

Rappahannock-Rapidan Regional Bicycle and Pedestrian Plan

DRAFT



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Executive Summary

Located in the northern portion of Virginia's Piedmont region, the Rappahannock-Rapidan Region is an area of about 1,993 square miles, with an estimated 2005 population of 158,442 people¹. It includes the counties of Culpeper, Fauquier, Madison, Orange, and Rappahannock, as well as the towns of Culpeper, Gordonsville, Madison, Orange, Remington and Warrenton.

The region is largely rural in character, with a number of historic, compact towns. The rolling topography and scenic rural landscapes found throughout the area make the region ideally suited for numerous recreational activities. There are many historic sites in the region, including Civil War battlefields and pre-Revolutionary War settlements. Outdoor recreation opportunities abound in Shenandoah National Park, as well as Sky Meadows State Park and various local community parks. The Rappahannock and Rapidan rivers offer water-based activities such as canoeing, kayaking and fishing. Due to the close proximity of several metropolitan areas (most notably, the Washington, DC metro area), the region is a popular destination for weekend travelers in search of outdoor recreation, historical sites, local wineries, and general relaxation. In addition, the area has seen tremendous growth over the past several years as the Washington metro area expands to the west.

The region's rural and urban areas are attractive for bicycling, walking, running, and hiking and the creation of a regional bike and pedestrian plan is an important step in developing a region-wide system of bike and greenways that can be used to support localized economic, tourism, recreation and preservation goals. This plan should be considered as a possible complement to ongoing and upcoming bike and greenway planning discussions within the region's jurisdictions, as they continue to plan for such facilities to meet the needs of their citizens and visitors to the region.

¹ U.S. Census, estimated. 3/16/2006

Bikeway, Greenway and Blueway Overview

Bikeways

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 shared lane in the road used by both bikes and autos. The American Association of State Highway and Transportation Officials (AASHTO) has defined three major types of bikeways for planning and design purposes.

- Shared Use Path (formerly Class I Bikeway)

Shared Use Paths 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.), it is important to provide safe connections to and from the regular roadway network to allow for the wide variety of users to access adjacent areas outside of the Shared Use Path.

- Bike Lanes (formerly Class II Bikeway)

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.

² BicyclingInfo.org Website: <http://www.bicyclinginfo.org/de/onstreet.htm#bike>

- Signed Shared Roadway (formerly Class III Bikeway)

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 type of bike rider. The Federal Highway Administration has defined three types of bicycle users (A, B, and C) to assist in determining the impact of different facility types and roadway conditions on bicyclists. Most recently, AASHTO has provided the following definitions:

- Group A - Advanced or experienced riders generally using their bicycles as they would a motor vehicle. These riders are comfortable with motor vehicle traffic; however, they need sufficient operating space on the travel lane or shoulder to eliminate the need for either them or a passing motor vehicle to shift position.
- Group B - Basic or less confident adult riders using their bicycles for transportation, but prefer to avoid roads with fast and busy motor vehicle traffic.
- Group C - Children, riding on their own or with their parents, will require access to key destinations in the community, such as schools, libraries, parks, and recreational facilities. For this type of rider, facilities need to be design to not encourage riding in travel lanes of major arterials.

For planning purposes, Groups B and C are usually grouped together, resulting in a two-tiered approach to designing facilities. Localities in the region are encouraged to approach their bicycle planning with this paradigm in mind, and identify routes that can facilitate both types of riders. Group A riders 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. Group B/C riders 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 in the towns riding can take more of a transportation role.

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.” In this plan, it is generally assumed that greenways will connect a wide variety of activities and points of interest, such as hiking, bicycling, and horseback riding trails, sidewalks, streams and rivers suitable for canoeing and boating, abandoned or active railroads, scenic roads, and scenic easements.

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.

Benefits of Bikeways/Greenways/Blueways

There are numerous benefits to developing a region-wide network of trails and greenways:

- Preserve Open Space

Greenways can play a key role in the preserving and enhancement of the landscape of a region. By protecting undeveloped corridors from future development, greenways benefit the natural environment for animal and plant life, as well as waterways. Often, greenway designations are an important way to preserve pasture land, forest and wetlands 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.

- Recreational and Health Benefits

Among the general population, walking and bicycling are very popular activities. Greenways can provide sources for walking, running, hiking, and biking on both paved and unpaved trails. Furthermore, the preservation of open spaces as greenways can promote opportunities for fishing, horseback riding, wildlife viewing, as well as other outdoors activities. 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. A wide variety of trails – from mountain biking and hiking trails to paved pedestrian facilities in business districts to trails connecting historic sites – is an attractive draw for tourists and travelers.

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.

- 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.

Goals and Objectives

- Provide increased opportunities for recreation and transportation for both local and visiting trail users throughout the region
 - Locate and identify existing bicycle and pedestrian trails within the region
 - Identify potential corridors for future bike and greenway development that provide connections between population centers and points of interest
 - Encourage development of theme-based trail systems, such as Civil War sites, historic areas and wineries
- Conserve and protect environmentally-sensitive areas and natural resources
 - Identify and encourage protection of corridors containing natural resources and environments
 - Preserve open space through protection and greenway conservation in urban and rural areas of the region
 - Encourage the safeguarding of historic and cultural sites with greenways and open space areas
- Create region-wide bicycle route network
 - Encourage and assist localities in developing Bicycle plans
 - Help ensure connections between jurisdictions and surrounding localities
 - Assist in safety education for area residents

Existing Conditions and Current Plans

In addition to this plan being developed by the Regional Commission, there are currently a number of ongoing related efforts in the region's localities. The following is an overview of current county and town comprehensive plans and their relationship to the goals and objectives of this plan. Most localities in the region do not have separate bicycle and/or greenway plans, though many incorporate some of these elements in their comprehensive plans. The majority tend to have policies that would be supportive of the development of bicycles/greenways in their jurisdictions. In order for any bike and pedestrian plan to be successful over the long-term, it should be consistent with the existing Comprehensive Plans already in place at the local, regional and state levels.

Culpeper County

Culpeper County has incorporated a bike route plan into the *Culpeper County Comprehensive Plan*, adopted in 2005. The County's Bike Route Plan identifies numerous potential on and off road routes and destinations to be served by proposed facilities. These routes include primary road routes 3, 15, 229, and 522. Secondary road routes included in the comprehensive plan are shown on the Culpeper County Bicycle and Pedestrian Map in the maps section of this plan. These routes are intended to serve both recreational bicyclists and bikes used for transportation. The Plan incorporates some of the elements of the Town of Culpeper Bikeway Plan to ensure reasonable regional connectivity at all major entrances to the town.

While the plan does have a bikeway component, there are also other goals that are compatible with green and blueway development. Primary is the goal to "establish river and bike trails recommended by the 2002 Virginia Outdoor Plan (VOP), and expand trail systems throughout the county." The proposals in the VOP will be discussed later in this plan. One of the economic development goals is to "encourage tourism related industries focusing on enjoyment and exploration of local history, agriculture and the natural beauty of the county." The objectives of this goal could easily incorporate the expansion of bicycle and hiking-related tourism development in the county. Other goals in the plan are to "maintain rural character" and "protect water resources and quality," and "expand leisure opportunities and facilities for all citizens of all ages," all of which are advanced with the expansion of green and blueways.

Town of Culpeper

The Town of Culpeper's Comprehensive Plan, adopted in 2002, includes a "Greenway Plan" that indicates the location of components of a greenway system with which it hopes to establish a network of green spaces and trails. The Town adopted its Bikeway Plan in 1999 and it identifies various routes serving destinations in the corporate limits of the Town. The Town of Culpeper has recently constructed a bike path in Yowell Meadow Park and completed a draft of its sidewalk improvement plan. At present, the town is preparing for development of a comprehensive Sidewalk, Bikeway and Trail Master Plan.

Fauquier County

Within the Fauquier County Comprehensive Plan (1992-2010), there are numerous items in that would support the goals of expanded bike and pedestrian activities. These include goals to preserve open space and scenic beauty, protect and promote agricultural uses, encourage revenue generating economic development, and preserving existing rural roads. From chapter 10 of the Fauquier County Comprehensive Plan: “Bike and pedestrian trails should be developed to serve as transportation systems within service districts and between housing nodes and community centers.” The comprehensive plan also references the 2001 Fauquier County Preliminary Bicycle and Pedestrian Facility Assessment Plan.

A separate plan developed by the Fauquier County Parks and Recreation Department recently is the 2006 *Fauquier County Connections Plan* that lays out that department’s bicycling and pedestrian goals. The County currently has trails at Rady, Crockett and Monroe Parks and collaborated with the Town of Warrenton to create Warrenton Branch Greenway, which the County plans to extend in the future. There are several bike routes in and around the Town of Remington for which the Rappahannock-Rapidan Regional Commission helped to secure funding. Interstate Bike Route 1 runs through the southeast corner of the County.

Town of Remington

The Town of Remington’s Comprehensive Plan (1997) includes considerations for sidewalks and recreational purposes for its citizens: “The town should attempt to encourage some recreational opportunities for residents...with its proximity to the Rappahannock River, the Town should endorse those facilities which promote river access and recreational opportunities.”³ The Fauquier Connections plan echoes the need to improve access to the river in the Remington area. In June 2005, Fauquier County purchased a 26-acre parcel south of town bounding the Rappahannock River at the site of the Civil War Battle of Rappahannock Station, with plans to turn the acreage into a county park with the only public direct access to the Rappahannock River.

Town of Warrenton

In its Comprehensive Plan (2000), the Town of Warrenton has a number of objectives and policies to promote safe and efficient bicycling and walking. The Town has identified priority corridors where it would like to create bikeways and greenways in addition to the Warrenton Branch Greenway.

