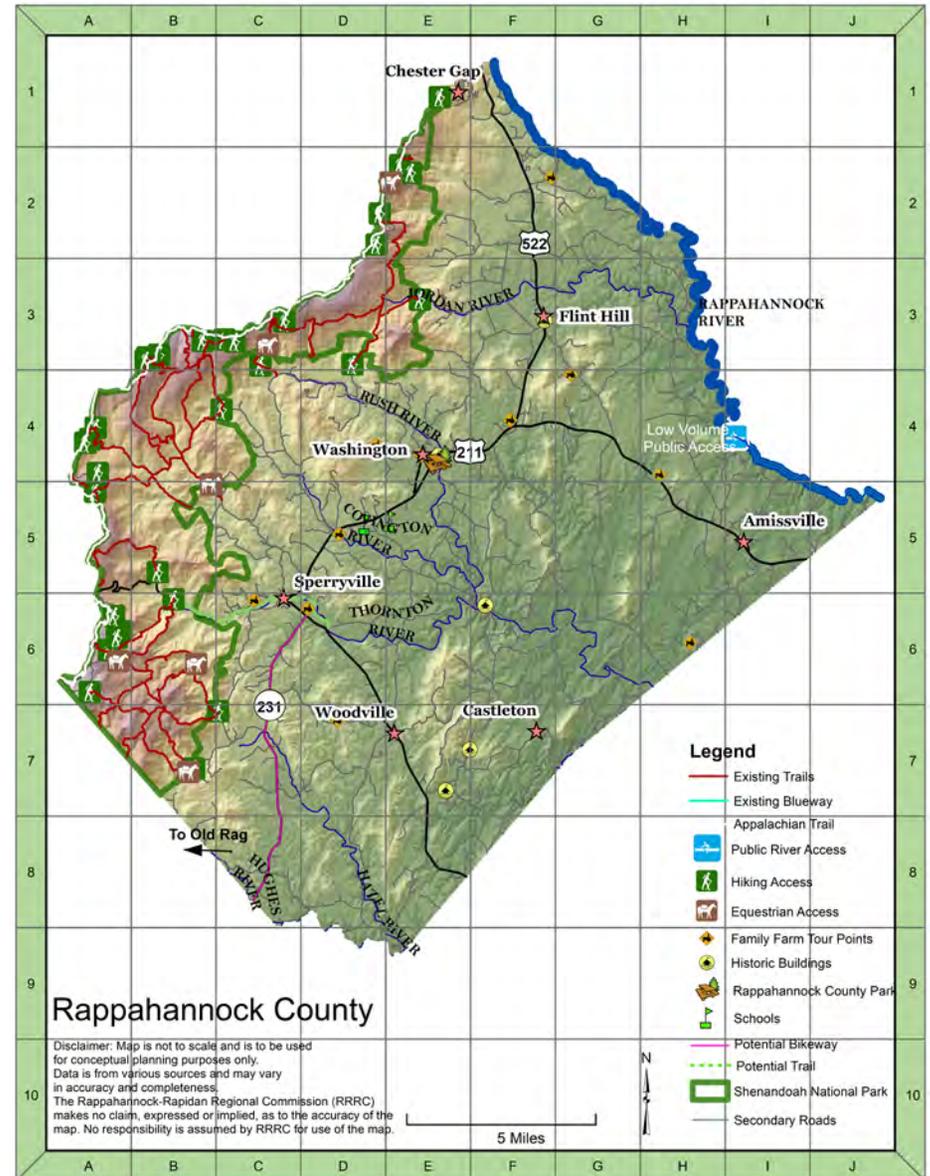
Average Pace is:

1.5 miles per hour for easiest trails.

1.4 mph for moderate trails.

1.3 mph for moderately strenuous trails.

1.2 mph for strenuous and very strenuous trails.



Appendix A

Name	Grid Location	Facility Type	Supported Uses	Length	NPS Difficulty	Notes
Appalachian Trail	E1, D2, E2, B3, C3, D3, A4, B4, A5, A6,	Hiking Trail	Foot	45 miles		N/A
Big Devils Stairs Trail	D3	Hiking Trail	Foot	1.6 miles		blue-blazed, The canyon is spectacular and steep, with cascades, waterfalls, and huge boulders between high sheer walls of rock, Because there is no access to Big Devils Stairs from SR 622, you must return the way you came.
Bluff Trail	C4, D4	Trail	Foot, Horse	3.8 miles		circuit
Broad Hollow Trail	B8	Hiking Trail	Foot	2.4 miles		Good access; limited parking for 2 cars along road
Buck Hollow Trail	A7,B7	Hiking Trail	Foot	3.0 miles		Backdoor US RT 211. Good access; parking for 4-5 cars in pullout.
Buck Ridge Trail	A7,B7	Hiking Trail	Foot	2.7 miles		
Catlett Mtn. Trail	A7,B7	Hiking Trail	Foot	1.2 miles		
Catlett Spur Trail	A7, A6, B6	Hiking Trail	Foot	1.1 miles		
Dickey Ridge Horse Trail/ Compton Gap Road	E2	Trail	Foot, Horse	9.2 miles		Backdoor US Rt 340. Good access; parking for about 6 cars at north entrance of Skyline Drive.
Fork Mtn Trail	B4	Hiking Trail	Foot	1.1 miles		

