

Fauquier County Connections

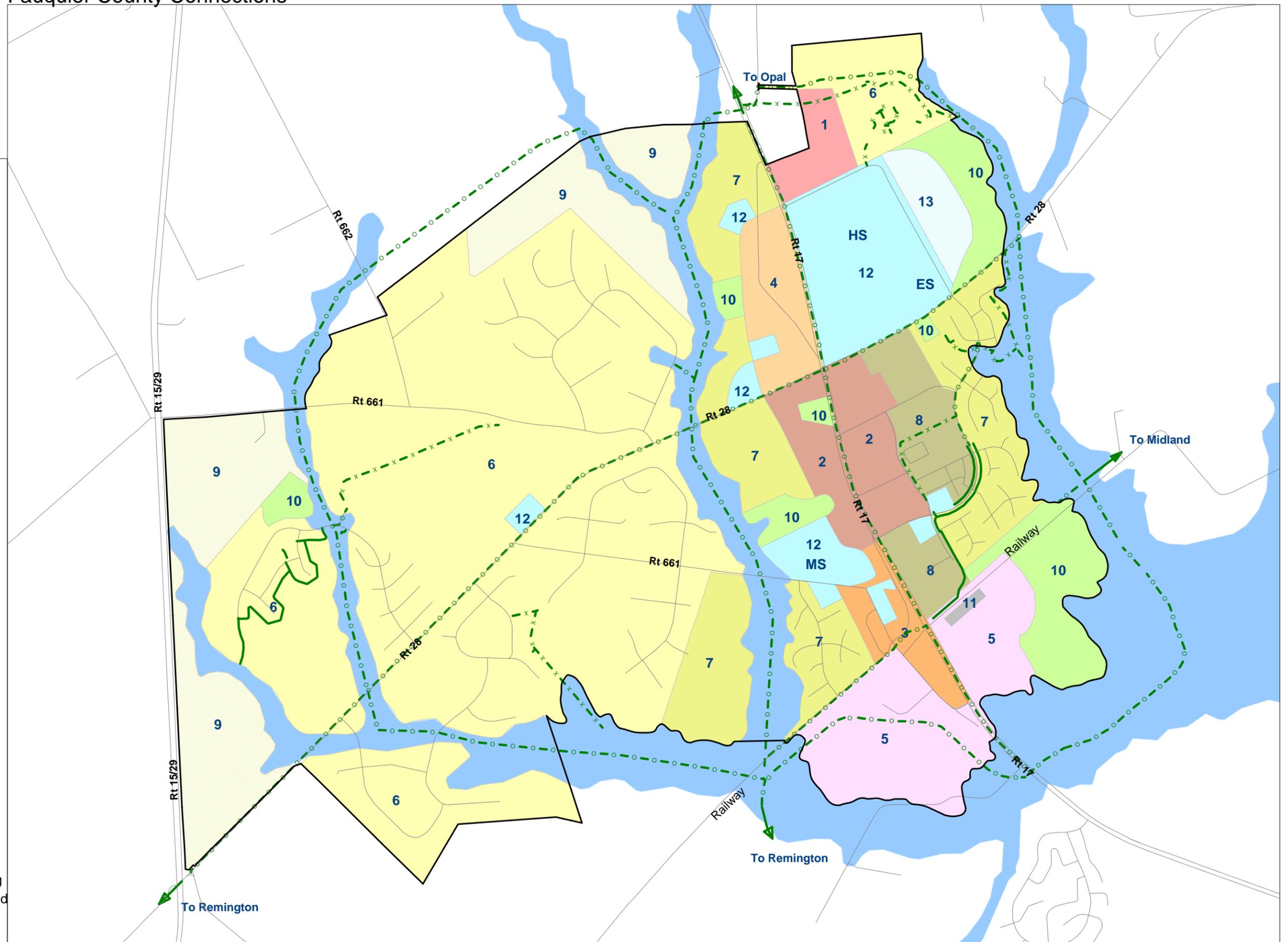
Bealeton Service District

Approved Parks & Recreation
Connections Plan Layer

Approved by Board of Supervisors
Date: 11/15/07

LEGEND

- 1 Commercial Office
- 2 Town Center
- 3 Mixed Use
- 4 Institutional / Office
- 5 Flex Industrial
- 6 Low Density Residential:
1- 3 Units Per Acre
- 7 Medium Density Residential:
4 - 6 Units Per Acre
- 8 High Density Residential:
7 - 20 Units Per Acre
- 9 Residential / No Sewer or Water
- 10 Park / Open Space
- 11 Virginia Railway Express
- 12 SCFRR (School/Church/Fire/
Rescue/Recreation)
- 13 School Expansion Area
- FEMA Floodplain
- Service District Boundary
- Planned Trail- Phase 1- Immediate
- Acquired Trail- Development Pending
- Existing Trail- Parks & Rec Maintained