Madison County

While the current Madison County Comprehensive Plan has no policies dealing directly with bicycle, pedestrian, or blueway plans, there are mentions of policies to protect

³ Town of Remington Comprehensive Plan, 1997, p. 58

historic sites and maintain the rural landscape and open areas to attract tourism. Additionally, the plan calls for Madison County to become a gateway to the Shenandoah National Park and to work with the National Park Service and landowners to increase accessibility to the park, with new limited use roads, and identify areas to develop parking areas at trailheads. These elements would mesh well with the goals of a bike and pedestrian plan.

Town of Madison

The Town of Madison's Comprehensive Plan does not address bicycle traffic, though given its historic nature and connection with Route 231, would make a good choice to include a proposed bike route through the town. The Plan does call for the repair and construction of sidewalks and the placement of paved crosswalks to facilitate safer pedestrian access. With the increasing popularity of the annual *Tour de Madison*, the town has a unique opportunity to enhance its bike and pedestrian facilities.

Orange County

Orange County's 2005 Comprehensive Plan calls for the creation of a trails committee to plan countywide trails and paths, as well as for the development of a plan for enhancing the recreational value of and improving public access to the Rapidan River. Long-range initiatives adopted in Orange County include the provision of a park in each voting district, with improvements to existing parks and recreation facilities ongoing.

Town of Orange

The Town of Orange, in its 1991 Comprehensive Plan, calls for a comprehensive Town/County bike plan. It also calls for the Town, County, and VDOT to work together to identify appropriate roadways to accommodate bike paths and trails to supplement vehicular traffic on existing facilities, and the inclusion of bike lanes into new roadway extensions and highway improvements. Additionally, the plan calls for the review of pedestrian circulation and the creation of new sidewalks where needed.

Town of Gordonsville

The Town of Gordonsville's Comprehensive Plan, adopted in 2001, calls for the construction and improvement of sidewalks in the town. At present, the town is in the process of implementing TEA-21 funded sidewalk improvements along Baker Street and planning future improvements along Main Street to enhance the pedestrian facilities within the town limits.

Rappahannock County

The County's 2004 Comprehensive Plan calls for consideration to be given for bicyclists and equestrian uses in future planned transportation projects. It also has a goal for the protection of the rivers in the County, which could provide opportunities for numerous

greenway/blueways. The stated principles in the Plan, the preservation of agriculture, scenic vistas, historic and natural resources, could all work well with a bike/pedestrian plan. In its Visioning section, the Plan calls for the initiation of regional planning efforts to increase the opportunities for pedestrians and cyclists.

Virginia Outdoors Plan

The 2002 Virginia Outdoors Plan (VOP), developed by the Commonwealth's Department of Conservation and Recreation, addresses trail and greenway planning. A 2007 update is planned by the department, with input provided by the Rappahannock-Rapidan Regional Commission and other sources. The 2002 version of the plan states that "Efforts should be made to integrate existing and proposed trails and greenways into a regional network designed to provide access to area resources while conserving and maximizing open space opportunities." The VOP also delineates a number of possible corridors for greenway and blueway development with the Rappahannock-Rapidan region, which are integrated into this plan.



Above: Signage along the Remington Bicycle Routes. The Remington routes are shared road corridors emanating from the Town of Remington.

Existing Bikeways and Trails

The region benefits from a strong outdoors community already in place. The presence of Shenandoah National Park on the western edge of the region, Sky Meadows State Park in Fauquier County, along with numerous state and local recreation areas throughout the area is an important resource for the development of a regional greenway plan. Currently, there are many trails, both formal, with route markers and mapping available, and informal, which serve residents and visitors alike.

The region has an active bicycling community, and also attracts a large number of visiting cyclists from surrounding areas. The annual “Tour de Madison” offers three different distance rides through Madison County’s scenic areas, and will be celebrating its 20th anniversary in 2007. On a larger scale, Bike Virginia has come through the region several times over its 18-year history, most recently in 2001, when its route included Fauquier, Culpeper and Rappahannock counties.

Appalachian Trail

Fauquier, Madison and Rappahannock Counties

The Appalachian Trail is an existing National Scenic Trail running from Georgia to Maine. In general, it follows the ridge-line of the Appalachian Mountains and over 97% of the land it crosses is state or federally owned. In the Rappahannock-Rapidan Region, the trail runs along the western boundary of the region in Madison, Rappahannock and Fauquier counties. The trail is open to foot-travel only and evolved from a desire to preserve the Appalachian ridge corridors in the early part of the 20th century and is an excellent example of successful greenway planning and development between the public and local, state and federal governments.

Remington Area Bicycle Routes

Highland Vista, Tinpot Turn, Bealeton Loop, Civil War Route, Route 620

The Town of Remington has five routes emanating from the town center into the surrounding countryside. There is a kiosk in the town depicting the routes and signage along the routes to alert motorists, along with a few spot improvements along the roadways. All of the routes follow existing secondary roadways.

Two of the routes – Tinpot Turn and Bealeton Loop – are solely in Fauquier County, while the other three follow roads in both Culpeper and Fauquier. Route 620 runs from Kelly’s Ford to Route 3 and on to Germanna Community College in Culpeper County.

Warrenton Branch Greenway

The Warrenton Branch Greenway is a former railroad bed converted into a multi-use trail in the town of Warrenton. Currently, the paved trail is 1.5 miles in length and there is

support from both the town of Warrenton and Fauquier County in lengthening the trail. The Fauquier Connections Plan states “There are future plans to extend this trail south along Route 29 for approximately 0.75 miles to Lord Fairfax Community College...In addition, the County hopes to extend the trail further along the abandoned rail line corridor.”⁴ Additionally, the town is working to improve linkages between its sidewalk system and the greenway corridor.



Above: Trail signage on the Warrenton Branch Greenway

Informal Bicycle Routes

There are numerous shared bike routes that follow secondary roads throughout the region. Mountain's Edge Bike Stop in Culpeper and Warrenton maintains maps and routes for a large number of informal routes in Culpeper, Fauquier, Madison and Rappahannock counties.

Recreation Facilities

The areas listed below are existing park and recreation facilities which will be important sites in improving linkages within the region and to areas outside of the region. Some of these areas have existing trails within their boundaries and efforts to develop greenway corridors to these existing facilities is recommended.

Shenandoah National Park

⁴ Fauquier Connections Plan, 2006, p. 26

Shenandoah National Park currently is home to over 500 miles of hiking trails, with over 100 miles of the Appalachian Trail. Access to the Skyline Drive is available at Thornton Gap on route 211 outside of Sperryville, and there are numerous access locations in both Madison and Rappahannock counties for hiking into the park. Bicycling in the Park is allowed on the Skyline Drive and other paved areas.

Sky Meadows State Park

Located in Northern Fauquier County, Sky Meadows State Park offers six trails for hiking and two for equestrian use, a popular activity in the immediate vicinity of the park. Additionally, the Appalachian Trail is accessible from the park. Bicycling is restricted to paved portions of the park.

Rapidan Wildlife Management Area

Located in the southwestern portion of Madison County, the Rapidan Wildlife Management Area (WMA) is made up of eight tracts totaling over 10,000 acres, with four tracts adjacent to Shenandoah National Park. The WMA provides opportunities for hunting, fishing, hiking, horseback riding, and wildlife viewing. The area ranges in elevation from 900 feet to 3,500 feet above sea level.

G.R. Thompson Wildlife Management Area

This two-tract Wildlife Management Area is administered by the Virginia Department of Game and Inland Fisheries total almost 4,000 acres in northwestern Fauquier County includes the 10-acre Thompson Lake. The G. Richard Thompson Wildlife Management Area is one of the state's most popular and provides users the opportunity to hunt, fish, view spectacular displays of wildflowers, as well as hike a stretch of the famous Appalachian Trail.

C.F. Phelps Wildlife Management Area

The C.F. Phelps Wildlife Management Area is located in southern Fauquier County, with a portion in Culpeper County. The WMA abuts the Rappahannock River and is comprised of over 4,500 acres in total. Hunting, fishing, wildlife viewing, hiking and canoeing are popular recreational activities.

Local Recreational Areas/Points of Interest

Culpeper County

- Spilman Park
- Galbreath-Marshall Park
- Mountain Run Lake Park

- Yowell Meadow Park
- The Culpeper Community Complex (under construction) at Route 666 and Route 29.
- The proposed Laurel Valley Park

Fauquier County

- Rady Park
- C.M. Crockett Park
- Vint Hill Village Green/Lake Brittle
- Great Meadows Equestrian and Event Complex
- Proposed Sports Complexes: One is proposed near Warrenton with another in the northern portion of the county

Madison County

- Madison Recreation Center
- Madison County Fairgrounds
- County School Facilities

Orange County

- Booster Park
- Barboursville Community Park
- Hornets Sports Center, Orange County High School
- Porterfield Park
- Montpelier
- County School Facilities

Rappahannock County

- Rappahannock County Park
- Rappahannock County High School

Bicycle and Pedestrian Networks & Maps

The maps that follow show adopted plans (where applicable), as well as examples of potential corridors for possible future bicycle and pedestrian trail development. They are included here for information purposes only, as prospective candidates for future consideration and/or corridor assessment. Figure 1 shows the region-wide bike and pedestrian map, including adopted plans, points of interest, and potential corridor examples.