Appendix A

Hannah Run Trail	A7	Hiking Trail	Foot	3.8 miles		
Harris Hollow Trail	C3, C4	Trail	Foot, Horse	2.8 miles		Backdoor Rt 622 (Harris Hollow Road). Poor access, parking limited to 1 vehicle along road. No vehicles on driveway.
Hazel Mtn Trail	A6, B6, B7	Trail	Foot, Horse	4.1 miles	Moderate	
Hazel River Trail	B6, B7	Trail	Foot, Horse	3.4 miles	Moderate	Backdoor Rt 600. Poor access; very limited parking for 1-2 cars along roadside outside of gate; access through private land. 0.3 mile to trailhead.
Hot Mtn Trail	A7, B7	Trail	Foot	2.1 miles		
Hull School Trail	A5, B5, B4	Trail	Foot, Horse	4.4 miles		
Indian Run Maint. Hut Rd	E2	Trail	Foot	1.4		
Jordan River Trail	D3, E3	Trail	Foot, Horse	1.3		Backdoor Rt 629 Fair access; parking for 4 cars along roadside, trail access not plainly visible. First 0.2 mile across private land.
Keyser Run Road	B3, C3, B4	Trail	Foot, Horse	1.5		Backdoor Rt 614. Good access; parking for about 10 cars at Little Devils Stairs parking area; do not block road.

