Please visit the VDOT website to find additional information regarding the regional transportation initiatives in your area.

www.rrregion.org
www.virginiadot.org
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INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop VTrans 2035, the Commonwealth’s multi-modal long range plan and a more detailed subset report known as the 2035 Surface Transportation Plan. The highway element of the 2035 Surface Transportation Plan includes proposed improvements on Virginia’s federal functionally classified roadways. This Regional Long Range Transportation Plan is one piece of the 2035 Plan. VDOT, Virginia’s Planning District Commissions (PDCs) and the local governments they represent, are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those in Virginia’s metropolitan and small urban areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements (roadway, rail, transit, air, bicycle, and pedestrian) are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by an MPO. In the case of the Rappahannock-Rapidan region, there is no MPO and the entire transportation network within the Rappahannock-Rapidan Regional Commission (RRRC) was analyzed and addressed in this report.

Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed.

Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.

OVERVIEW OF THE REGION

Description and Function of the Rappahannock-Rapidan Regional Commission

The RRRC serves the counties of Culpeper, Fauquier, Madison, Orange, and Rappahannock and the towns of Culpeper, Gordonsville, Madison, Orange, Remington, Warrenton, and Washington. Located in the northern portion of Virginia’s Piedmont region, the Rappahannock-Rapidan region is an area of approximately 1,965 square miles, with a current estimated population of over 168,000 people (Weldon, 2009). The region is defined by the Rappahannock and Rapidan rivers, which form the borders between several of the counties. The geographic setting is characterized by compact, historic towns, surrounded by rolling topography and scenic rural landscapes. The region is in itself rural, but surrounded to the north, east, and south by larger metropolitan areas: Washington DC, Fredericksburg, and Charlottesville. Fauquier County is part of the Washington, DC-Maryland-Virginia-West Virginia Metropolitan Statistical Area. Due largely to its proximity to these metropolitan areas, the region is currently experiencing population growth and additional residential and commercial development.

STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental overview.
Goals and Objectives

Needs for each regional plan were developed based on regional and statewide goals and objectives. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the RRRC was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area. Goals for the RRRC include:

GOAL 1 Promote land use patterns that maximize the efficiency of the transportation network.

GOAL 2 Establish regional transportation priorities based on consensus and consistency throughout the region, while recognizing the autonomy of each jurisdiction’s planned growth and/or economic development efforts.

GOAL 3 Provide for the effective, safe, and efficient movement of people and goods.

GOAL 4 Develop an efficient regional transportation network, that provides for the efficient movement of goods and people, and improves upon the existing system to serve both local and through traffic.

GOAL 5 Develop a safe regional transportation network.

GOAL 6 Promote transportation improvements that enhance quality of life.

GOAL 7 Encourage development of multi-modal transportation such as bicycle, pedestrian, carpooling and ridesharing, public transit, air, and rail to reduce congestion, complement existing transportation facilities, and improve air quality.

Common Rural Long Range Plan Goals

In addition, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans 2035 and are listed below:

GOAL 1 Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.

GOAL 2 Provide a safe and secure transportation system.

GOAL 3 Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.

GOAL 4 Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.

GOAL 5 Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.

GOAL 6 Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.
Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and the Rappahannock-Rapidan region are working to balance growth seeking new economic growth and diversification, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and the Rappahannock-Rapidan region, based particularly on proximity to urban areas. Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a general agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities (including education, health care, social services, employment, and transportation) shift and fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a new major employer, movement of younger sectors of the population to more urban areas, and growth of bedroom-community type developments for nearby urban areas.

The region ranked second among all the PDCs in Virginia in terms of population growth from 2000-2008, with a growth rate of 24.8% over the eight-year period (Weldon, 2009).
Increase in county populations is not only due to natural increase (more births than deaths) but also due to greater in-migration to the region than out-migration from the region. Migration into the region from 2000 to 2007 primarily came from localities to the north and east of the Rappahannock-Rapidan region, with migration from the Washington, DC and Fredericksburg areas exceeding 34,000. This population growth and increased development have created changes in transportation patterns and traffic congestion.

Population trends have implications for the transportation network of any geographic area. As the population and traffic increases, mobility and safety can suffer. In the case of the Rappahannock-Rapidan region, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic between Northern Virginia and Charlottesville. US 17, US 29, US 15, and VA 20 have become alternatives to the heavily traveled interstates located east and west of the Rappahannock-Rapidan region.

Demographic Trends
Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. Currently, the counties within the region have minority populations and low-income populations at or below the state percentages of 29.9% and 9.6%, respectively. However, the portion of the population with disabilities in both Madison and Orange counties are above the state percentage of 18.1%. All of the counties, except for Fauquier County, have elderly populations in a higher proportion than the state proportions in 2000 (11.2%).

Transportation Implications
US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed route and demand responsive transit. Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, are more dependent on demand responsive transit in a rural area than in urban areas. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The RRRC, in conjunction with the Virginia Department of Rail and Public Transportation (DRPT)’s statewide effort, recently completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Additional demand responsive transit or in some cases, determining a single point of contact for providers, is a need that is being identified throughout the Commonwealth.
Each mode of travel—roadways, human services transportation (public transportation), freight, rail, bicycle and pedestrian facilities, airports, and travel demand management—has been independently analyzed for both current and forecasted conditions.

Roadways
Primary east-west corridors include: I-66, US 211, VA 3, VA 28, and VA 20; north-south corridors are US 15, US 17, US 29, US 522, and VA 231. Scenic Byways, identified by both the U.S. Department of Transportation and VDOT, are an important part of the transportation system in the region. The Journey Through Hallowed Ground National Scenic Byway, follows parts of VA 20, VA 231 and US 15, and there are more than 30 State Scenic Byways identified by VDOT in the region.