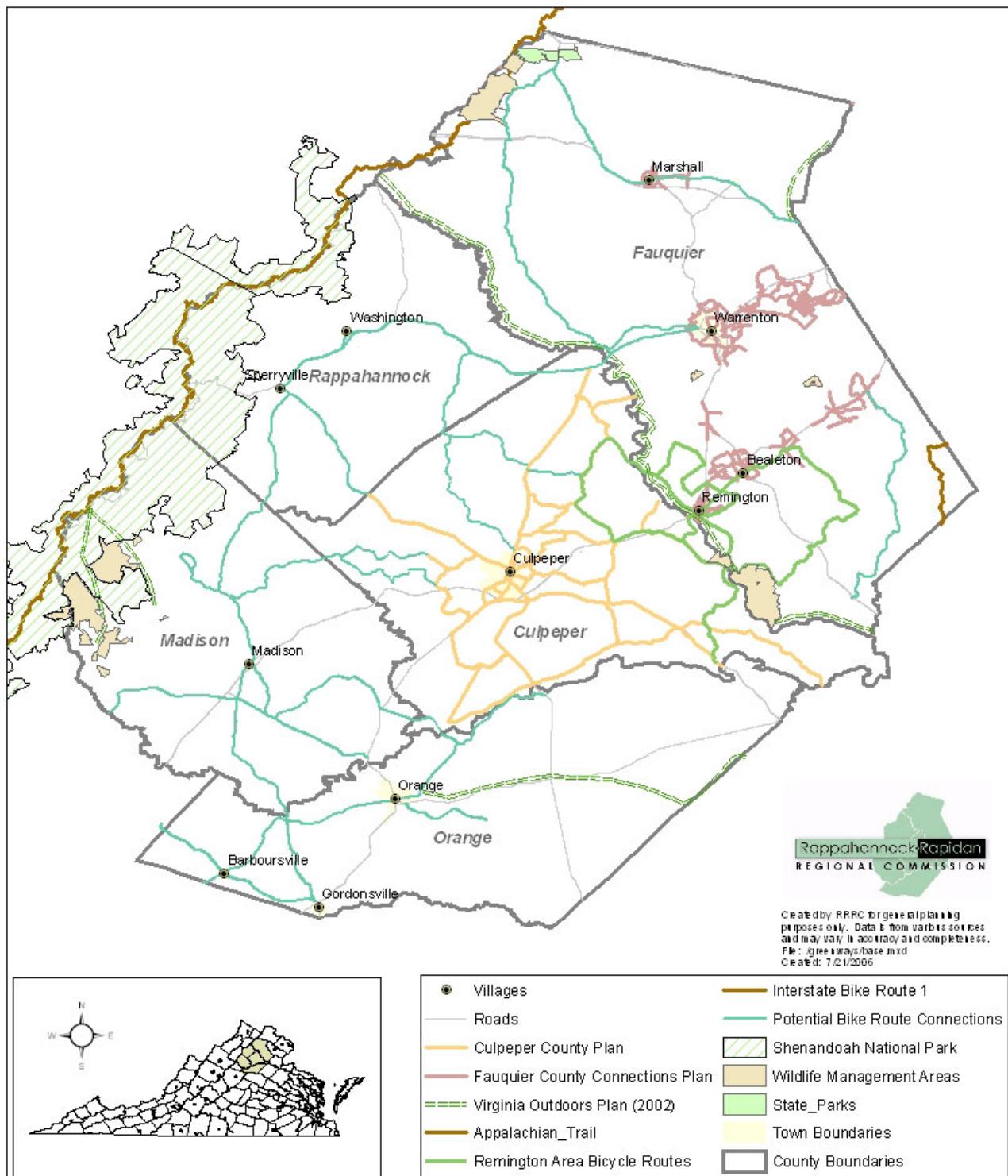


Above: The Rappahannock River runs along the boundaries of Rappahannock, Fauquier and Culpeper counties in the Rappahannock-Rapidan Region. Along with Rapidan River, the region is home to two rivers suited for recreational use.

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**Figure 1: Rappahannock-Rapidan Region
Bicycle and Pedestrian Map**



Culpeper County (fig. 2)

- Existing Bicycle Plan

The current county Bicycle plan provides a solid base for greenway and bikeway development along the county's roads. Adding signage and marketing these trails can be a future goal for the county to attract recreational users.

- Rappahannock River access and greenway

The 2002 Virginia Outdoors Plan proposes a greenway and trail system along the Rappahannock River. The county's northeast boundary is formed along the river and could provide many recreational opportunities along its length.

- Potential Corridors shown on the Culpeper County Bicycle and Pedestrian Map

- A. Mt. Run Lake to Madison County: The current plan includes trails to Mt. Run Lake from the town of Culpeper. Extending this route along county roads through Reva and into Madison County can provide increased opportunities for recreational bicyclists. There are several informal routes in this area used by local riders.
- B. Route 640 from Rixeyville: This route could connect to Rappahannock County, as well as provide a loop route along route 729 (Eggborntsville Road).
- C. Route 621 from route 229 to route 211: This corridor would provide access to the west from Jeffersonton and would extend the current county plan to route 211 for linkages with Rappahannock and Fauquier counties.

Town of Culpeper (fig. 3)

- Upcoming Sidewalk, Bikeway and Trail Master Plan initiative

The plan, currently in the preliminary stages of development, represents a strong commitment from the town towards adding and improving bicycle and pedestrian facilities.

Figure 2: Culpeper County Bicycle and Pedestrian Map

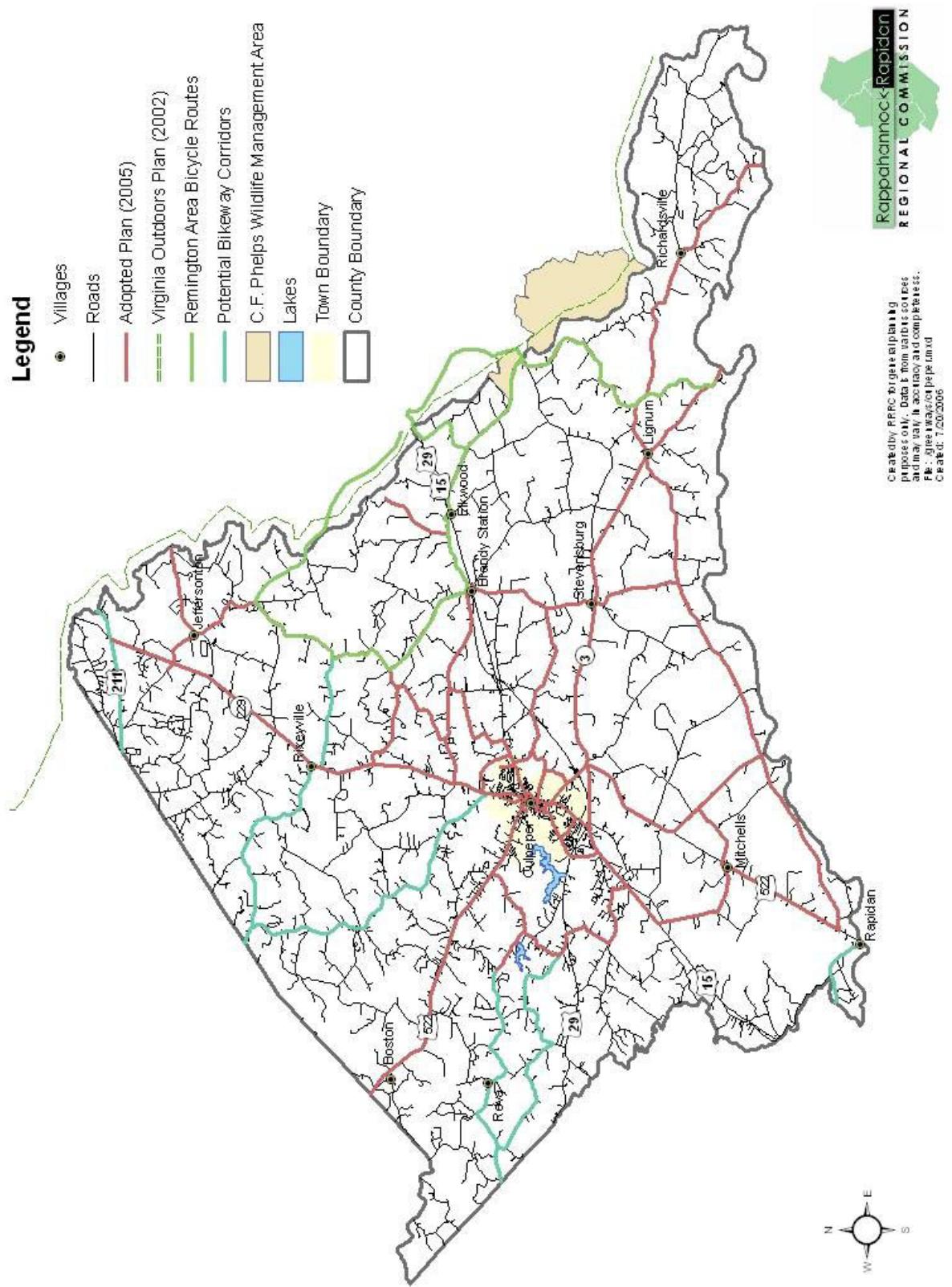
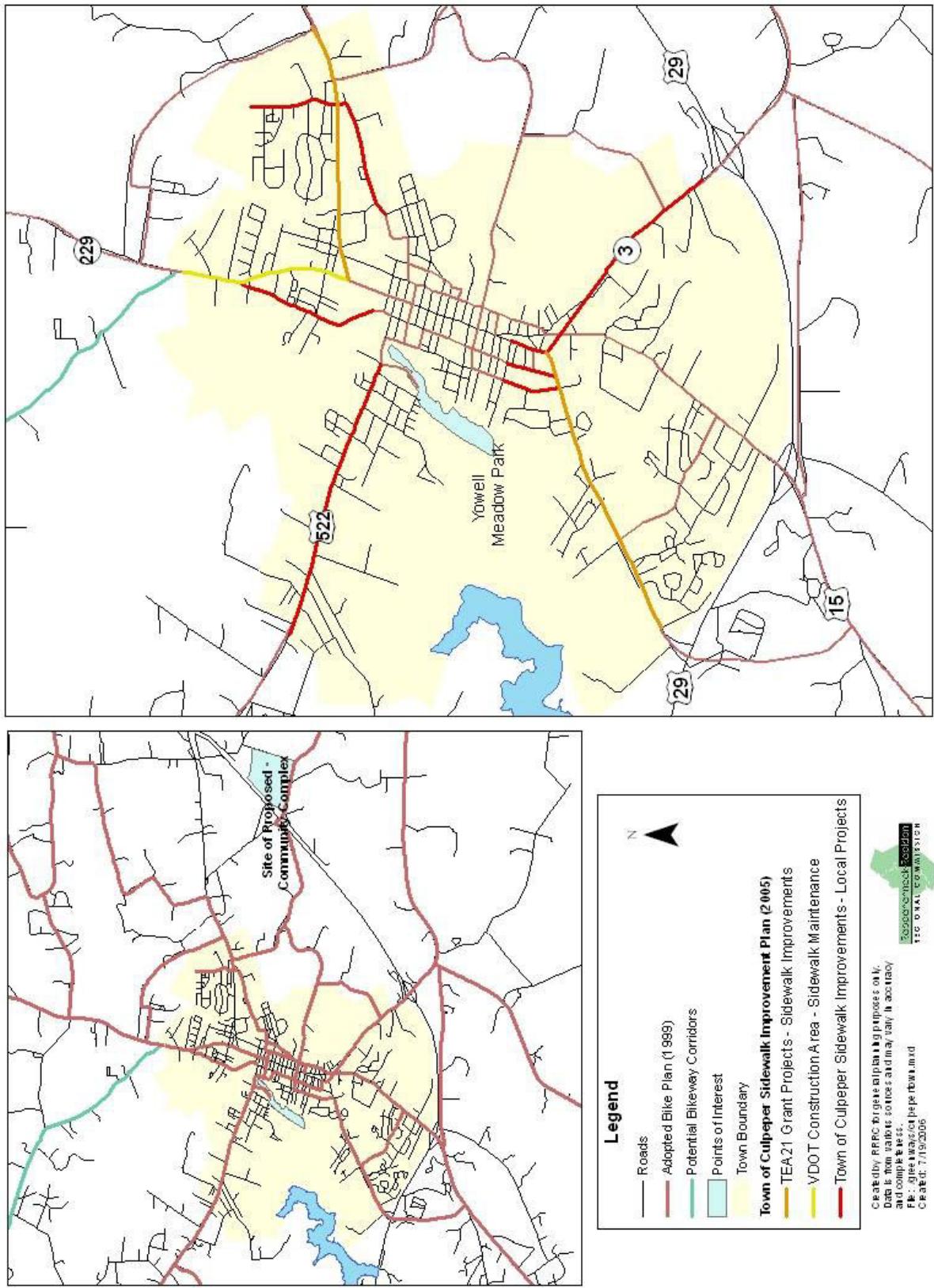