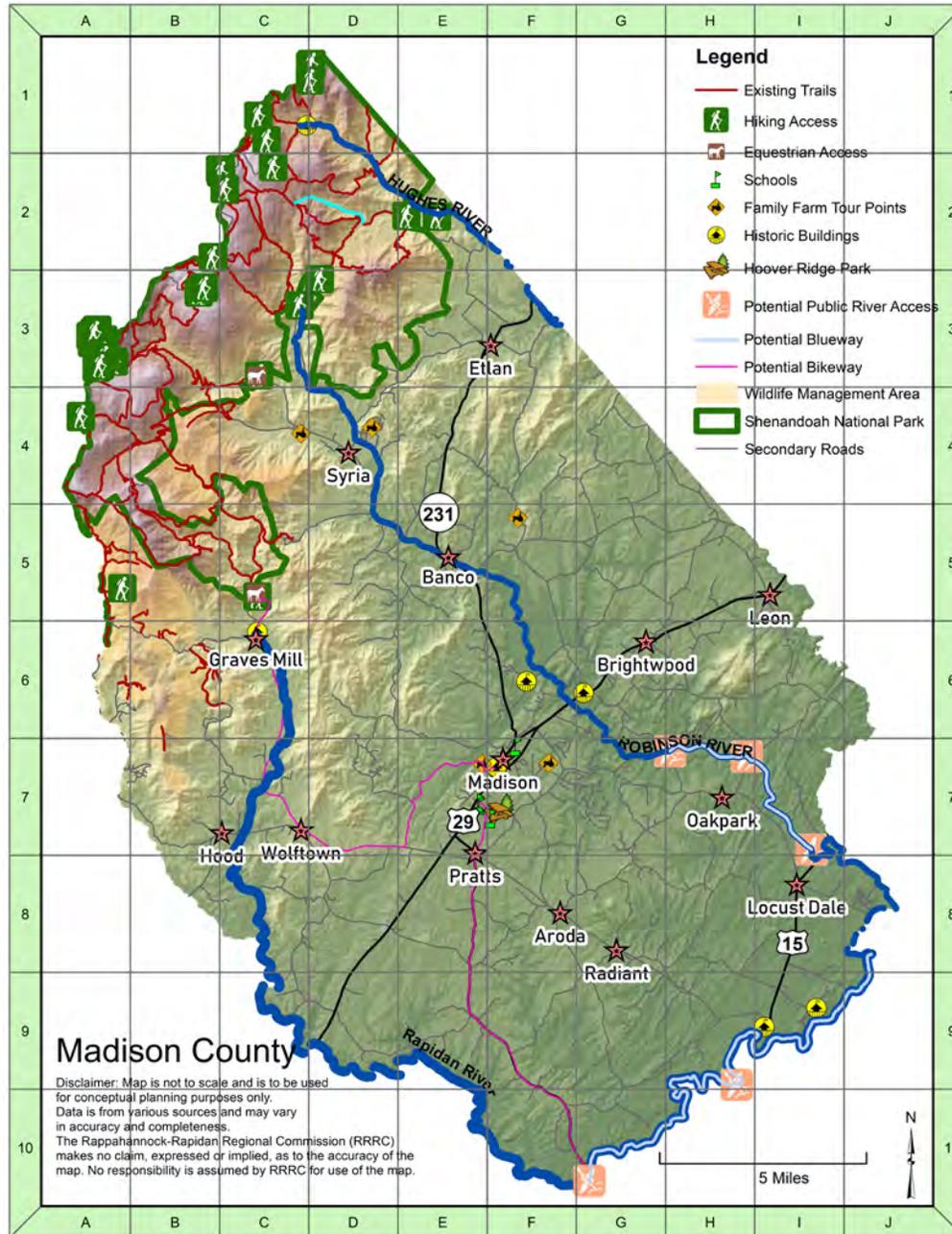
Appendix A

Little Devils Stairs Trail	B3, B4, C3	Trail	Foot	2.0	Strenuous	Backdoor Rt 614. Good access; parking for about 10 cars at Little Devils Stairs parking area; do not block road.
Marys Rock Summit Trail	A6	Trail	Marys Rock Summit	1.9	Moderate	2 3/4 hours hiking time, 1,210-foot elevation gain
Meadown Spring Trail	A6	Trail	Foot	.7		
Mt Marshall Trail	D2, E2, E3, D3, D4	Trail	Foot, Horse	5.7		Backdoor Rt 626 Good access; parking lot for 5 to 8 cars. First 0.5 mile across private land.
Neighbor Mtn Trail	A5	Trail	Foot, Horse	5.6		
Pass Mountain Trail	A5, A6, B5	Trail	Foot	3.0	Moderate	Backdoor US Rt 211. Good access from highway; parking for about 4 cars across highway.
Pine Hill Gap Trail	B7	Trail	Foot, Horse	2.1		Backdoor Rt 681. Poor public access; no public parking. Hike Rt 681 .3 mile along Park boundary to trailhead.
Piney Branch Trail	B4, B5	Trail	Foot, Horse	6.5		Backdoor Rt 600. Poor access; parking in the area is very limited along roadsides; do not block gate or road. First 0.5 mile across private land.
Piney Ridge Trail	B5, C5	Trail	Foot	3.3		

Appendix A

Pole Bridge Link Trail	B4	Trail	Foot	.7		From Fourway to the east to Piney Branch trail to the west, Sugarloaf trail halfway.
Rocky Branch Trail	A5	Trail	Foot, Horse	3.2		Backdoor Rt 666. Fair access; can be difficult to locate; parking is limited to 1 or 2 cars at base of private driveway.
Sams Ridge Trail	B7	Trail	Foot	2.2		Backdoor Rt 600. Poor access; very limited parking for 1-2 cars along roadside outside of gate; access through private land. 0.3 mile to trailhead.
Springhouse Trail	E2	Trail	Foot, Horse	.7		Side trail near Fort Windham Rocks
Sugarloaf Trail	B3, B4	Trail	Foot	1.4	Moderate	Intersects Pole Bridge Link Trail
Thornton River Trail	A4, B4, B5	Trail	Foot, Horse	5.2		Backdoor Rt 612. Poor access; no parking in the area along the road shoulder; heavily signed "no parking."
White Rocks Trail	B6	Trail	Foot, Horse	2.4		
Rappahannock Park	E4	Park	Foot			
Tapps Ford Rd.	J4	River Put-in Access	Non-motorized water craft			Low Volume Public put-in river access

Appendix A



Appendix A

Name	Grid Location	Facility Type	Supported Uses	Length	NPS Difficulty Rating	Notes
Appalachian Trail	C1, D1, B2, A4	Hiking Trail	Foot	5 miles		
Berry Hollow Fire Road	D2, C3	Trail	Foot, Horse	.8 miles		Backdoor Rt 600 Syria good access; parking for about 12 cars
Big Meadows Campground Trails	A3	Trail	Foot, Horse			
Camp Hoover Road	B4	Trail	Foot, Horse	.8 miles		
Cat Knob Trail	A4, A5	Hiking Trail	Foot	.5 miles		
Cedar Run Trail	B2, B3, C3	Hiking Trail	Foot	3.1 miles		
Conway River Fire Road	A5	Trail	Foot, Horse	1.4 miles		Backdoor Rt 615. Good access through Rapidan WMA. Paking along roadside at end of paved road. 4WD suggested.
Conway River Trail	A5, A6	Hiking Trail	Foot	2.7 miles	Moderate	
Corbin Cabin Cutoff Trail	C1	Hiking Trail	Foot	.8 miles		
Corbin Hollow Trail	C2, D2	Hiking Trail	Foot	2 miles		
Corbin Mtn. Trail	C2, D2	Hiking Trail	Foot	4.4 miles		

Appendix A

Crescent Rock Trail	C2	Hiking Trail	Foot	1.1 miles		
Dark Hollow Falls Trail	A3	Hiking Trail	Foot	.8 miles		NO PETS
Fork Mountain Road	B4, B5	Hiking Trail	Foot	4.5 miles		makes some excursions into RWMA
Fork Mountain Horse Trail	A4, B4	Trail	Foot, Horse	1.4 miles		
Graves Mill Trail	C5	Trail	Foot, Horse	2.1 miles	Strenuous	Backdoor Rt 662. Rt 649 access requires a stud truck.
Hannah Run Trail	D1, D2	Hiking Trail	Foot	3.8 miles		
Hawksbill Trail	B2, B3	Hiking Trail	Foot	1.9 miles		
Indian Run Trail	C1, C2	Hiking Trail	Foot	1.4 miles		
Jones Mountain Trail	A4, A5, B5	Hiking Trail	Foot	4.8 miles		
Laurel Prong Trail	A4, B4	Hiking Trail	Foot	2.8 miles		
Limberlost Accessible Trail	C2	Hiking Trail	Foot	1.3 miles		No Pets
Mill Prong Horse Trail	A4, B4	Trail	Foot, Horse	1.8 miles	Moderately Strenuous	