Human Services Transportation
Human services transportation encompasses multiple programs that serve individuals who, for various reasons, cannot or choose not to operate their own vehicles. This category of transportation includes public transit, both fixed-route and demand response, specialized demand response service, volunteer transportation, and private providers, including taxi and medical transport companies. Most public transportation programs are designed to meet the needs of elderly and low-income residents, and residents with disabilities; however, some of these services also serve the objectives of travel demand management.

Human services transportation planning in the Rappahannock-Rapidan Region is coordinated by the Foothills Area Mobility System (FAMS).

All fixed-route public transportation in the region is provided by Virginia Regional Transit (VRT), which operates in the Towns of Culpeper, Warrenton, Orange and Gordonsville. VRT also provides demand response service along these fixed routes, and in the Counties of Fauquier and Culpeper. There is no inter-county public transit service.

The Rappahannock-Rapidan Community Services Board and Area Agency on Aging (RCCSB/AAA) is the largest specialized demand response provider in the region. It also operates the largest volunteer transportation program.
While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can be realized.

**Rail and Airports**

Norfolk Southern owns the freight rail lines in the region. Twelve freight trains operate daily through the region, providing service to businesses and industries. There are five general aviation facilities located in the Rappahannock-Rapidan region: in Elkwood (Culpeper Regional); Gordonsville; Midland (Warrenton-Fauquier); Orange; and Somerville. The nearest commercial airports are in Dulles, Charlottesville, and Richmond.

One Amtrak station, in the Town of Culpeper, serves three routes: the Crescent, which runs from New York to New Orleans, and the Cardinal/Hoosier State, which operates between New York and Chicago three days per week. An additional daily Amtrak route originating in Lynchburg with destinations as far north as Boston began service in October 2009.

**Freight and Future Growth Areas**

Freight generators within the RRRC were identified, and their proximity to nearby major roadway and rail corridors noted. The RRRC, working with VDOT, determined the location of freight generators along with major employers and trip generators. These sites were mapped along with future growth areas in the region; it is clear that freight generators are generally located in and near areas identified as growth areas within the region. In collaboration with the Office of Intermodal Investment, the RRRC has prepared a detailed Regional Freight Study, which was released in 2010.
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The Express (VRE) is seven miles east of Fauquier County at Broad Run/Airport Station in Prince William County. In addition, the Appalachian Trail runs across the entire northwest portion of the region. Plans to expand the bicycle network are underway in parts of the region. Several local plans and the RRRC Regional Bicycle and Pedestrian Plan (2007) detail the existing and potential future facilities for the region and the individual member jurisdictions.

Travel Demand Management

Travel demand management (TDM) holds potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains can be realized. There are concentrated areas to which commuters in the RRRC are currently traveling for employment, primarily, Northern VA/Washington, DC/ Northern Virginia, Fredericksburg, and Charlottesville.

RRRC Commuter Services, made possible through funding from DRPT, provides rideshare/vanpool matching services for residents of the region, in addition to other TDM-related assistance. In addition, Commuter Services currently partnered with Scenic America, Inc. to provide and market daily commuter bus service from Culpeper and Fauquier counties to Northern Virginia and Washington, DC. The service was started in January 2009 through a demonstration grant awarded to RRRC by DRPT. There are presently 14 official and unofficial park-and-ride lots throughout the region, with approximately half of these in Fauquier County. Lots in the northern half of the Rappahannock-Rapidan region serve, in general, commuters to Northern Virginia, while those in the southern half serve commuters to Fredericksburg and Charlottesville. There is no commuter rail service in the region, but the current western terminus of the Manassas line of Virginia Railway Express (VRE) is seven miles east of Fauquier County at Broad Run/ Airport Station in Prince William County.
Transportation System Performance & Recommendations

Roadways

Roadway analysis focused on safety, geometry and structure, and congestion. The RRRC, in conjunction with member local jurisdictions, prepared a list of roadway priority study locations and safety assessment locations based on reviews of available data sources, input at public meetings, and information provided by local and regional officials. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations required a new or updated analysis. Within the R-R Region, 43 priority locations were analyzed; recommendations for these locations are identified separately in the list of recommendations that follow. Ten of these locations were identified for assessment of congestion concerns, while the remaining 33 were analyzed for safety. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public. A more detailed discussion of all deficiencies and recommendations with planning-level cost estimates is located in the Technical Report.

1. Safety

The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

2. Operations and Maintenance

a. Geometric Conditions

Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

b. Bridge Condition

Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. Sufficiency evaluates factors such as load, visual structural deficiencies (cracks, concrete visibly missing), adequacy of the foundation, and the remaining life of the superstructure including pavement condition. These appear in a separate table by jurisdiction.

3. Capacity

Level of service analyses were performed on all functionally classified roadways in the RRRC to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the RRRC and local governments as priority study locations. The recommendations to address the deficient locations are identified as operational or safety, by jurisdiction. Current Day, Mid-Term, and Long-Term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.

Bridge Deficiency Summary

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<tr>
<td>PDC Total</td>
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<td>87</td>
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</table>
ROADWAY SYSTEM DEFICIENCIES

- Intersection Deficiency
- Operation Deficiency
- Safety Deficiency
- Both Deficiencies
- Other Deficiencies

Segment Deficiency
- Operation Deficiency
- Safety Deficiency
- Geometric Deficiency
- Both Operation and Safety Deficiency
CULPEPER COUNTY RECOMMENDATIONS

1. US 29/VA 663 (Alanthus Rd.)
   - Mid-term extend turn lanes; Reconfigure/relocate parking near the intersection.

2. VA 664 (Greens Corner Rd.)/VA 663 (Stevensburg Rd.)
   - Short-term maintenance; Long-term relocate/realign VA 663 to improve sight distance.

3. VA 685 (Chestnut Fork Rd.)/VA 729 (Eggbornsville Rd.)
   - Short-term maintenance; Long-term straighten/realign curves.