Figure 3: Town of Culpeper Bicycle and Pedestrian Map



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Fauquier County (fig. 4)

- Extension of Warrenton Branch Greenway

The Warrenton Branch Greenway has become a very popular trail for both the county and the town of Warrenton, and extending it along the abandoned rail bed can increase the use of the trail by bicyclists, walkers, joggers and other pedestrians.

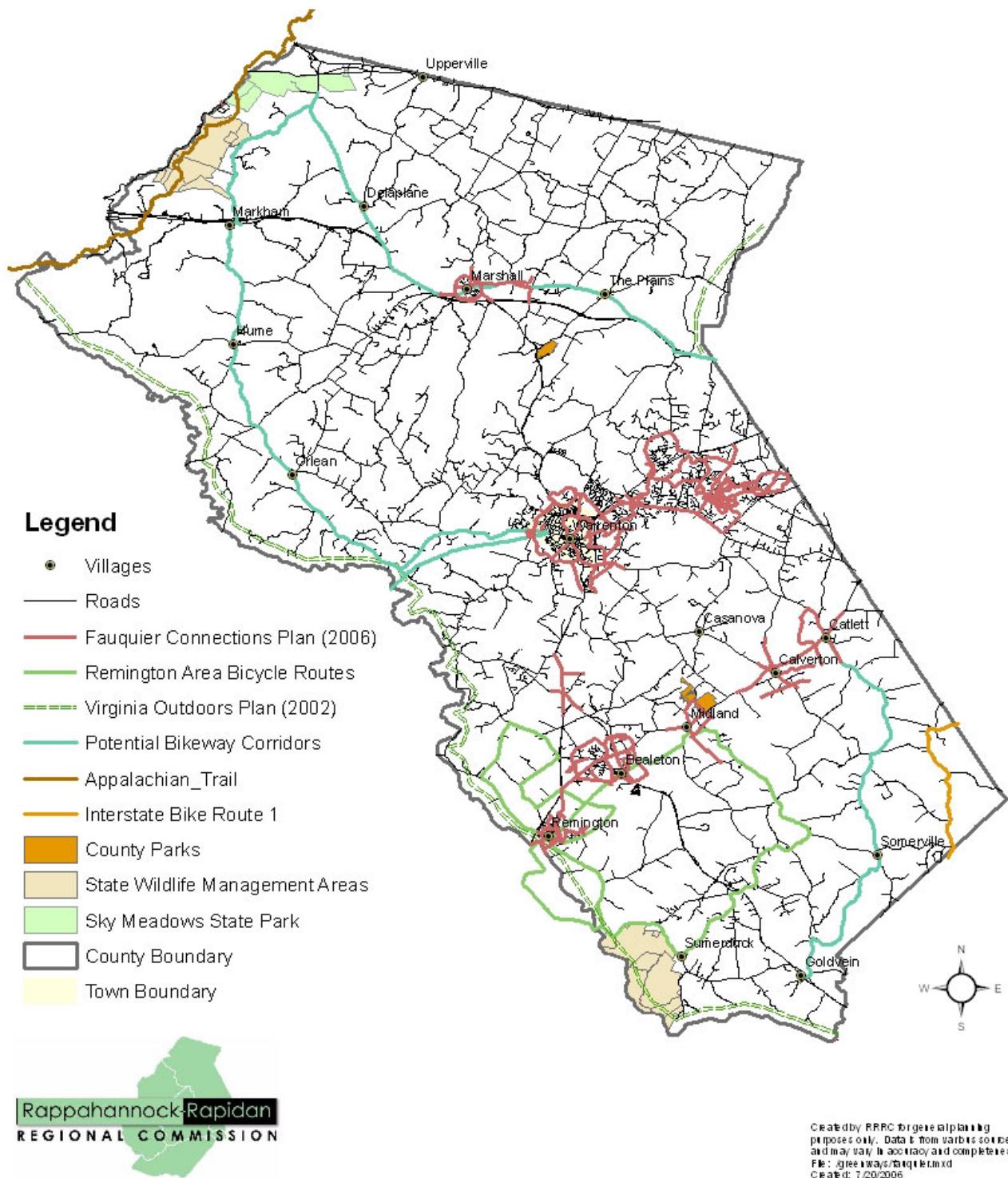
- Fauquier Connections Plan

The Fauquier Connections Plan provides a solid base for greenway and trail planning within Fauquier County's service districts and its implementation, together with future linkages between the service districts will attract more recreational bicyclists to the county.

- Potential Corridors shown on the Fauquier County Bicycle and Pedestrian Map

- A. Route 55 from Broad Run to Delaplane: Portions of this corridor are already popular with bicyclists in the area. The corridor benefits from large amounts of traffic opting for Interstate 66 for east-west travel and connects the towns of The Plains, Marshall and Delaplane. North of Delaplane, route 17 runs to Sky Meadows State Park.
- B. Route 688 from Route 211 to Route 17 (near Sky Meadows State Park): This rural secondary road winds through the villages of Orlean, Hume and Markham in western Fauquier County, eventually intersecting with route 17 near Sky Meadows State Park. The corridor has access to the G. Richard Thompson Wildlife Management Area and features several wineries and other points of interest.
- C. Route 211 west of Warrenton: This route connects Warrenton with rural areas to the west, as well as Culpeper and Rappahannock counties. An alternate route to this corridor would be Old Waterloo Road, which would offer a route with less traffic.
- D. Catlett to Goldvein (Southeastern Trail): This potential corridor follows county routes 806, 616, and 617 from Catlett to Goldvein and could provide access to Monroe Park, as well as portions of southern Fauquier falling outside of service districts.

Figure 4: Fauquier County Bicycle and Pedestrian Map



Town of Remington (fig. 5)

- Maintenance and Updates to area shared road network

Continued support for the area bicycle route network as well as future additions and improvements will be important.

- Rappahannock River access and greenway

From the 2002 Virginia Outdoors Plan: “The development of a Rappahannock River Trail...Potential exists for the development of a greenway/hiking/water trail system along the Rappahannock River...through the rapidly urbanizing Fredericksburg area to the Appalachian Trail.”⁵

The proximity of the Rappahannock River to Remington is an opportunity to provide access from the town to the river, as well as any trail and greenway development along its banks. The development of a county park along the river will provide access to town and county residents, as well as to nearby Kelly’s Ford Landing.

Town of Warrenton (fig. 6)

- Extension of Warrenton Branch Greenway

Already highly popular, the Warrenton Branch Greenway can anticipate even heavier usage upon extension to Lord Fairfax Community College, as well as linkages between the town’s sidewalk system and the Warrenton Branch Greenway.

- Trails to Parks, Schools and other Points of Interest

Implementation and development of trails between parks and schools, as well as through retail areas and other points of interest within the town.

⁵ Virginia Outdoors Plan, 2002, p. 232-33.