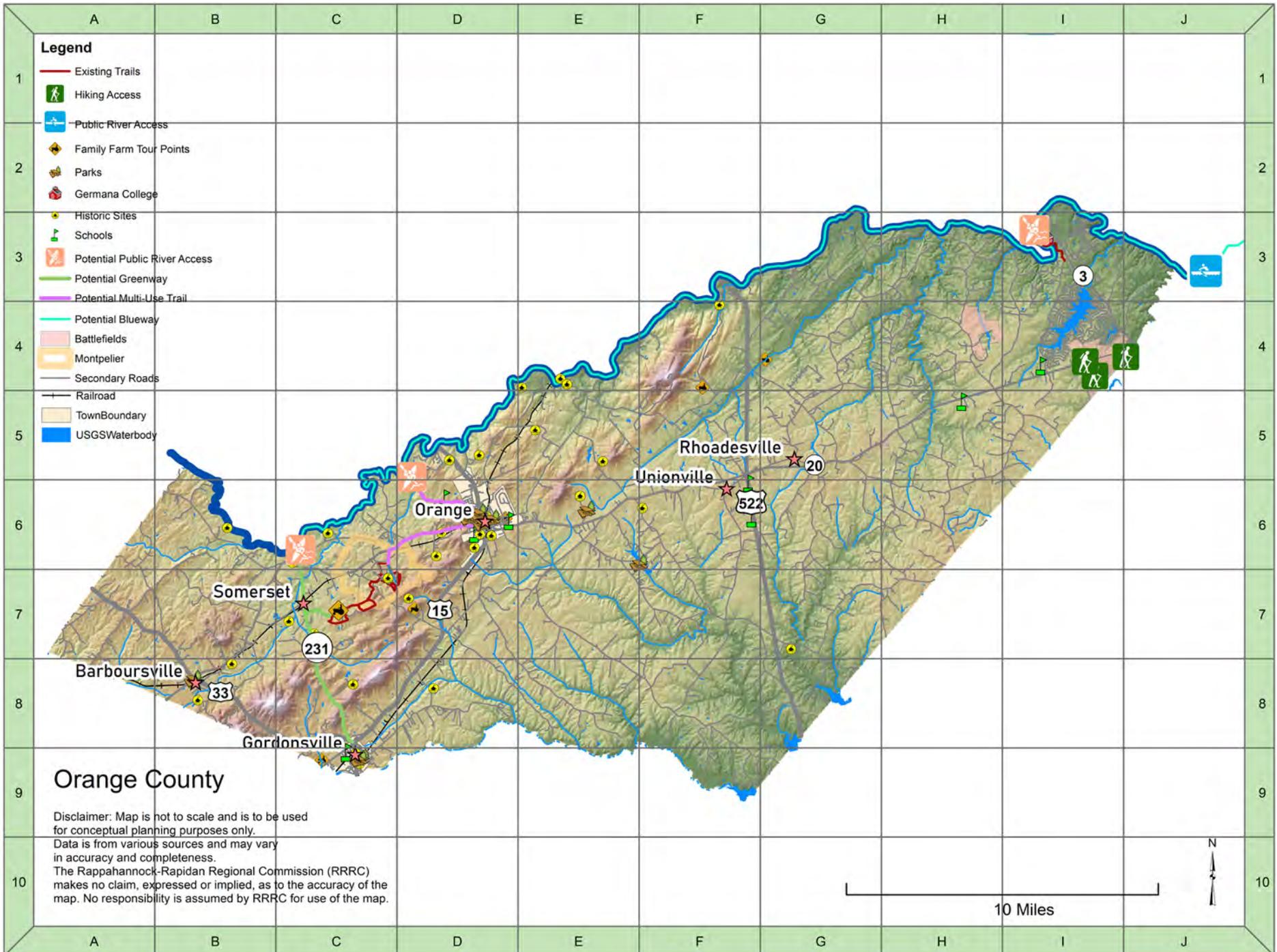
Appendix A

Nicholson Hollow Trail	C1, D1, D2, E2	Hiking Trail	Foot	5.8 miles		Backdoor Rt 600 (Nethers). Fair access through 0.5 mile of private land. Parking at Old Rag lot 0.4 mile north on Rt 600.
Old Rag Road	C2, D2	Trail	Foot, Horse	5.0 miles		
Rapidan Road	A3, A4, B4, B5, C5	Trail	Foot, Horse	7.8 miles	Easy	Upper section in SNP before SR 649 gate at WMA, Lower section in SNP east of rapidan WMA
Rapidan WMA Trails	B4, C4, A5, B5, C5, A6, B6 B7	Hiking Trail	Foot			backdoor Rt 670. Good access; limited parking for about 6 cars at county improved parking area at end of road.
Ridge Trail	D2, E2, D3	Hiking Trail	Foot	2.8 miles		NO PETS Backdoor Rt 600 (Nethers). Parking at Old Rag lot.
Robertson Mt. Trail	C2, D2	Hiking Trail	Foot	2.4 miles		
Rose River Fire Road	A3, B3, B4, C3, C4	Trail	Foot, Horse	6.5 miles		backdoor Rt 670. Good access; limited parking for about 6 cars at county improved parking area at end of road.
Rose River Loop Trail	B3	Hiking Trail	Foot	1.9 miles		
Saddle Trail	D3	Hiking Trail	Foot	1.9 miles		NO PETS
Skyland Big Meadows Horse Trail	A3, B2, B3, C2,	Trail	Foot, Horse	11 miles		

Appendix A

Staunton River Trail	B5, C5	Hiking Trail	Foot	4.3 miles		Backdoor Rt 622. Good access; parking for about 12 cars at end of road just inside park boundary,
Stony Man Trail	C1, C2	Hiking Trail	Foot	.5 miles	Easiest	NO PETS
Stony Mountain Trail	B3, B4	Trail	Foot, Horse	1.1 miles		
Story of Forest Trail	A3	Hiking Trail	Foot	1.8 miles		NO PETS
Upper Dark Hollow Trail	B4	Trail	Foot, Horse	2.2 miles		
Weakley Hollow Fire Road	D2, E2	Trail	Foot, Horse	2.5 miles		Backdoor Rt 600 (Nethers). Parking at Old Rag lot.
Whiteoak Canyon Trail	C2, C3	Hiking Trail	Foot	5.2 miles		Backdoor Rt 600 (Syria) Good access through private land 0.2 mile; privately owned lot for 20-25 cars.
Hoover Ridge Park	E7, F7	Park	Foot, Bike			Good access, farmers market, ball fields for different ages, programmed and unprogrammed spaces