4. VA 643 (South Merimac Rd.)/VA 603 (White Shop Rd.)/VA 645 (Kirtley Trail)
   - Short-term maintenance; Long-term reconstruct to widen all approaches.

5. VA 604 (Emerald Hill Rd.)/VA 605 (Major Brown Rd.)
   - Short-term maintenance; Long-term straighten/realign curves.

6. US 29 (James Madison Hwy.)/VA 666 (Bragg's Corner Rd./Greens Corner Rd.)
   - Short-term monitor new signal’s performance and consider prohibiting U-turns and right turn on red from 666 onto R.T. 29 Northbound; Mid-term add turn lanes; Long-term construct interchange.

7. US 29/VA 718 (Mountain Run Lake Rd.)
   - Short-term consolidate entranceways and improve sight distance; Mid-term relocate/realign Mt. Run Lake Rd.; Long-term consider installation of traffic signal at US 29 and Granite Blvd.

8. US 211/VA 229
   - Deficiency with low priority; Continue to monitor for potential improvements.

9. VA 229 (Rixeyville Rd.)/VA 621 (Jeffersonton Rd./Colvin Rd.)
   - Deficiency with low priority; Continue to monitor for potential improvements.

10. VA 229 (Rixeyville Rd.)/VA 785 (Richmond Rd.)
    - Deficiency with low priority; Continue to monitor for potential improvements.

11. US 29/VA 609 (Hoover Rd.)
    - Deficiency with low priority; Continue to monitor for potential improvements.

12. VA 229 (Rixeyville Rd.)/VA 640 (Monumental Mills Rd.)
    - Deficiency with low priority; Continue to monitor for potential improvements.

13. US 15/US 29 (James Madison Hwy.)/VA 676 (Beverly Ford Rd./Berry Hill Rd.)
    - Mid-term add turn lanes on Berry Hill Road.

    - Mid-term consider installation of traffic signal.

15. Loop Rd. from Ira Hoffman Ln. to Keyser Rd.
    - Long-term construct new roadway.

16. Western Outer Loop from VA 729 to US 522
    - Long-term construct new roadway.

17. VA 3 from Stevensburg to Lignum
    - Long-term widen to four lanes with median.

18. US 15/29 Bus. from VA 666 to Inlet/VA 665
    - Long-term widen to four lanes with median.

19. Regional Airport/VA 677 (Beverly Ford Rd.)
    - Long-term apron expansion; Hangar development; New Terminal; Expansion of water and sewer lines; Development on east side of runway based on new airport layout plan.

20. VA 229 from VA 685 to VA 211
    - Mid-term implement safety spot improvement program for installing right and left turn lanes along entire length of route 229.

21. VA 522 from Rappahannock Co. Line to the Western Boundary of the Town of Culpeper
    - Mid-term implement spot improvement projects to add right and left turn lanes. Long-term provide full-width lanes and shoulders.

22. VA 15 from Madison Co. Line to VA 686
    - Mid-term implement spot improvement projects to add right and left turn lanes.

23. US 29/VA 603 (White Shop Rd.)
    - Short-term maintenance; Long-term lengthen turn lanes and realign VA 603 northbound to crossover.

24. VA 729 (Eggbornsville Rd.) from VA 714 (Dunkard Church Rd.) to Rappahannock Co. Line
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

25. VA 663 (Stevensburg Rd.) from VA 3 to VA 666
    - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

26. VA 647 (Revercomb Rd.) from VA 3 to VA 610
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

27. VA 663 (Alanthus Road) from US 15 to VA 762 (Brandy Road)
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
CULPEPER COUNTY RECOMMENDATIONS (continued)

VA 620 (Edwards Shop Road) from VA 610 (Eley’s Ford Road) to Fauquier County Line
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 658 (Mount Pony Rd.) from 0.5 Mi. S. VA 656 (Woolens Ln.) to VA 661 (Blackjack Dr.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 707 (Slate Mills Rd.) from Rappahannock Co. Line to US 522 (Sperryville Pk.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 634 (Griffinsburg Rd.) from VA 637 (Shanktown Rd.) to US 522 (Sperryville Pk.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VA 707 (Slate Mills Rd.) from Rappahannock Co. Line to US 522 (Sperryville Pk.)
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

US 15 / US 29 / VA 651 (Freeman’s Ford Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

US 15 / US 29 / VA 651 (Freeman’s Ford Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

VA 620 (Edwards Shop Road) from VA 610 (Eley’s Ford Road) to Fauquier County Line
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

FAUQUIER COUNTY RECOMMENDATIONS

1-66/Exit 23 (US 17) near Delaplane
Long-term lengthen merge area; Extend acceleration lane from US 17 SB to Interstate 66 eastbound.

1-66/Exit 28 (US 17) near Marshall
Long-term continue to move the planned improvements from the Marshall Service District Plan study through the review process. Improvements include installing roundabouts at ramp termini and adjacent intersections.

US 15 / US 29 / VA 215 (Vint Hill Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

US 15 / US 29 / VA 651 (Freeman’s Ford Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

US 15 / US 29 (James Madison Hwy.)/VA 661 (Oak Shade Rd./Botha)/VA 784 (Okeefe Rd.)
Short-term maintenance; Mid-term extend/add turn lanes; Long-term consider installation of traffic signal or intersection reconfiguration consistent with Rt. 29 Study.

US 15 / US 29 / VA 600 (Beverlys Mill Rd./Broad Run Church Rd.)
Short-term maintenance; Mid-term monitor intersection to assess impact of recent upgrades on overall safety.

US 15 / US 29 / VA 676 (Riley Rd.)
Long-term continue to monitor intersection for safety issues and possible signalization or intersection reconfiguration consistent with Rt. 29 Study.

US 15 / US 29 Bus. (James Madison St.)/Main St.
Short-term add crosswalks; Mid-term re-grade to address drainage issues.

VA 28 / VA 610
Mid-term add turn lanes.