Figure 5: Town of Remington Bicycle and Pedestrian Map

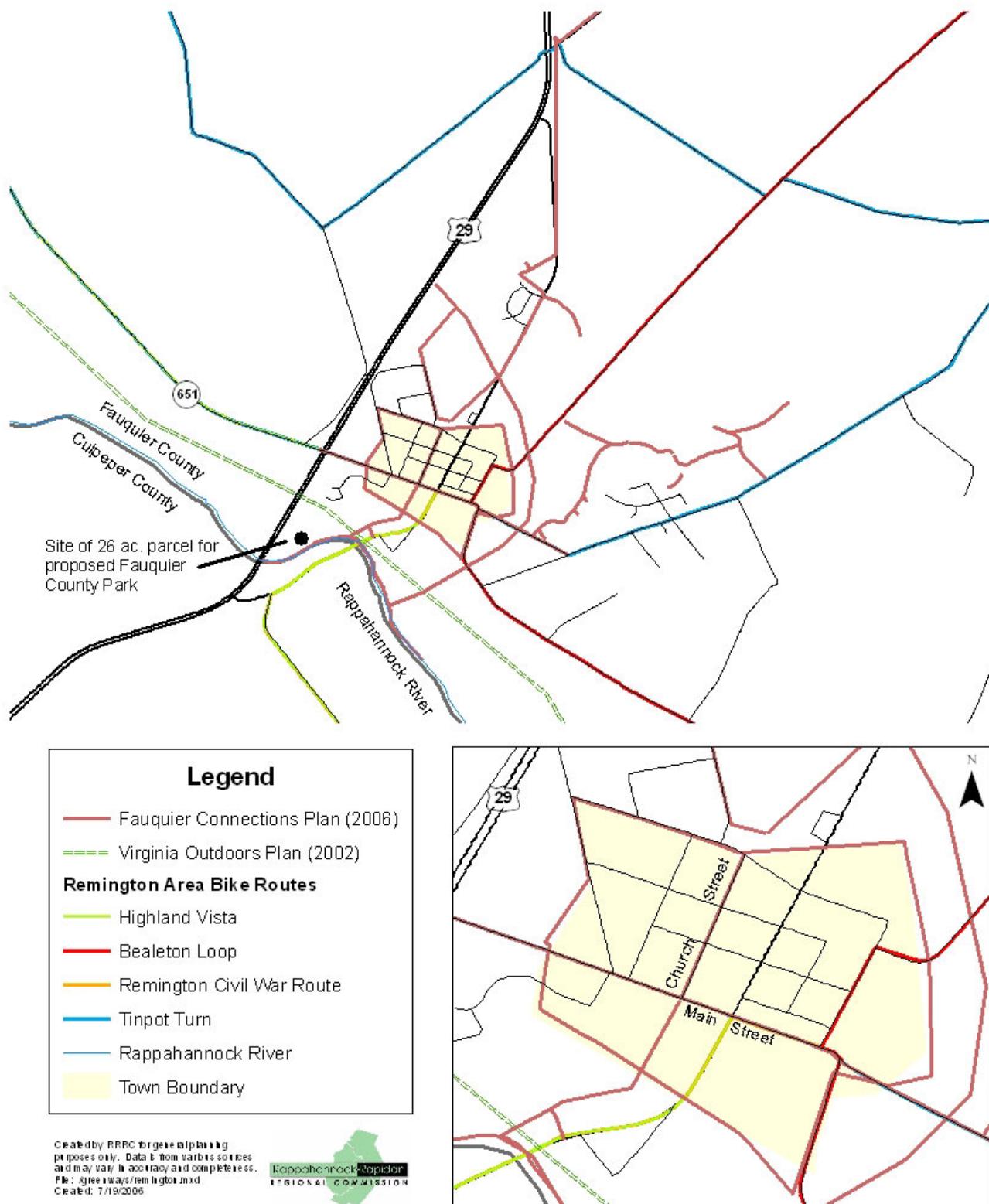
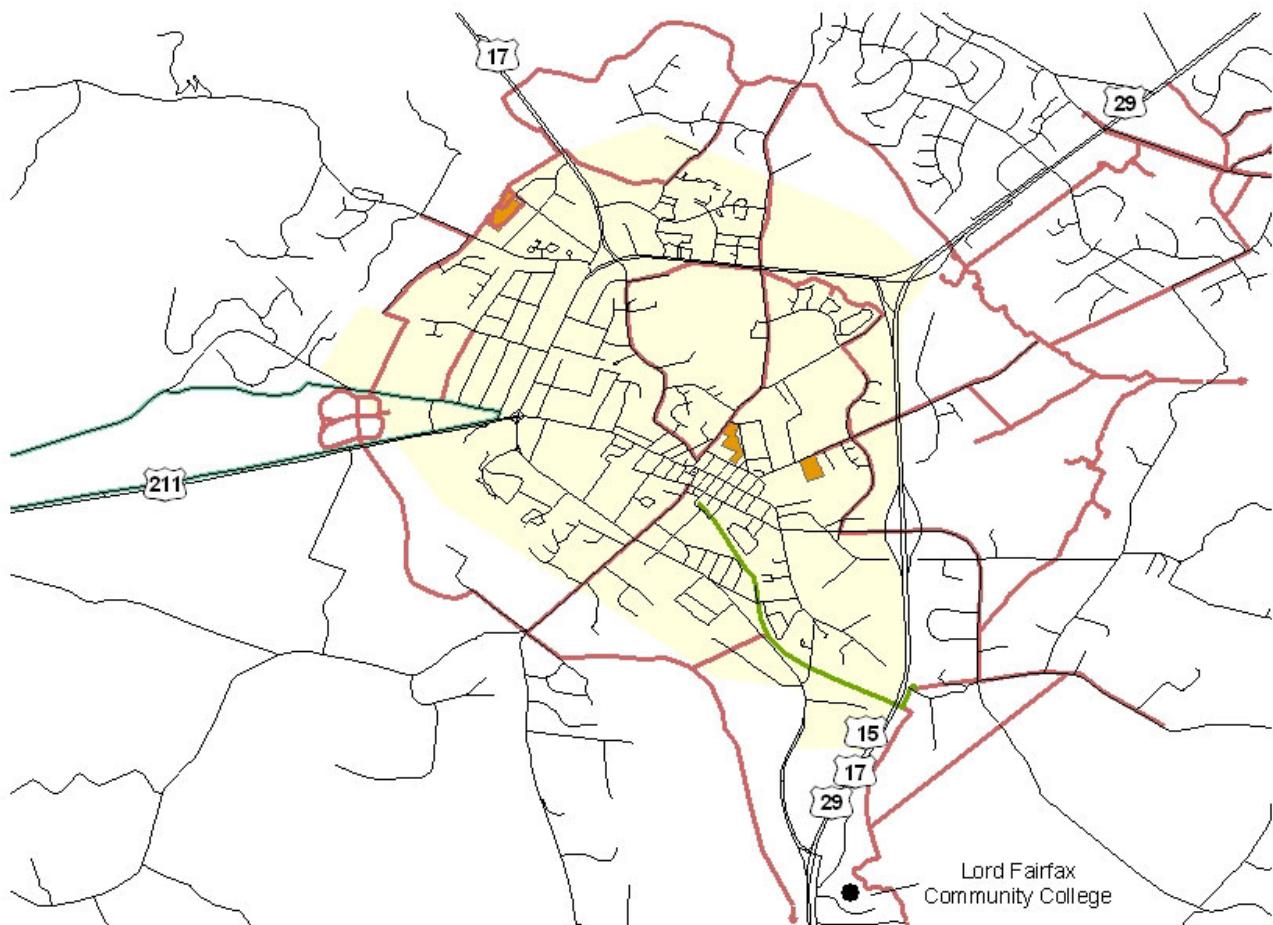


Figure 6: Town of Warrenton Bicycle and Pedestrian Map

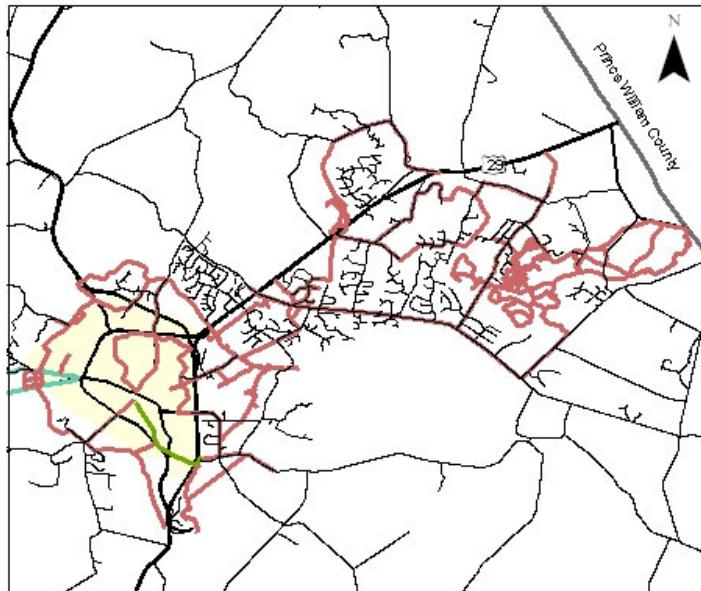


Legend

- Warrenton Branch Greenway
- Fauquier Connections Plan (2006)
- Community Parks
- Town Boundary
- Roads
- Potential Bikeway Corridors

The map to the right shows the Fauquier Connections Plan trails for the Warrenton and New Baltimore Service Districts. This is an area of residential growth within Fauquier County.