Appendix A



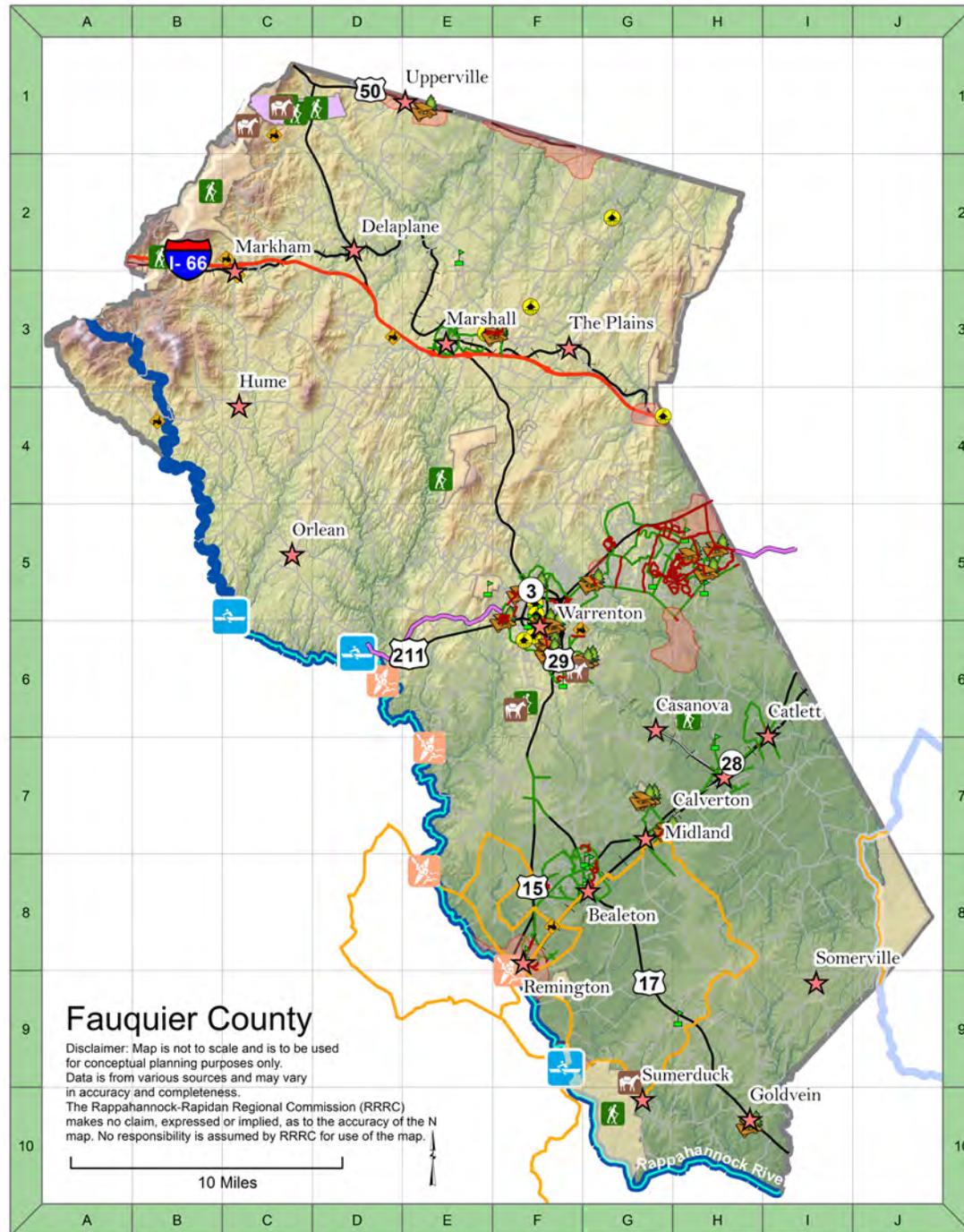
Appendix A

Name	Grid Location	Facility Type	Supported Uses	Length	Notes
Red Trail	I3	Trail	foot	3 miles	no parking available at this trailhead. One Way Trail (not a loop)
Montpelier Grelen Connector Trail	C7	Trail	foot	3.9 miles	links Montpelier's trail system to Grelen Nursery's trail system over a route that traverses Chicken Mountain.
Bloomfield Loop	C7	Trail	foot	1.6 miles	Part of Grelen Trail System
Nursery Trail	C7	Trail	foot	.65 miles	Part of Grelen Trail System
Orchard Pond Loop	C7	Trail	foot	1.2 miles	Part of Grelen Trail System
Outlook Trail	C7	Trail	foot	.5 miles	Part of Grelen Trail System
White Oak Loop	C7	Trail	foot	.8 miles	Part of Montpelier Trail System
Turkey Foot Loop	C7	Trail	foot	.3 miles	Part of Montpelier Trail System
Poplar Run Loop	C7,D7	Trail	foot	.5 miles	Part of Montpelier Trail System
Mountain Mill Rd Trail	C7,D7	Trail	foot	.5 miles	Part of Montpelier Trail System