VA 28 / VA 667 (Old Dumfries Rd.)/VA 804 (Elk Run Rd.)
Mid-term add turn lanes and consolidate/close/relocate adjacent driveways; Long-term monitor intersection to assess impact of recent upgrades on overall safety.

VA 28 / VA 667 (Old Dumfries Rd.)/VA 804 (Elk Run Rd.)
Mid-term add turn lanes and consolidate/close/relocate adjacent driveways; Long-term monitor intersection to assess impact of recent upgrades on overall safety.

Blossom Tree Rd./Sperryville Pk.
Mid-term straighten/realign curves; Long-term consider installation of traffic signal. (Town of Culpeper)

VA 3 from South Main St. to Southeastern Boundary of Town of Culpeper
Long-term widen to four lanes. (Town of Culpeper)

VA 15 (Main St.) from S. Main St. to Evans St.
Long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.

VA 522 (Sperryville Pike) from Virginia Ave. to West St.
Long-term widen road to increase capacity or develop the Western Inner Connector. (Town of Culpeper)

US 522 from Virginia Ave. to the Western Boundary of the Town of Culpeper
Reconstruct as urban three-lane roadway. (Town of Culpeper)

VA 699 (Chandler St.) from East St. to the Eastern Boundary of the Town of Culpeper
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Culpeper)

US 603 (White Shop Rd.) to VA 299 (Madison Rd.)
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 647 (Old Orange Rd.) from VA 603 (White Shop Rd.) to VA 299 (Madison Rd.)
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

VA 629 (Rixeyville Rd.)/VA 694 (Ira Hoffman Ln.)
Mid-term add turn lanes; Long-term reconstruct intersection to improve operations and safety. (Town of Culpeper)

West St./Evans St.
Mid-term add turn lanes; Long-term reroute/divert left-turn traffic to Main St., and develop the Western Inner Connector. (Town of Culpeper)

Madison Rd./Blue Ridge Ave.
Mid-term add turn lanes. (Town of Culpeper)

McDevitt Dr./Frederickburg Rd./Germanna Hwy.
Mid-term add turn lanes; Long-term reconstruct intersection to provide median space for two-stage left turns. (Town of Culpeper)

James Madison Hwy./Ira Hoffman Ln.
Mid-term add turn lanes; Long-term reconstruct intersection to improve operations and safety. (Town of Culpeper)

I-66/Exit 28 (US 17) near Marshall
Long-term continue to move the planned improvements from the Marshall Service District Plan study through the review process. Improvements include installing roundabouts at ramp termini and adjacent intersections.

US 15 / US 29 / VA 215 (Vint Hill Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

US 15 / US 29 / VA 651 (Freeman’s Ford Rd.)
Long-term modify intersection in manner consistent with historic character of this battlefield location.

US 15 / US 29 (James Madison Hwy.)/VA 661 (Oak Shade Rd./Botha)/VA 784 (Okeefe Rd.)
Short-term maintenance; Mid-term extend/add turn lanes; Long-term consider installation of traffic signal or intersection reconfiguration consistent with Rt. 29 Study.

US 15 / US 29 / VA 600 (Beverlys Mill Rd./Broad Run Church Rd.)
Short-term maintenance; Mid-term monitor intersection to assess impact of recent upgrades on overall safety.

US 15 / US 29 / VA 676 (Riley Rd.)
Long-term continue to monitor intersection for safety issues and possible signalization or intersection reconfiguration consistent with Rt. 29 Study.

US 15 / US 29 Bus. (James Madison St.)/Main St.
Short-term add crosswalks; Mid-term re-grade to address drainage issues.

VA 28 / VA 610
Mid-term add turn lanes.

VA 28 / VA 667 (Old Dumfries Rd.)/VA 804 (Elk Run Rd.)
Mid-term add turn lanes and consolidate/close/relocate adjacent driveways; Long-term monitor intersection to assess impact of recent upgrades on overall safety.
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FAUQUIER COUNTY RECOMMENDATIONS (continued)

US 15/US 29/VA 651 (Lees Mill Rd.)
Mid-term extend turn lanes; Long-term create single entrance/exit point for VA 651.

US 15/US 17/US 29/VA 687 (Opal Rd.)/Marsh Rd.
Long-term construct interchange.

US 17 (Marsh Rd.)/VA 28
Short-term maintenance and consider right-turn-on-red restrictions; Mid-term relocate intersection-adjacent driveways. Long-term construct frontage roads.

VA 28/VA 616
Short-term consider prohibiting U-turns; Mid-term add turn lanes and close/ relocate driveways; Long-term realign Casanova Rd. to Bastable Mill Rd.

US 29/VA 616
Deficiency with low priority; Continue to monitor for potential improvements.

US 29/VA 1405 (Nordix Rd./Cedar Run Rd.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 29/VA 28/VA 657
Short-term maintenance; Mid-term improve the signal operation and extend shoulder.

US 17 (Marsh Rd.)/VA 656 (Remington Rd.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 17 (Marsh Rd.)/VA 859 (Village Center Dr.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 17 (Marsh Rd.)/VA 637 (Shippins Store Rd./Razor Hill Rd.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 29/VA 663 (Covingtons Corner Rd.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 29/FR 973 (Comfort Inn Dr.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 17 (Winchester Rd.)/US 50 (John S. Mosby Hwy.)
Deficiency with low priority; Continue to monitor for potential improvements.

US 17 (Marsh Rd.)/VA 634 (Courtneys Corner Rd.)/VA 806 (Elk Run Rd.)
Deficiency with low priority; Continue to monitor for potential improvements.

VA 661 (Schoolhouse Rd.)/VA 28
Deficiency with low priority; Continue to monitor for potential improvements.

VA 661 (Oak Shade Rd.)/VA 28
Deficiency with low priority; Continue to monitor for potential improvements.

US 17 (Marsh Rd.)/VA 663 (Covingtons Corner Rd.)/Old Marsh Rd.
Deficiency with low priority; Continue to monitor for potential improvements.