Created by RRRC for general planning purposes only.
Data is from various sources and may vary in accuracy
and completeness.
File: bikeways/corridor.mxd
Created: 7/19/2006



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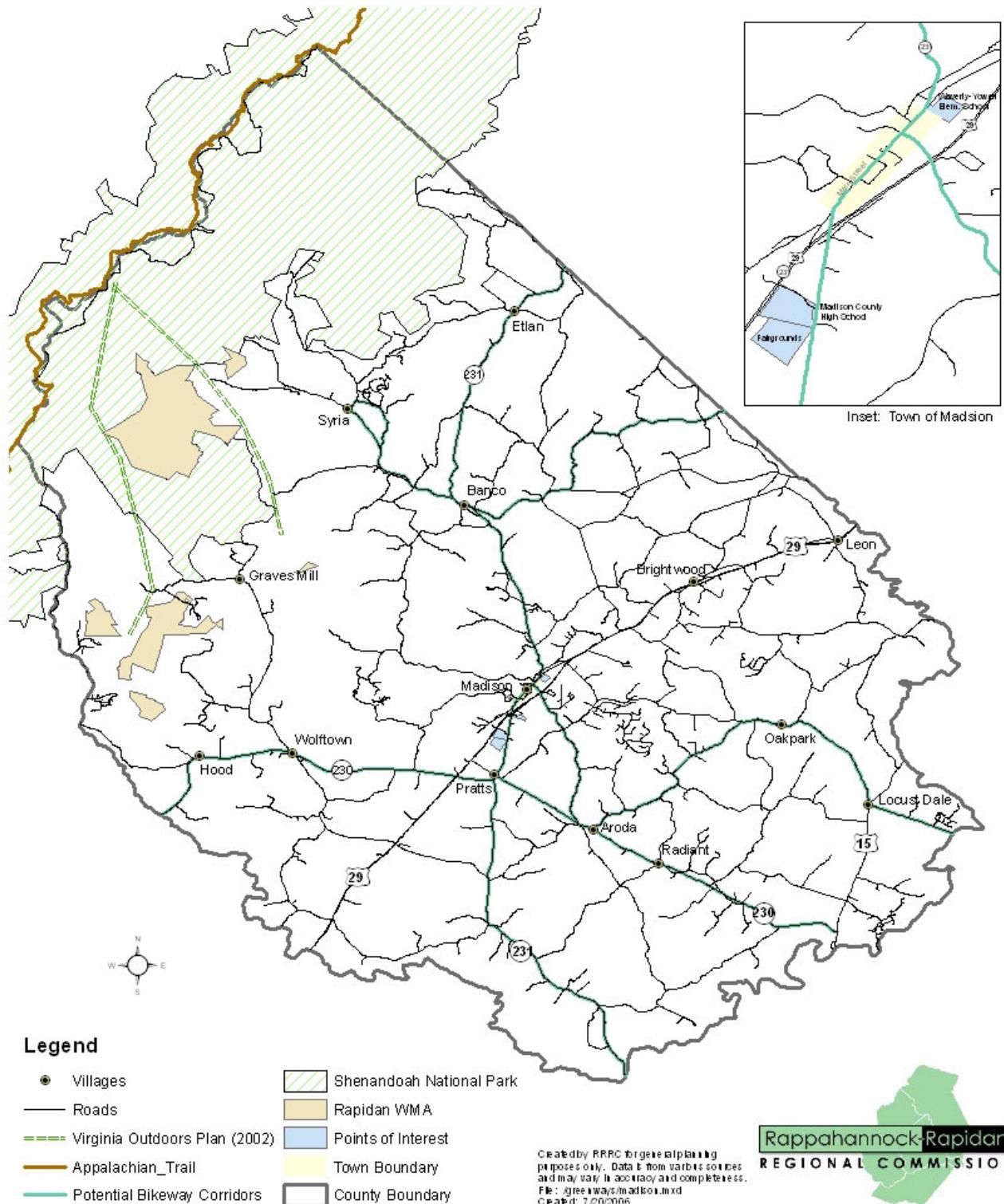


Madison County (fig. 7)

- Potential corridors shown on the Madison County Bicycle and Pedestrian Map
 - A. Route 231 from Orange County to Rappahannock County: The scenic beauty along route 231 has made it a Virginia Scenic Byway and offers potential for a formal bicycle route in conjunction with adjoining Orange and Rappahannock counties.

In Madison County, route 231 passes through Pratts, Madison, Banco and Etlan (traveling northbound) and would provide an opportunity for visitors to see numerous historic sites, especially within the town of Madison.
 - B. Madison to Locust Dale: This corridor follows county routes 616, 607, 634 and 614 through Aroda and Oakpark and eventually into Orange County. This is already a popular route enjoyed by area bicycling enthusiasts.
 - C. Route 230 from Greene County to route 15: This is a route identified by the Virginia Outdoors Plan for possible scenic byway designation. Passing through the southern portion of the county through Hood, Wolftown, Pratts, Aroda and Radiant (from west to east), this corridor would provide access to some of the rural areas of the county as well.
 - D. The 2002 Virginia Outdoors Plan proposes the development of linkages between the Rapidan Wildlife Management Area and Shenandoah National Park. In addition, access to the Conway River and a greenway corridor around the river are specified.

Figure 7: Madison County Bicycle and Pedestrian Map



Orange County (fig. 8)

- Potential corridors shown on the Orange County Bicycle and Pedestrian Map
 - A. Route 20 from Orange to Barboursville: This corridor follows rolling piedmont hills and provides access to Montpelier and Somerset. In Barboursville, there are several points of interest, as well as possible linkages with Albemarle County to the south.
 - B. Route 33 from Gordonsville to Greene County: The route 33 corridor from Gordonsville westward provides scenic opportunities as well as a number of vineyards and historic sites, including Barboursville.
 - C. Route 231 from Gordonsville to Madison County: This route extends from downtown Gordonsville (route 15) to the traffic circle and then northwards through Somerset to Madison County. As part of a regional corridor from Sperryville to Gordonsville, this section would provide pastoral scenery and the shops and restaurants in Gordonsville.
 - D. Route 615 from Orange to Rapidan; Route 636 from Rapidan to route 522: These two roads provide access to the northern portions of the county and the Rapidan River, as well as Civil War sites and Culpeper County to the north.
- The Virginia Outdoors Plan proposes the development of a Fredericksburg-Orange trail along the old Virginia Central rail bed. In Orange County, this would provide access from near the town of Orange eastward near Unionville and Rhoadesville and toward the Fredericksburg-Spotsylvania Battlefields.

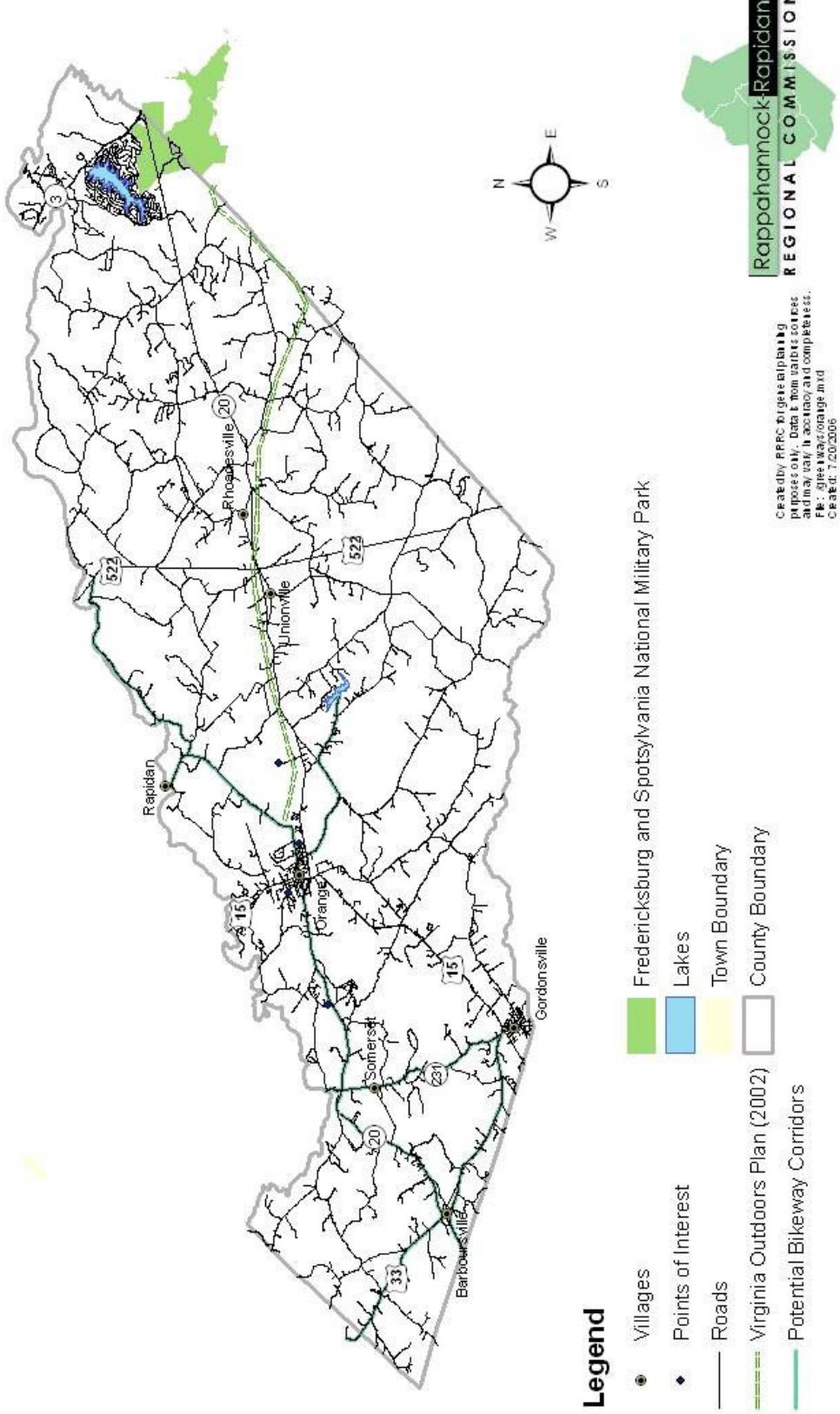
Town of Gordonsville (fig. 9)

In Gordonsville, there are a number of historic and cultural sites that can be linked with trails and/or sidewalk improvements including the Exchange Hotel and Museum, Town Hall, and Dix Memorial Pool.