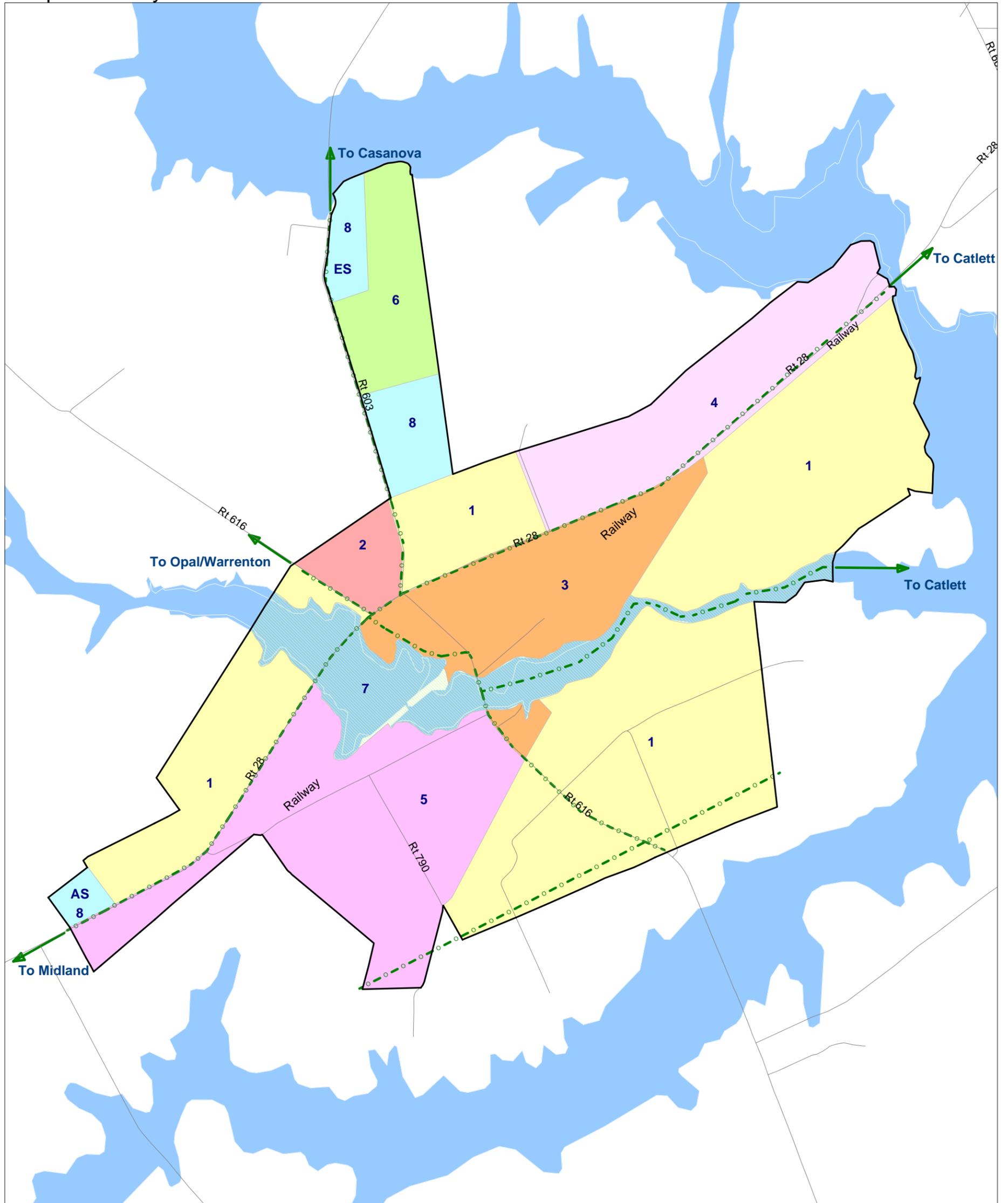


Scale : 1 Inch = 1400 Feet.



All efforts have been made to show exact trail locations but circumstances may warrant corrections

Fauquier County GIS Department



LEGEND

- 1 Low Density Residential:
1-3 Units Per Acre
- 2 Commercial
- 3 Mixed Use (Commercial & Residential)
- 4 Office & High Tech
- 5 Industrial
- 6 Park / Open Space