VA 28/VA 649 (Germantown Rd.)
Mid-term add turn lanes; Long-term reconstruct intersection to provide maneuver space for two-stage left turns or consider installation of traffic signal.

US 29 from S. Main St. to US 15/29 Bus. (S. of Culpeper Co. Line)
Mid-term spot safety and intersection improvements, including the addition of turn lanes and closure/consolidation of median crossovers. Long-term provide additional capacity through conversion to non-arterial roadway (i.e., no traffic signals) or widening to six lanes.

US 15/29 Bus. (Town of Remington) from US 29 to Culpeper Co. Line
Mid-term improve to provide full-width lanes and shoulders throughout. Long-term control access to support ultimate conversion to non-arterial roadway (i.e., no traffic signals).

US 29 from US 17 (E. Shirley Ave.) to Prince William Co. Line
Mid-term: spot safety and intersection improvements, including the addition of turn lanes and closure/consolidation of median crossovers. Long-term provide additional capacity through conversion to non-arterial roadway (i.e., no traffic signals). Consider long-term planning of new Park & Ride lots.

VA 28 from US 15/29 to Prince William Co. Line
Mid-term spot safety and intersection improvements. Long-term construct Bealeton Connector to take traffic off Route 28, apply access management techniques to the Route 28 corridor to consolidate driveways and to provide inter-parcel connectivity and to provide safety enhancements.

VA 215 from VA 15/29 to Vint Hill
Increase capacity while respecting battlefield setting. Potential improvements include traffic calming techniques, and installation of roundabouts as opposed to widening. Desire of Co. is to delay widening to four lanes as long as possible.

Fauquier/Warrenton Airport/Airport Rd./VA 28
Long-term monitor intersection for impacts due to new terminal and hangars and improvements to entrances/exits on VA 28 and future access roads.

VA 611 (Sowego Rd.) from VA 612 to Prince William Co. Line
Long-term reconstruct road to address geometric deficiencies.

VA 612 (Brent Town Rd.) from VA 610 to VA 609
Long-term reconstruct road to address geometric deficiencies.

US 211 from Culpeper Co. Line to Western Boundary of the Town of Warrenton
Study ways to increase capacity and/or accommodate travel demand on alternative corridors or modes.

SC 605 (Dumfries Road) from US 29/15 to VA Route 602 (Rogues Rd)
Intersection and safety improvements; Possible expansion to 4 lanes.

I-66 from Warrenton Co. Line to Prince William Co. Line
Long-term explore ways to increase capacity and/or accommodate travel demand on alternative corridors or modes.

US 17 from US 50 to I-66
Long-term retain two lanes with minor safety improvements.

US 50 from 0.25 Mi. E. US 17 to VA 611
Long-term minor safety improvements building upon existing traffic calming measures.

US 688 (Leeds Manor Rd.) from 0.7 Mi. S. VA 647 to VA 647
Long-term reconstruct road to address geometric deficiencies.

US 670 (Old Auburn Rd.) from VA 674 E. to VA 692
Long-term reconstruct road to address geometric deficiencies.

US 614 from VA 28 W. to VA 643 E.
Long-term reconstruct road to address geometric deficiencies.

US 663 (Ball's Mill Rd.) from US 17 to VA 674 Green Rd.
Long-term reconstruct road to address geometric deficiencies.

US 610 (Midland Rd.) from VA 649 to VA 806
Long-term reconstruct road to address geometric deficiencies.

US 609 from VA 806 to VA 612
Long-term reconstruct road to address geometric deficiencies.

US 651 from VA 820 to VA 632 E.
Long-term reconstruct road to address geometric deficiencies and periodic flooding.

US 651 from Southern Boundary of the Town of Remington to US 15
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

US 654 from VA 651 to VA 1203
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

US 1203 from VA 658 to US 15 Bus.
Long-term upgrade to urban two-lane roadway with full-width lanes and curb and gutter.

US 602 from VA 670 S. to VA 670 N.
Long-term reconstruct road to address geometric deficiencies.

US 670 from VA 602 to VA 405
Long-term reconstruct road to address geometric deficiencies.

US 667 from VA 670 to VA 603 W.
Long-term reconstruct road to address geometric deficiencies.

US 600 from VA 55 to US 29
Long-term reconstruct road to address geometric deficiencies.

US 605 from VA 628 to VA 672
Long-term reconstruct road to address geometric deficiencies.

US 605 from VA 672 to US 29
Long-term reconstruct road to address geometric deficiencies.

US 712 from VA 710 N. to US 50
Long-term reconstruct road to address geometric deficiencies.

US 713 from VA 710 to US 50
Long-term reconstruct road to address geometric deficiencies.

US 29 Bus./US 211
Short-term and mid-term maintenance: Long-term flatten vertical curvature on westbound lanes. (Town of Warrenton)

US 17/US 211 (Frost Ave.)/Waterloo St.
Long-term construct interchange. (Town of Warrenton)

US 17/US 29/US 211 Bus. (Broadview Ave.)/Church St.
Mid-term implement access management to consolidate private entrances and exits. (Town of Warrenton)

US 17/US 29/US 211 Bus. (Broadview Ave.)/Gold Cup Dr.
Mid-term implement access management to consolidate private entrances and exits. (Town of Warrenton)