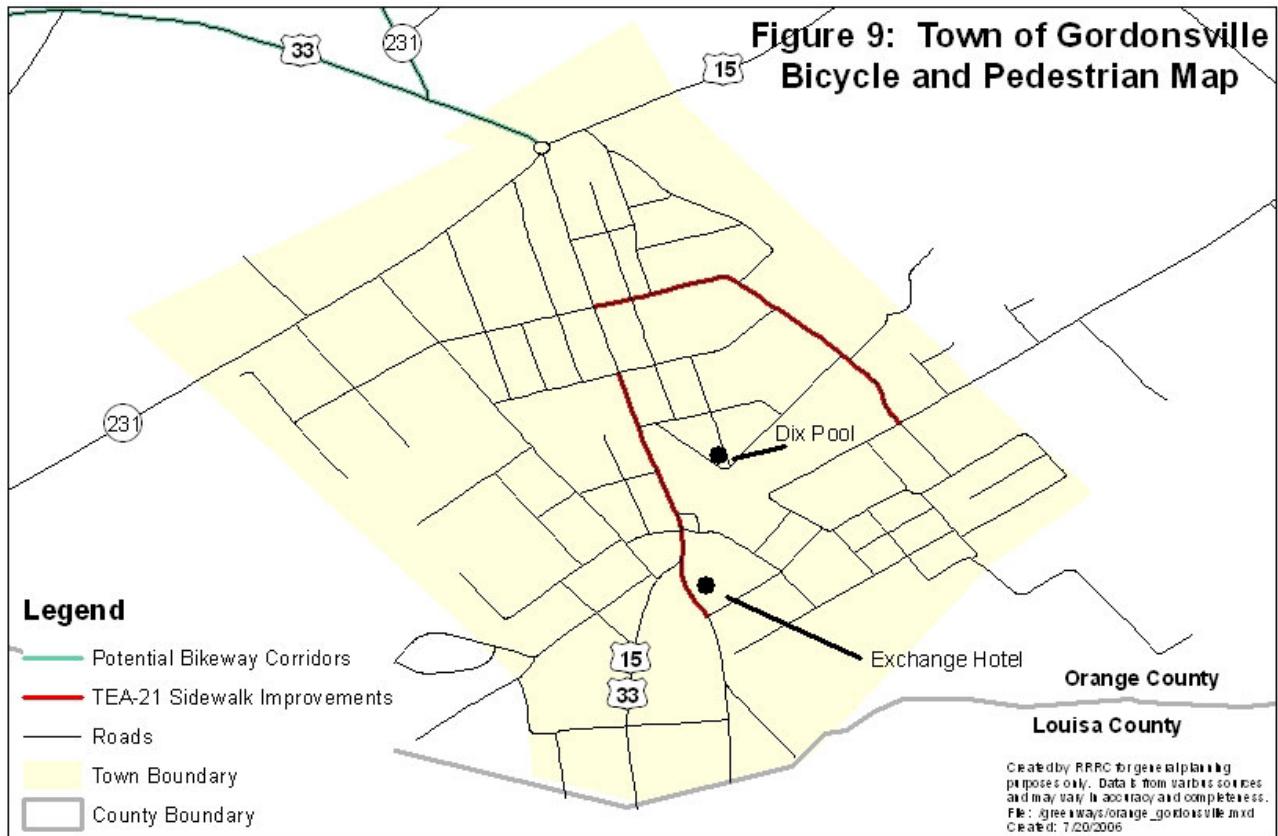
Town of Orange (fig. 10)

Access to a number of points of interest within the town limits will be important for a bicycle and pedestrian network in the Town of Orange. Potential points of interest to provide routes to and from are Orange County High School (Hornets Sports Center), Booster Park near the Orange County airport, Porterfield Park, Prospect Heights Middle School, as well as outside of the town boundary to Montpelier, the historic home of James Madison.

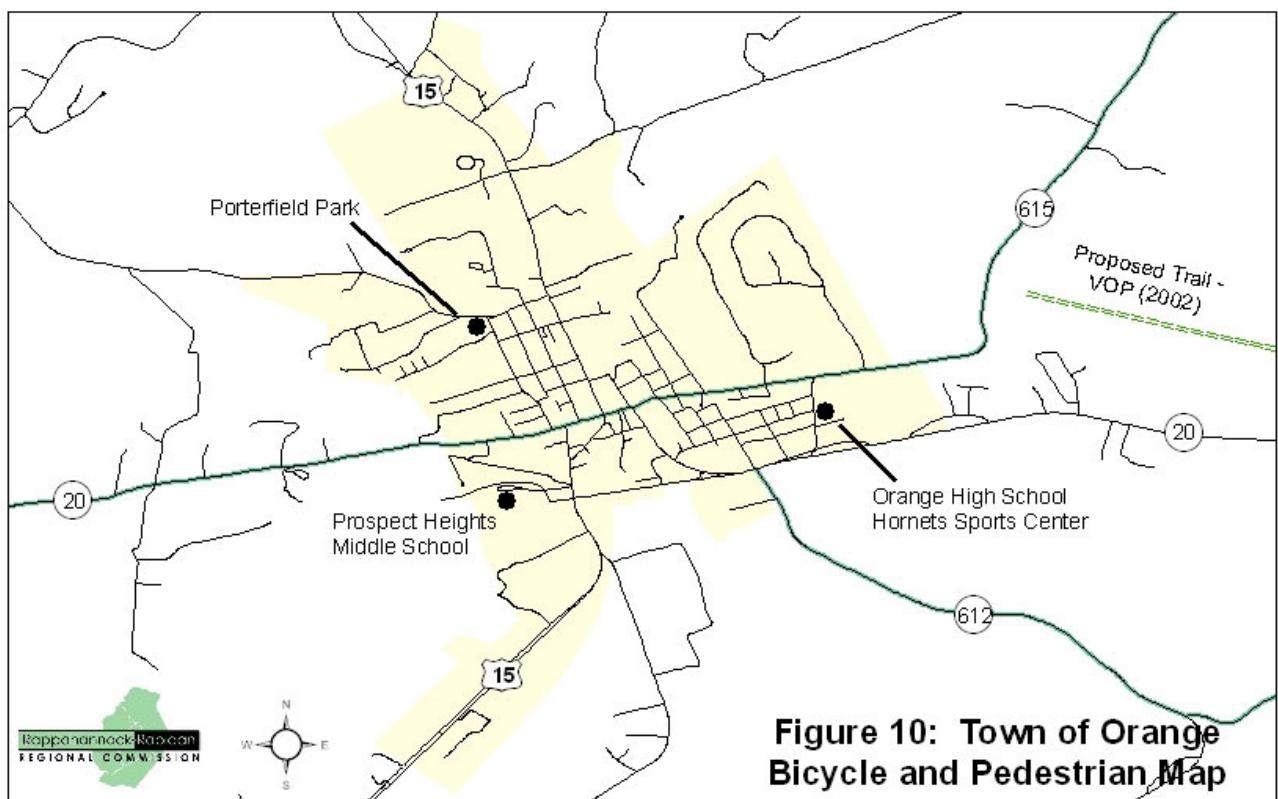
Figure 8: Orange County Bicycle and Pedestrian Map



**Figure 9: Town of Gordonsville
Bicycle and Pedestrian Map**



**Figure 10: Town of Orange
Bicycle and Pedestrian Map**



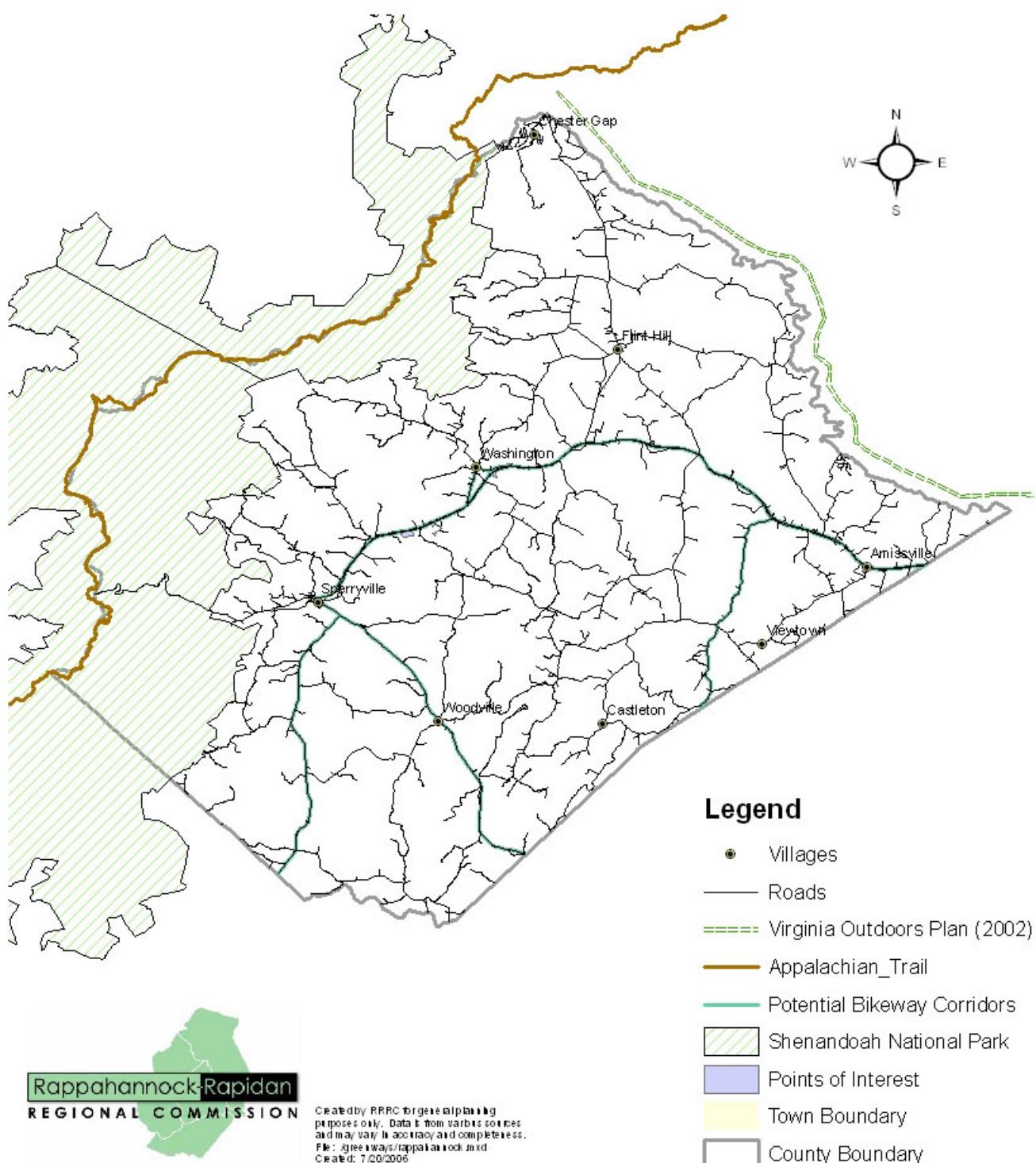
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Rappahannock County (fig. 11)