- 7 Park / Open Space / Floodplain
- 8 School
- FEMA Floodplain
- Service District Boundary

**Calverton Village
Service District**

Approved Parks & Recreation
Connection Plan Layer

Planned Trail- Phase 1- Immediate

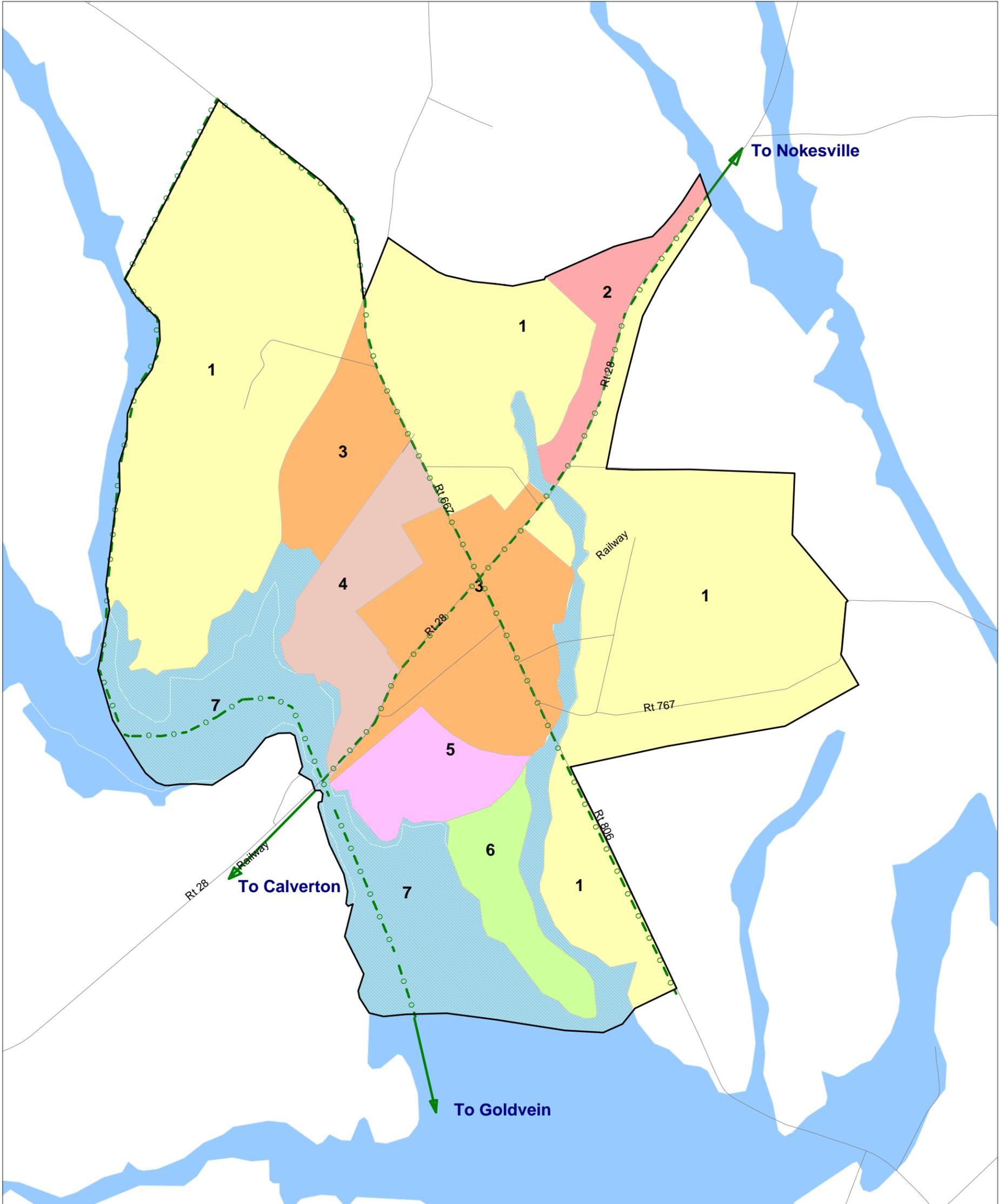
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Approved by Board of Supervisors
Date: 11/15/07