Mid-term implement access management to consolidate private entrances/exits; Consider right-in/right-out only operations with traffic rerouted to Chappell St. (Town of Warrenton)
us 17/us 29/us 211 bus. (broadview ave.) at roebling st/old broadview ave.  
mid-term consider installation of traffic signal.  (town of warrenton)

us 15/us 29 bus./broadview ave./winchester st.  
mid-term add turn lanes; long-term consider construction of interchange  
at this location.  (town of warrenton)

us 15/us 29 bus. (lee hwy.)/branch drive  
short-term modify southbound approach lane configuration.  (town of warrenton)

us 15/us 29 bus. (lee hwy.)/blackwell rd.  
mid-term add turn lanes.  (town of warrenton)

us 15/us 29/lord fairfax dr./james madison hwy.  
short-term maintenance to improve safety; long-term construct interchange.  (town of warrenton)

east Shirley ave./industrial rd.  
long-term consider grade separation if warranted.  (town of warrenton)

east Shirley ave./Alwington farm Blvd.  
long-term consider modification of approach lane configuration in the future if warranted.  (town of warrenton)

Shirley ave./culpeper st.  
mid-term reconstruct intersection and modify eastbound approach lane configuration to improve operations and safety.  (town of warrenton)

Shirley ave./falmouth st.  
mid-term consider modifications/enhancements of traffic control at this intersection.  (town of warrenton)

walker drive/east lee st.  
mid-term consider modifications/enhancements of traffic control at this intersection.  (town of warrenton)

waterloo st./main st./alexandria pike/winchester st.  
short-term maintenance to improve safety; mid-term based on current analysis, consider modifications/enhancements of traffic control at this intersection in the future.  (town of warrenton)

main st./falmouth st./east lee st./metzee rd.  
mid-term based on current analysis, consider modifications/enhancements of traffic control at this intersection in the future.  (town of warrenton)

va 211 (frost ave.) from western boundary of the town of warrenton to us 17 bus. (shirley ave.)  
long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.  (town of warrenton)

us 17 (broadview ave.) from us 211 bus. (waterloo st.) to us 29 bus. (lee hwy.)  
long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.  (town of warrenton)

us 15 (lee hwy.) from us 17 to northern boundary of the town of warrenton  
long-term widen road to increase capacity and/or accommodate travel demand on alternative corridors or modes.  (town of warrenton)

us 17 (west Shirley ave.) from 0.31 mi. S. US 211 bus. to US 15 bus. (falmouth st.)  
long-term based on current analysis, consider some degree of widening to accommodate future travel demand.  (town of warrenton)

va 20 from eastern boundary of the town of orange to va 3  
mid-term safety and intersection improvements.  long-term reconstruct roadway to 4 lanes with median and implement traffic calming measures in the town of orange.

va 20 from va 231 to US 15 (james madison hwy.)  
long-term reconstruct with full-width lanes and shoulders, as appropriate, to ensure continued safety.  all improvements need to consider the cultural and historic significance of this corridor, and minimize/mitigate potential impacts.  major changes that significantly alter the character and/or capacity of this roadway are not supported by Orange County.

US 15 from Madison Co. line to northern boundary of the town of Orange  
long-term reconstruct with full-width lanes and shoulders, as appropriate, to ensure continued safety.  all improvements need to consider the cultural and historic significance of this corridor, and minimize/mitigate potential impacts.  major changes that significantly alter the character and/or capacity of this roadway are not supported by Orange County.

Orange County Recommendations  

US 15/US 33/high st.  
mid-term add crosswalks and improve turning radii on all approaches; long-term straighten/redesign curves and modify traffic patterns.

VA 231/high st.  
short-term install warning signage; mid-term improve turning radius for northbound approach; long-term monitor need for signalization.

VA 20/US 522  
long-term relocate commercial entrances.

VA 20/VA 3  
short-term maintenance to improve safety; long-term consider speed limit reduction.

VA 611/VA 20  
no recommendation based on analysis.  continue to monitor for potential deficiencies.

VA 601/VA 20  
no recommendation based on analysis.  continue to monitor for potential deficiencies.

US 33/VA 20  
no recommendation based on analysis.  continue to monitor for potential deficiencies.

US 33 (spotswood trail)/VA 20 (Constitution hwy.)  
no recommendation based on analysis.  continue to monitor for potential deficiencies.

VA 231 (blue ridge tkp./Gordon Ave.)/US 15 Bus. (Main St.)  
no recommendation based on analysis.  continue to monitor for potential deficiencies.

Radney road extension-Poplar Forest-Harper from Radney road to VA 20  
long-term construct new roadway.

US 15 (Gordonsville truck route) from US 15 N. of town of Gordonsville to US 15/33 S. of town of Gordonsville  
long-term construct new four-lane roadway.

ORANGE COUNTY DEFICIENCIES  

Intersection Deficiency  
Operation Deficiency  
Safety Deficiency  
third Deficiencies  
Other Deficiency  
Segment Deficiency  
Operation Deficiency  
Safety Deficiency  
Geometric Deficiency  
third Operation & Safety Deficiency
Short-term install warning signs; Mid-term relocate signal pole or ADA ramp; US 15 (Madison Rd.)/Main St. Roundabout. (Town of Orange)

Long-term add turn lanes and consider the installation of a traffic signal or a-
US 15 (James Madison Hwy.)/VA 20 (Berry Hill Rd.)
Short term lengthen the westbound right turn lane; Mid-term con-
struct turn lanes and modify lane configurations for intersection ap-
proaches. Add sidewalk on south side of Route 20 with crosswalks.
(Town of Orange)

US 15 (Caroline Ave.)/VA 20 (West Main St.)
Mid-term add turn lanes, modify lane configurations for intersection ap-
proaches; Long-term reconstruct intersection to improve turning radii.
(Town of Orange)

Selma Rd./VA 20 (Berry Hill Rd.)
Mid-term modify lane configurations for intersection approaches and
straighten minor street. (Town of Orange)

North Madison Rd./Washington St.
Mid-term consolidate driveways, build May-Fray Ave. Connector: Long-term widen to four lanes and consider installation of traffic sig-
(Town of Orange)

North Madison Rd./Newton St. Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
(Town of Orange)

North Madison Rd./South Entrance to Orange Village Shopping Center
Mid-term prohibit left turn movement from minor street in conjunc-
with North Entrance improvement. (Town of Orange)

North Madison Rd./North Entrance to Orange Village Shopping Center Mid-term consider installation of traffic signal. Long-term extend
Radney road to Spicers Mill Road.