Appendix A

Montpelier Loop	C6, C7, D6, D7	Trail	foot	3.55 miles	Starting at the David M. Rubenstein Visitor Center -- which offers parking, restrooms, and an award-winning café-- the trail runs past the Annie duPont Formal Garden, through the James Madison Landmark Forest and the Demonstration Forest, along horse pastures and meadows.
Verling Park	C9	Park	foot, bike	NA	
Cooke Park	C9	Park	foot, bike	NA	
Booster Park	E6	Park	foot, bike	NA	Includes athletic fields
Barboursville Park	B6	Park	foot, bike	NA	includes a picnic shelter, ball field, basketball hoop, playground, volleyball net, and 1/3 mile walking trail
Taylor Park	D6	Park	foot, bike	NA	
Hazel Sedwick Park	D6	Park	foot, bike	NA	
Veterans Park	D6	Park	foot, bike	NA	
Bellevue Avenue Park	D6	Park	foot, bike	NA	
Lake Orange & Anglers Landing	F6	Lake Access	Non-motorized boat	NA	Fishing and paddling

Appendix A



Legend

- Existing Trails
- Planned Trails
- Fauquier Potential Trails
- Appalachian Trail
- Blueway
- Equestrian Access
- Hiking Access
- Existing Public River Access
- Potential Public River Access
- Shared Road Bike Routes
- US Bicycle Route 1
- Parks
- Schools
- Family Farm Tour Points
- Historic Points
- Sky Meadows State Park
- Conservation Lands
- Battlefields
- Secondary Roads
- Streams
- Railroad

Appendix A

Name	Grid Location	Facility Type	Supported Uses	Length	NPS Difficulty	Notes
Bealeton Station Trail	G8	Trail	Foot, bike	1.06 miles	Easiest	Hard Surface
Brookside Trails	G5, H5	Trail	Foot, bike			
Cedar Brooke Trail	G8	Trail	Foot, bike	1.06 miles	Easiest	Hard Surface
Duhollow Rd Trail	F6, G6	Trail	Foot, bike	.45 miles		
Eva Walker Park Trail	F6	Trail	foot, bike	.4 miles		Hard Surface
Greenway Trail	F6	Trail	foot, bike	1,810 feet		
Highlands of Warrenton Trail	F5	Trail	foot, bike	.38 miles	Easiest	Hard Surface
John Marshall Birthplace Park Trail	H7	Trail	foot, bike	3,200 feet	Easiest	Imported material
Lees Glen Trail	F8	Trail	foot, bike	2,139 feet	Easiest	
Lord Fairfax Community Connector Trail	F6	Trail	foot, bike	.3 miles	Easiest	Hard Surface
Monroe Park Trail	H10	Trail	foot, bike	.27 miles	Easiest	
Northern Fauquier Community Park Trail	F3	Trail	Foot ,bike	1.8 miles	Easiest	Hard Surface
Rady Park Connector Trail	F5	Trail	foot, bike	.14 miles	Easiest	Hard Surface
Rady Park Trail	F5	Trail	foot, bike	.65 miles	Easiest	Hard Surface
Riverton Trail	F9	Trail	foot, bike	800 feet	Easiest	Hard Surface
Silver Cup Trail	F5	Trail	foot, bike	.25 miles	Easiest	Hard Surface
Southcoate Village Trail	F8	Trail	foot, bike	1.25 miles	Easiest	Hard Surface