Scale : 1 Inch = 1500 Feet.

Fauquier County GIS Department



LEGEND

- 1 Low Density Residential:
1-3 Units Per Acre
- 2 Commercial Highway
- 3 Mixed Use (Commercial & Residential)
- 4 Office
- 5 Industrial
- 6 Park / Open Space
- 7 Park / Open Space / Floodplain
- FEMA Floodplain
- Service District Boundary

**Catlett Village
Service District**

Approved Parks & Recreation
Connection Plan Layer

Planned Trail- Phase 1- Immediate

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Approved by Board of Supervisors
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Scale : 1 Inch = 1200 Feet.

Fauquier County GIS Department

Fauquier County Connections

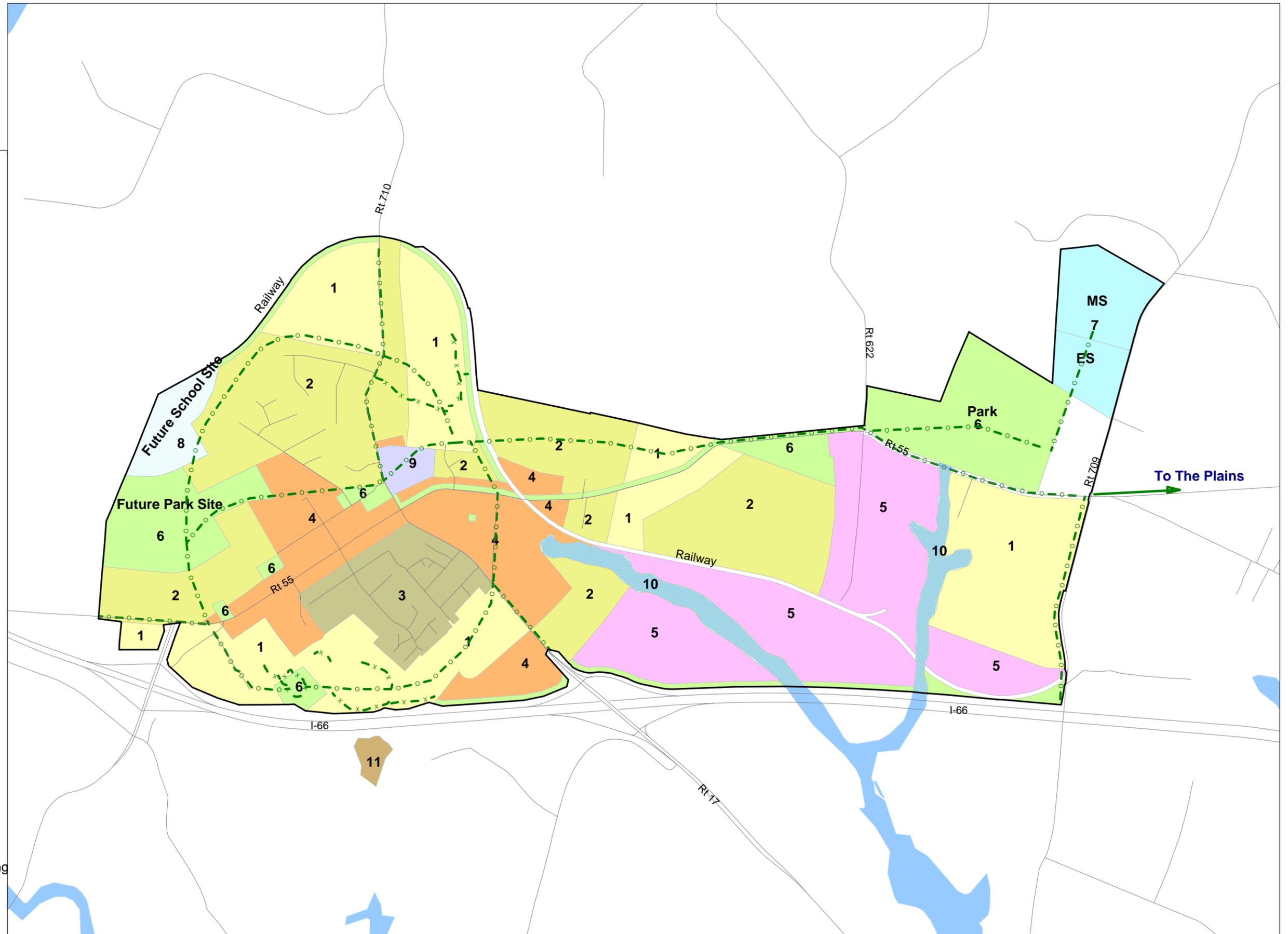
Marshall Service District

Approved Parks & Recreation
Connections Plan Layer

Approved by Board of Supervisors
Date: 11/15/07

LEGEND

- 1 Low Density Residential:
Less than 2 Units Per Acre
- 2 Low Density Residential:
1- 3 Units Per Acre
- 3 High Density Residential:
1 - 7 Units Per Acre
- 4 Mixed Use
- 5 Industrial
- 6 Park / Open Space/
Public Use / Preservation
- 7 School Site
- 8 Future School Site
- 9 Community Center
- 10 Park / Open Space / Public Use/
Preservation / Floodplain
- 11 Wastewater Treatment Facility
- FEMA Floodplain
- Comprehensive Plan Walking Trail
(Not to Scale)
- Service District Boundary
- Planned Trail- Phase 1- Immediate
- Acquired Trail- Development Pending