North Madison Rd./Montebello Rd./Radney Rd.
Mid-term extend turn lanes; Long-term continue to monitor intersec-
(four safety issues and possible installation of traffic signal or install
roundabout. (Town of Orange)

US 15 from Northern Boundary of the Town of Orange to Montebello Rd.
Short-term install two (2) roundabouts; Long-term widen to four lanes with median.
(Town of Orange)

VA 20 (Berry Hill Rd.) from US 15S (Caroline St) to VA 612 (Monrovia Rd.)
Long-term widen to four lanes with median. (Town of Orange)

US 15 from Montebello Rd. to VA 20 (Main St.)
Mid-term build May-Fray Avenue Connector; Long-term continue to monitor US 15 and widen to four lanes as needed.

Berry Hill Rd. Extended from US 15S (Caroline St) to VA 20W near Western Town Limit.
Long-term extend Berry Hill Rd. from US 15S (Caroline St) to VA 20W near WTL. (Town of Orange)

Spicers Mill Rd. from US 15 (Madison Rd.) to Western Town Limit.
Mid-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Town of Orange)

Mid-term extend Spicers Mill Rd. east to connect with the new May-Fray Ave. Connector. (Town of Orange)

Rapidan Rd. from Selma Rd. to Western Town Limit.
Mid-term widen to standard 2-lane urban roadway. (Town of Orange)

VA 20 (Berry Hill Rd.)/Byrd St.
Mid-term reconstruct/reconfigure intersection. (Town of Orange)

VA 741 at VA 20
Close intersection at VA 20 and VA 741 West, and upgrade intersec-
(Town of Orange)
**Rappahannock County Recommendations**

1. US 522/Thornton River Bridge (reconstruction near intersection of US 522/211)
   - Reconstruct bridge.

2. US 211 from 3.41 Mi. E. of Page Co. Line to Sons Rd.
   - Mid-term implement spot improvements to address geometric and safety needs. Long-term consideration should be given to reconstruction with full-width lanes and shoulders and/or other measures such as speed reductions to ensure continued safety. Major changes that alter the character and/or capacity of this roadway are not supported by Rappahannock County.

3. US 522 from VA 231 to US 211
   - Long-term reconstruct road to address geometric deficiencies. Major changes that alter the character and/or capacity of this roadway are not supported by Rappahannock County.

4. US 522 from US 211 to VA 1001
   - Mid-term implement spot improvements to address geometric deficiencies. Major changes that alter the character and/or capacity of this roadway are not supported by Rappahannock County.

5. US 630 from US 522 to VA 628
   - Long-term implement spot improvements to address geometric and safety needs. Major changes that alter the character and/or capacity of this roadway are not supported by Rappahannock County.

6. US 628 from US 630 to VA 659
   - Long-term reconstruct road to address geometric deficiencies. Major changes that alter the character and/or capacity of this roadway are not supported by Rappahannock County.

7. US 659 from VA 628 to VA 641
   - Long-term reconstruct road to address geometric deficiencies. Major changes that alter the character and/or capacity of this roadway are not supported by Rappahannock County.

8. US 628 from VA 622 to 0.95 Mi. N. of the North Boundary of the Town of Washington
   - Long-term spot improvements to address geometric and safety needs.

9. US 612 from VA 600 E. to US 211
   - Long-term spot improvements to address geometric and safety needs.

10. US 522 from VA 231 to Culpeper Co. Line
    - Long-term spot improvements to address geometric and safety needs.

11. US 522 from VA 231 to US 211
    - Long-term reconstruct road to address geometric deficiencies and straighten/realign curves and consolidate/close relocate intersection-adjacent driveways.

12. VA 230 from VA 607 to VA 705
    - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

13. VA 230 from VA 600 E. to VA 621
    - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

14. VA 614 from VA 231 to VA 603
    - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

15. VA 628 from VA 622 to 0.95 Mi. N. of the North Boundary of the Town of Washington
    - Long-term reconstruct road to address geometric and safety needs.

16. VA 624 from US 522 to VA 616
    - Long-term spot improvements to address geometric and safety needs.

**Rappahannock-Rapidan Regional Commission**
Human Services Transportation

In the CHSM, developed in 2008, five goals and related strategies were developed based on the analysis of regional demographics and unmet needs. In addition to the initial strategies listed here, which are currently under development, other activities that meet CHSM goals are also under development by FAMS partner agencies. VRT, for example, has developed a long-range plan for transit services for the region and is pursuing expanded service with local jurisdictions. The full CHSM Plan includes mid-term and long-term recommendations as well. A more detailed discussion of the deficiencies and recommendations is located in the Technical Report.

Freight, Land Use and Future Growth

A review of the jurisdictions’ comprehensive plans, zoning, and proposed future land use determined where future growth areas could be. These locations are where the individual jurisdictions wish to direct future growth based on the presence of existing transportation infrastructure, water and sewer existing and future capacity, existing retail locations, and major employers. By directing development, and in particular businesses and industries, that moves freight towards these growth areas, there is the potential to maximize the future performance of the region’s transportation system and protect and enhance the region’s existing agricultural landscape and setting.

Conducted in conjunction with the regional long-range planning process, the RRRC has completed a regional freight study to assess the impacts of freight in and through the Rappahannock-Rapidan region. The study examines the movement of freight by truck, rail and air, originating, destined to, or passing through the region in order to identify strategies on how the region can best position itself to accommodate future freight growth while minimizing adverse impacts on the region’s transportation system and environment. It also provides recommendations for future infrastructure investments and policies that enable the region’s transportation system to continue to operate at the highest levels of efficiency and safety in years ahead.

The analysis of current and future freight movement in the region explores the relationships between land use, transportation, and investments. It discusses the importance of making strategic policies and investments that will improve the goods movement capabilities of local employers, the economic competitiveness of the region, and overall quality of life of its residents.