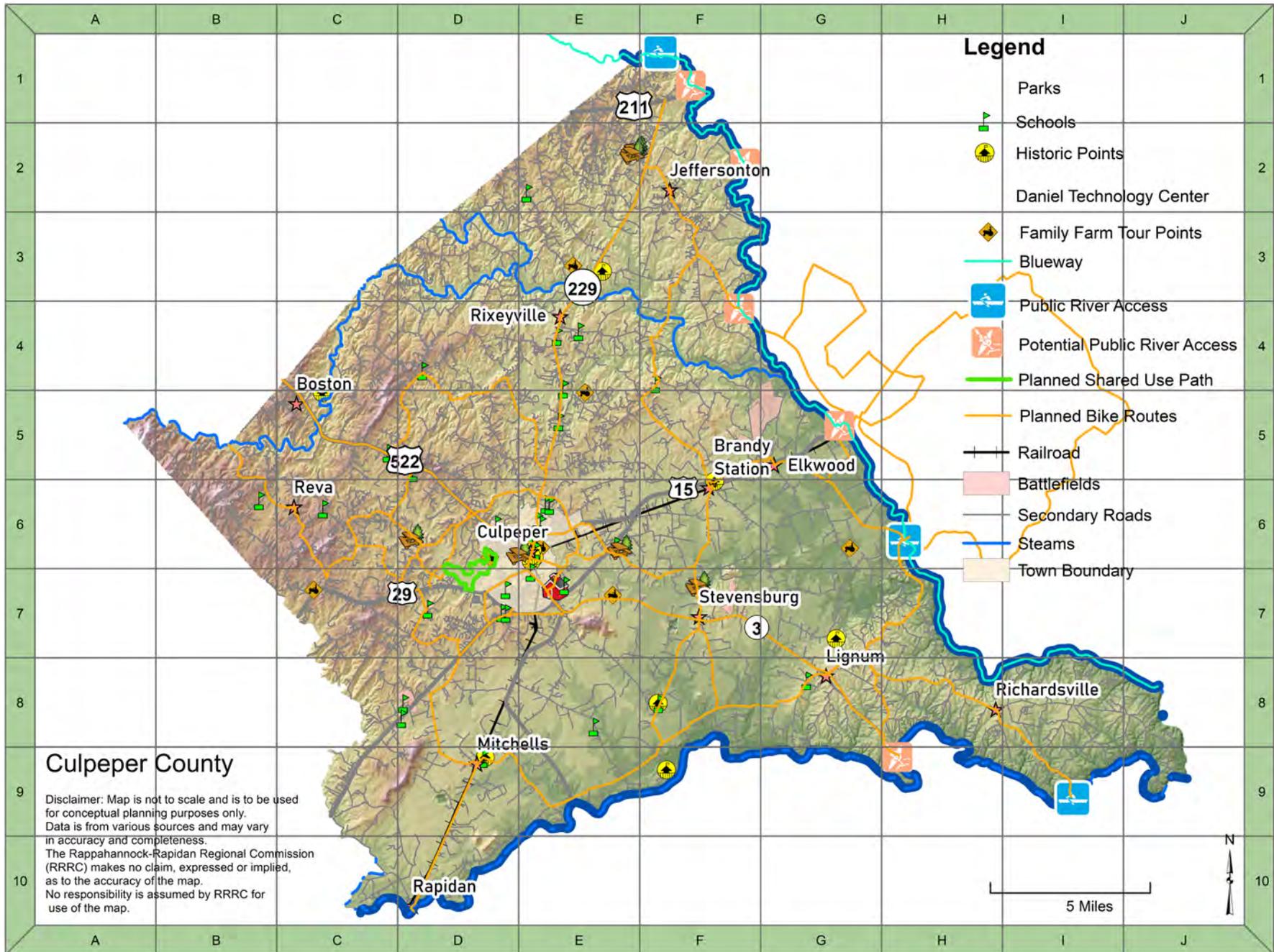
Appendix A

Stafford Farm Connector Trail	F6, G6	Trail	Foot, horse	1.1 miles	Varies	Native Material
Suffield Meadows Trail	G5	Trail	foot, bike	2.11 miles	Varies	Native Material
Timberfence Trail	F5	Trail	foot, bike	.5 miles		Hard Surface
Tin Pot Run Trail	F9	Trail	foot, bike	2141 feet	Easiest	Hard Surface
Vint Hill Trail	H5	Trail	foot, bike	2.3 miles	Easiest	Hard Surface
WARF Trails	F6	Trail	foot, bike	2.5 miles	Varies	Hard Surface
Warrenton Branch Greenway Trail	F6	Trail	foot, bike	1.5 miles	Easiest	Hard Surface
Whippoorwill Trail	G5	Trail	foot, bike	.3 miles	Easiest	Hard Surface
White's Mill Trail	F5, G5, F6, G6	Trail	foot, bike	1.13 miles	Easiest	Hard Surface
Eva Walker Park	G6	Park	foot, bike			
John Marshall Birthplace	H7	Park	foot			The John Marshall Birthplace Park became Fauquier County's first public park in the late 1970s.
Monroe Park	H10	Park	foot, bike			
Rady Park	F5	Park	foot, bike			
Upperville Park	E1	Park	foot, bike			Upperville Park features a 60' diamond athletic field, playground, picnic tables, historical interpretation signage and scenic views.

Appendix A

Vint Hill Park	H5	Park	foot, bike			Vint Hill Farms Park offers a nature trail, two outdoor volleyball courts, a picnic table, horseshoe pits (bring your own shoes), a beautiful creek with some fishing
Crockett Park	G7	Park	foot, bike			
Lake Brittle	H5	Park	foot, bike			
Germantown Lake	G7	Park	foot,			
Green Way Path	F6	Park	foot,			
County Fair Grounds	G6	Park	foot,			
Northern Sports Complex	F3	Sports Complex	foot,			
Aquatic & Recreation Center	F6	Aquatic Center	foot,			
Warrenton Community Center	F6	Community center	foot,			
Future Central Sports Complex	G6	Sports Complex	foot,			

Appendix A



Appendix A- Inventory

Name	Grid Location	Facility Type	Supported Uses	Length	Notes
Rockwater Park	E6	Park	Biking, Walking	NA	32 acres of rolling farmland, excellent bird watching opportunities, and abundant wildlife. Rockwater Park has features for everyone including disc golf, close to a mile of paved walking trails, a pavilion for picnics and gatherings, and soon, a splash pad for kids and a ninja-warrior style obstacle course for teens and adults."
Lenn Park	E6	Park	Biking, Walking	NA	
Yowell Meadow Park	D6	Park	Biking, Walking	NA	
Kestner Wayside Park	D6	Park	Biking, Walking	NA	
Mountain Run Lake Park	C6	Park	Biking, Walking	NA	
Spilman Park	E2	Park	Biking, Walking	NA	
Lake Pelham	D6, D7	Lake Access	Paddling	NA	offer canoe, kayak, paddle board and paddle boat rentals.
Elys Ford	I9	River Access	Paddling	NA	
Kelly's Ford	H6	River Access	Paddling	NA	
Riverside Preserve	F1	River Access	Paddling	NA	

Appendix A- Inventory

Route 620	H6, H7, G7, G8, H8, H9	Shared Road Bike Route	Biking		
Highland Vista	F3, F4, F5, F6, G4, G5	Shared Road Bike Route	Biking		
Civil War Loop	G5, G6, H5, H6	Shared Road Bike Route	Biking		
Tinpot Turn	G3, G4, G5, H4, H5	Shared Road Bike Route	Biking		
Bealeton Loop	G5, H3, H4, H5, H6, H7, I3, I4, I5, I6, J5	Shared Road Bike Route	Biking		
Lake Pelham Connector Trail	E6	Trail	Walking, Biking		
Yowell Mead- ow Park Nature trail	D6, E6	Trail	Walking, Biking	2 miles	
Route 229 Trail	E6	Trail	Walking, Biking		
Colonel James- on Boulevard Trail		Trail	Walking, Biking		
Sperryville Pike Trail		Trail	Walking, Biking		