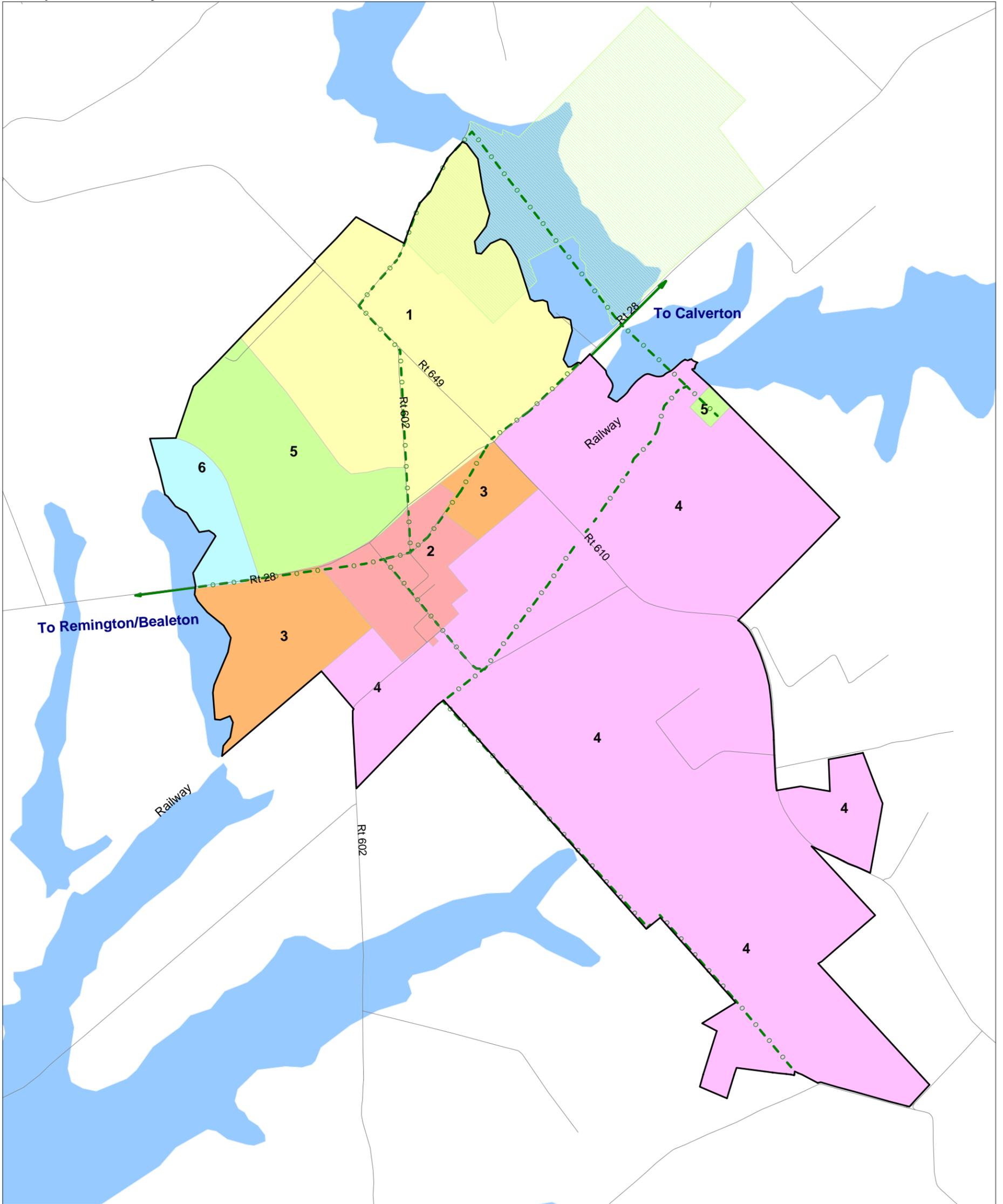
Scale : 1 Inch = 1400 Feet.



All efforts have been made to show exact trail locations but circumstances may warrant corrections.

Fauquier County GIS Department

Fauquier County Connections



LEGEND

- 1 Low Density Residential:
1-3 Units Per Acre
- 2 Commercial Highway
- 3 Mixed Use (Commercial & Residential)
- 4 Industrial
- 5 Park / Open Space
- 6 School
- FEMA Floodplain
- General Location of Regional
Ball Field Park
- Service District Boundary

Midland Village Service District

Approved Parks & Recreation
Connections Plan Layer

Planned Trail- Phase 1- Immediate

All efforts have been made to show exact trail locations but
circumstances may warrant corrections.



Approved by Board of Supervisors
Date: 11/15/07

Scale : 1 Inch = 1400 Feet.