Regional Human Services Transportation Deficiencies and Recommendations

<table>
<thead>
<tr>
<th>Unmet Need/Deficiency</th>
<th>Recommendation</th>
<th>Initial Strategies</th>
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<tbody>
<tr>
<td>Sustained regional coordination of human services transportation.</td>
<td>Establish formal regional partnership and programs to promote collaboration and effectiveness and efficiency of human services mobility.</td>
<td>Establish Foothills Area Mobility System (FAMS) to formalize and systematize the regional CHSM collaboration.</td>
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<tr>
<td>Increased outreach to human service providers on available transportation services.</td>
<td>Provide effective information and referral (I&amp;R) and outreach to ensure that target populations can and will access transportation services.</td>
<td>Create Mobility Management program to oversee current and future human services transportation planning.</td>
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<td>Attendants or escorts to provide assistance as needed.</td>
<td>Provide flexible quality transportation options and more specialized one-to-one services through expanded use of volunteers.</td>
<td>Establish one-call travel center to provide information on all travel modes and directly assist targeted population with travel arrangements and training.</td>
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<tr>
<td>Greater safety training and oversight, including improved training of drivers in wheelchair assistance techniques.</td>
<td>Support existing transit and human service transportation providers in their efforts to continue and improve their services.</td>
<td>Develop Volunteer Transportation Network to create incentives for county volunteer programs and offer support to improve program quality and transportation access.</td>
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<tr>
<td>Effective dissemination of information on available transportation services.</td>
<td>Identify and support implementation of new and expanded transportation services, other than volunteer programs, to meet identified needs.</td>
<td>Support collaborative efforts of VRT, RRCSB/AAA, and private providers to improve reach and efficiency of their services.</td>
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<tr>
<td>Expanded transportation options for non-Medicaid funded medical trips. Expanded transportation services in rural areas, especially service to Culpeper, Orange, and Fauquier Counties.</td>
<td>Transportation to access job opportunities that require evening and weekend shifts. Expanded transportation options for people with disabilities for recreational trips. Transportation services that do not require advance notice and are available for spontaneous trips. Expanded transportation services to medical facilities outside the area.</td>
<td>Establish pilot service, operated by VRT, for persons with disabilities between Culpeper and Charlottesville for medical appointments and treatment.</td>
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Bicycle and Pedestrian Facilities

Deficiencies in Existing Network

The towns of Warrenton, Culpeper, and Remington have designated bicycle routes and facilities in and around their towns. The RRRC has prepared a Draft Regional Bicycle and Pedestrian Plan (2007) that details the existing and potential future facilities for the region and the individual jurisdictions. In addition, the Town of Culpeper, Culpeper County, and Town of Warrenton/Fauquier County, in collaboration with the RRRC, have each recently completed detailed individual bicycle and pedestrian planning initiatives.

Recommendations

The primary source of recommendations was the individual jurisdictions’ bike plans and/or comprehensive plans. Currently, the only jurisdiction to include specific bicycle and pedestrian routes in its comprehensive plan is Culpeper County, although adoption of proposed bicycle/pedestrian facilities is pending in several other jurisdictions.

Airports

The Virginia Air Transportation System Plan Update (2003) contains future forecasts (2020) of operations and aircraft based at the airports ranging from growth of 4% of based aircraft at Culpeper Regional to no growth at Orange County. Review of regional and local planning documents identified the need for a new terminal and new hangars at the Warrenton-Fauquier Airport. Two of the roadway detailed study locations are located at access points to the Culpeper Regional Airport and the Warrenton-Fauquier Airport. The recommendations included adding a turn lane at the intersection of Berry Hill Road with US 15/US 29 in Culpeper County and adding additional turn lanes at the intersection of VA 610 with VA 28 in Fauquier County. Improvements are currently underway at Orange County Airport, including new terminal construction in accordance with the county’s adopted Airport Layout Plan. The airport is accessed via VA 20 and an improved air facility could affect traffic volumes.

The primary source of recommendations was the individual jurisdictions’ bike plans and/or comprehensive plans.

The Towns of Warrenton, Culpeper, and Remington have established bicycle routes and facilities in and around their towns.
Travel Demand Management
The programs and services of VRT and Commuter Services of the RRRC will continue to be important tools for decreasing single-occupant vehicle trips, particularly during the peak hour. Because of the concentration of work destinations in Northern Virginia and Washington, DC, enhanced public transportation can increase usage through expanded peak period service, which is proposed for the region. Decreases in single-occupant vehicle trips are possible in and around the towns and on heavily traveled commuter routes.

Park and ride lots in the region are expected to continue to be of importance to the commuting population, particularly as in-migration from northern Virginia, Charlottesville, and Fredericksburg continues. RRRC Commuter Services staff currently monitor the lots on a quarterly basis; further monitoring will assess the need to improve or add lots. As migration from the surrounding metropolitan regions continues to affect both area land use and employment, the rideshare service currently offered by the RRRC is expected to serve an even greater role in preserving the viability of the regional transportation network. Commuting to jobs not only outside of the region but also within the region is expected to increase and therefore increase the demand for commuter services provided by the RRRC.

Although the VRE Strategic Plan 2004-2025 identifies expansion along the Gainesville/Haymarket corridor first, expansion into the RRRC (Fauquier County) is also put forward as a future possibility. This would occur along the Norfolk Southern Piedmont main line from the current terminus at Broad Run to either Bealeton or Remington.

Plan Adoption
The 2035 Regional Long Range Transportation Plan for the RRRC could be adopted by the Regional Commission in 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 Surface Transportation Plan. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the 2035 Surface Transportation Plan and VTrans 2035 can be found at www.vdot.virginia.gov

References
All photographs courtesy of VDOT and the Rappahannock-Rapidan Regional Commission.