Appendix B

Stakeholder Meetings Log

Rural Transportation Committee Meetings :

- o 5/24/18, Kickoff
- o 8/23/18, Preliminary Maps
- o 12/13/18, Update
- o 3/7/19, Update
- o 5/30/19, Update on Wikimap & Stakeholder Kickoff Meeting
- o 9/26/19, Presentation of the Regional Active Transportation Plan

Land Use and Environmental Committee Meetings:

- o 11/15/18, Kickoff discussion
- o 2/21/19, Update on Existing Conditions
- o 5/16/19, Debriefing from first Regional Stakeholder Discussion
- o 8/15/19, Presentation of Findings & Recommendations Discussion
- o 11/21/19, Presentation of the Regional Active Transportation Plan

Regional Stakeholder Meetings:

- o 3/29/19, Kickoff Meeting
- o 10/18/19, Draft Plan sent to stakeholders for comments
- o 12/5/2019, Final Plan Draft unveiled with Virginia Outdoor Plan annual regional meeting. Discussion on Next Steps, largest recreational needs, projects underway.

RRRC Board Meetings:

- o Preliminary introduction 10/24/18
- o Draft Plan briefing 8/28/2019
- o Final Plan adoption 12/11/2019

Fauquier County Pedestrian, Bicycle and Greenway Advisory Committee Meetings:

- o 10/2/18, Kickoff Presentaion and discussion of local priorities
- o 5/7/19, Discussion of Possible Regional Connections to Fauquier

Town of Gordonsville Safe Routes to School:

- o 9/17/2018, Introduction to Town of Gordonsville Council
- o 11/29/18, Gordonsville SRTS Walkabout Interest Meeting
- o 4/12/2019, Gordonsville SRTS Walkabout
- o 7/1/2019, Gordonsville SRTS TAP Pre-Application Submittal
- o 10/1/2019, TAP Application Deadline

Town of Madison and Madison County Sidewalks

- o 1/22/2019, Town and County Joint Meeting
- o 3/26/2019, Madison Sidewalk Report Completed
- o 7/1/2019, Madison Sidewalk TAP Pre-Application Submittal
- o 10/1/2019, TAP Application Deadline

Miscellaneous Non-Profit & Community Group Meetings & Interviews:

- o 7/17/2019, Sperryville Foundation, Nature Trail Kickoff Event
- o 10/16/2018, Gordonsville Town to Trail Group, Verling Park and Gordonsville Trail Discussion
- o 10/16/2018, PEC, Peter Hujik
- o 1/10/2019, Jayson Woods, Orange County Parks & Recreation
- o 1/10/2019, Jerry Carpenter, Madison County Parks & Recreation
- o 1/11/2019, John Barrett, Culpeper County Parks & Recreation
- o 1/31/19, Bryan Hoffman, Friends of Rappahannock
- o 5/22/2019, Mary Page & Nancy Treusch, RideFauquier

Appendix C

Wikimap Comments & Map Reference IDs

ID	Category	Comment
1	Destination	Stream valley/road crossing
2	Destination	"A good midway point that is semi-developed on a bike route from Warrenton to the Gainesville commuter lots.
3	Destination	Montpelier
4	Route I bike	14 mile Sperryville Loop. However, I don't enjoy riding on Rt. 231 or Rt. 522 due to the fast speed of vehicles traveling on the road and no shoulder for riding. If you are able to widen these roads for bicycles, I would be so very grateful! At the very least, there should be "Share the Road" signs posted to alert drivers of bicyclists on the roads.
5	Route I walk	Walk to Laura Ann's Cafe from Main St.
6	Route I want to bike	extension of existing trail
7	Route I want to bike	Connections
8	Route I want to bike	Connection between residential, schools, college, parks, etc.
9	Route I want to bike	Connection from Town to park, ice cream, etc.
10	Route I want to bike	Popular way to get to Airlie Rd. but narrow and dangerous with traffic.
11	Route I want to bike	Finish path to Bealeton, connecting Remington and Bealeton
12	Route I want to bike	Connect Northern Fauquier Community Park to Marshall
13	Route I want to bike	Connect paths
14	Route I want to bike	Connection to KRHS
15	Route I want to bike	Connect path to schools
16	Route I want to bike	Connect residences to school/path
17	Route I want to bike	Connect paths
18	Route I want to bike	Connect paths to get to Sports Complex and Warrenton Branch Greenway
19	Route I want to bike	Extend Warrenton Branch Greenway
20	Route I want to bike	Path along Rt. 28 to get to Bealeton
21	Route I want to bike	Connections around Marshall and to Northern Fauquier Community Park
22	Route I want to walk	I want to walk to the gas station safely but there are no sidewalks and the alot of traffic.
23	Route I want to walk	Complete loop around Bealeton
24	Route I want to walk	Would be wonderful to have walking/biking route through Crooked Run Valley. Near wineries and Sky Meadow, Paris and Delaplane.
25	Route I want to walk	No sidewalk from this point to Lees Ridge Rd which is very pretty and has wonderful views out to the mountains.
26	Route I want to walk	To new park

Appendix D

Culpeper Cycling 2nd Annual 'Ride for Care'

Timeline