- Potential corridors shown on the Rappahannock County Bicycle and Pedestrian Map
 - A. Route 231 from Madison County to Sperryville: This corridor extends from the border with Madison County through the hills to Sperryville, with the last section running along route 522. This trail could provide access to the shops and restaurants in Sperryville, as well as the beautiful scenery in the area.
 - B. Route 211: Running east to west through the county, route 211 provides access to Amissville, Washington and Sperryville, before winding up the mountains into Shenandoah National Park.
 - C. Route 522 from Sperryville to Culpeper County: This route would link with the currently adopted plan in Culpeper County, which specifies route 522 as a potential bicycle route.
- The Rappahannock River runs along the northeastern boundary of the county and could provide opportunity for greenway and trail development along its banks.

Figure 11: Rappahannock County Bicycle and Pedestrian Map



Regional Connections

Although the bikeways and greenways laid out in this plan are based on individual county boundaries, it is important that connections between the five Rappahannock-Rapidan counties should also be encouraged during bicycle and greenway development and planning. Furthermore, linkages between Rappahannock-Rapidan counties and neighboring counties should be explored and factored into consideration as well.

Within the region, there are a number of key regional corridors depicted on the regional bike and pedestrian map. These include:

- Rappahannock River – Culpeper, Fauquier and Rappahannock
- Rapidan River – Culpeper, Madison and Orange
- Remington Area trails – Culpeper and Fauquier

The current plans in place in Culpeper County offer many routes that can connect to areas of Madison, Orange and Rappahannock counties, while connections between the latter three counties are also possible along the rural corridors that connect between them.

Possibilities associated with the Rappahannock River are numerous and are aided by the recently passed easement legislation by the City of Fredericksburg (see figure 12). The abandoned Virginia Central rail line has been partially developed near the City of Fredericksburg and offers the opportunity to connect the Rappahannock-Rapidan region with the larger population centers to the east. This trail is included in the 2002 Virginia Outdoors Plan as a good candidate for rail-to-trail development.

To the south, the Thomas Jefferson Planning District has several greenway corridors in their 2001 Bicycle, Pedestrian and Greenways Plan that would provide possible linkages to areas in Madison and Orange counties. Additionally, Albemarle County's adopted greenway plan depicts other routes to be considered for external connection.

To the north, any expansion to Fauquier County's Connections Plan should include consideration of existing plans in Loudoun and Prince William counties to the north and east, as those areas seek to develop additional trail and greenway opportunities for their residents.

To the west, the Northern Shenandoah Valley Planning District adopted a bike and pedestrian plan in 2004, and linkages from Fauquier to those areas should also be considered.

Implementation

Planning

This Bicycle and Pedestrian plan is intended to serve as a guide and stimulus for future bicycle, pedestrian and greenway planning efforts within the Rappahannock-Rapidan region. Due to the varying needs of the citizens in the towns and counties of the region, such facilities have different levels of priority, support and need in different areas. However, there are some general factors to be considered at the local level to foster the development of greenway corridors in the region.

- Drafting and adoption/revision of Bicycle/Pedestrian/Greenway Plans in each jurisdiction

As discussed above, many of the regional jurisdictions do not currently have Bicycle/Pedestrian/Greenway plans as part of their adopted comprehensive plans. The development of such a plan is an important step toward successful facility implementation.

- Community Involvement

The support of the citizens and businesses within each community will be vital to the expansion of bicycle and pedestrian option across the region. Identifying and encouraging community members with an interest in the promotion of trail corridors is essential, and can be achieved through citizen committees, community meetings and marketing of potential greenways.

- Corridor Assessment and Potential Locations

The potential corridors identified in this document have been included for consideration purposes only, intended to spur discussion and interest in the future development of bikeways and greenways in the region. Important considerations for future corridors include primary users and purposes for each, availability of land and easements, and maintenance and management of trails.

Funding

There are a number of funding options for trail projects from the federal, state and local levels. Below are some of the better-known sources with additional information available from the agency in charge of the funding.

Note: This is not an exhaustive list. Other sources are available and research should be done for specific projects to identify all potential sources of funding.

Transportation Enhancement Program

The Transportation Enhancement Program is administered by the Virginia Department of Transportation within the state of Virginia. Eligible uses, among others, include:

- Bicycle and pedestrian facilities
- Bicycle and pedestrian safety and educational activities
- Scenic easements and scenic or historic sites
- Scenic or historic highway programs
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Preservation of abandoned railway corridor
- Control and removal of outdoor advertising
- Archaeological research and planning
- Environmental mitigation for highway runoff or wildlife protection
- Establishment of transportation museums

There have been many successful trail projects using these funds (commonly referred to as TEA-21 or SAFETEA-LU funds) in the region including the installation of maps and signage along the Remington bicycle trails. A local match of twenty-percent is required for any project to receive funding under this program.

Additional information is available from VDOT's Local Assistance Division at (800) 444-7832 or at <http://www.virginiadot.org/projects/pr-enhance.asp>

Recreational Trails Program

The Virginia Recreation Trails Fund is also part of the federally funded TEA-21 (SAFETEA-LU) program and is administered by the Virginia Department of Conservation and Recreation. Grant money is made available for recreational trails and trail-related projects. Below are acceptable uses for funds allocated by this program:

- Development of urban trail linkages near homes and workplaces
- Maintenance of existing recreational trails, including the grooming and maintenance of trails across snow
- Restoration of recreational trails and backcountry terrain damaged by usage
- Development of trailside and trailhead facilities that meet goals identified by the National Recreation Trails Committee
- Provision of features that facilitate the access and use of trails by persons with disabilities

- Easement acquisition for trails or trail corridors identified in a state or local trail plan
- Construction of new trails that meet identified needs on state, county, municipal or private lands
- Construction of new trails on federal lands if supported by the Virginia Outdoors Plan, applicable federal land management plans, and generally, state and federal management agencies responsible for compliance with applicable state and federal laws.

Important notes for this program include the focus on recreation, rather than transportation and a required twenty-percent local match for all approved projects. Further information can be obtained from the Virginia Department of Conservation and Recreation at 804.786.1712 or online at <http://www.dcr.virginia.gov/prr/trailfnd.htm>

Virginia Outdoors Fund

The Virginia Outdoors Fund is a grant-in-aid program for the acquisition and development of public outdoor recreation facilities. Grants are awarded to public bodies only and awards are made up to a fifty-percent match, with funds available from state general fund appropriations and the federal Land and Water Conservation Fund. The goal of the program is to “facilitate the availability of outdoor recreation areas and facilities for all political jurisdictions and state agencies in the Commonwealth of Virginia.”

Additional information can be obtained from the Virginia Department of Conservation and Recreation at (804) 786-4379 or online at <http://www.dcr.virginia.gov/prr/vof.htm>

National Scenic Byways Program

Roadways that are designated as “Virginia Byways” are eligible to compete for funding from the National Scenic Byways Program. This federally funded program is administered by the Federal Highway Administration and requires a twenty-percent local match for approved projects. Eligible projects include:

- Construction of bicycle and pedestrian facilities along a scenic byway
- Overlooks and interpretive facilities along a scenic byway
- Protection of scenic, historical, recreational, cultural, national, and archaeological resources adjacent to a scenic byway
- Interpretive information about the byway

The Rappahannock-Rapidan region has several routes designated as Virginia Byways, and thus eligible for this program. These include portions of Route 15, Route 17, Route 20, Route 55, Route 231 and Route 522.

Information on the funding from the National Scenic Byways Program can be found online at <http://www.bywaysonline.org/program/>

Information on the Virginia Byways program can be found online at <http://www.virginiadot.org/infoservice/faq-byways.asp> or by calling the VDOT Local Assistance Division at (800) 444-7832.

Public Lands Highways Discretionary Program

Funds available from the Public Lands Highways (PLH) program are awarded on a competitive basis each year. Funding is available to projects within, adjacent to, or providing access to federal lands, such as national parks. Bicycle and pedestrian improvements, interpretive signage and scenic byway development are applicable to this program.

No local match is required for the PLH funding, but projects must be submitted by the Department of Transportation in each state. The Federal Highway Administration oversees this program and additional information can be found online at <http://www.fhwa.dot.gov/discretionary/plhcurrsola3.htm>

Local Sources

Local funding sources for greenway and trail development come from jurisdictions covered by potential greenway development locations. Some local sources for funding include local taxes, municipal bonds, or fees from developers in the form of impact fees or proffers. Additionally, coordination between local planning departments and commissions, parks and recreation departments, law enforcement agencies and other local officials is an important tool for locating various funding opportunities.



DISCLAIMER

Prepared in cooperation with the US Department of Transportation, Federal Highway Administration, and the Virginia Department of Transportation

The contents of this report reflect the views of the Rappahannock-Rapidan Regional Commission (RRRC). The Commission is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views or policies of the US Department of Transportation, Federal Highway Administration, or Virginia Department of Transportation. This report does not constitute a standard, specification, or regulation.