Fauquier County GIS Department

Fauquier County Connections

New Baltimore Service District

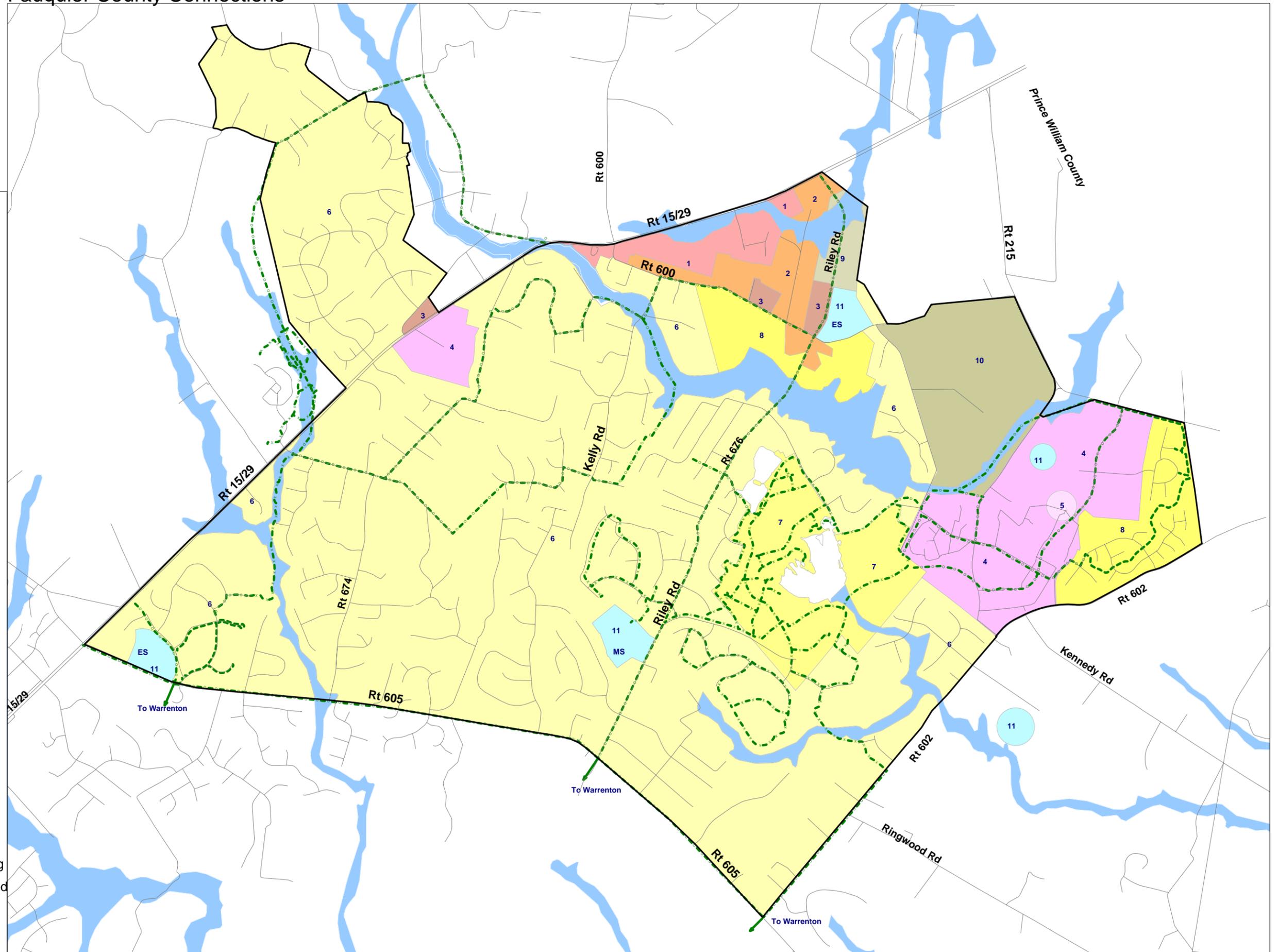
Approved Parks & Recreation
Connections Plan Layer

Approved by Board of Supervisors
Date: 11/15/07

LEGEND

- 1 Commercial Business
- 2 Neighborhood Center
- 3 Commercial Neighborhood
- 4 Planned Industrial Development
- 5 Village Center
- 6 Low Density Residential:
Up to 1 Dwelling Unit Per Acre
- 7 Low Density Residential:
Up to 2 Dwelling Units Per Acre
- 8 Low Density Residential:
Up to 3 Dwelling Units Per Acre
- 9 Low Density Residential:
Up to 3 Dwelling Units Per Acre
Single Family Attached Permitted
- 10 Low Density Residential
1 Unit Per 10 Acres
- 11 School Site
- FEMA Floodplain
- Service District Boundary
- Planned Trail- Phase 1- Immediate
- Acquired Trail- Development Pending
- Existing Trail- HOA/Private Maintained

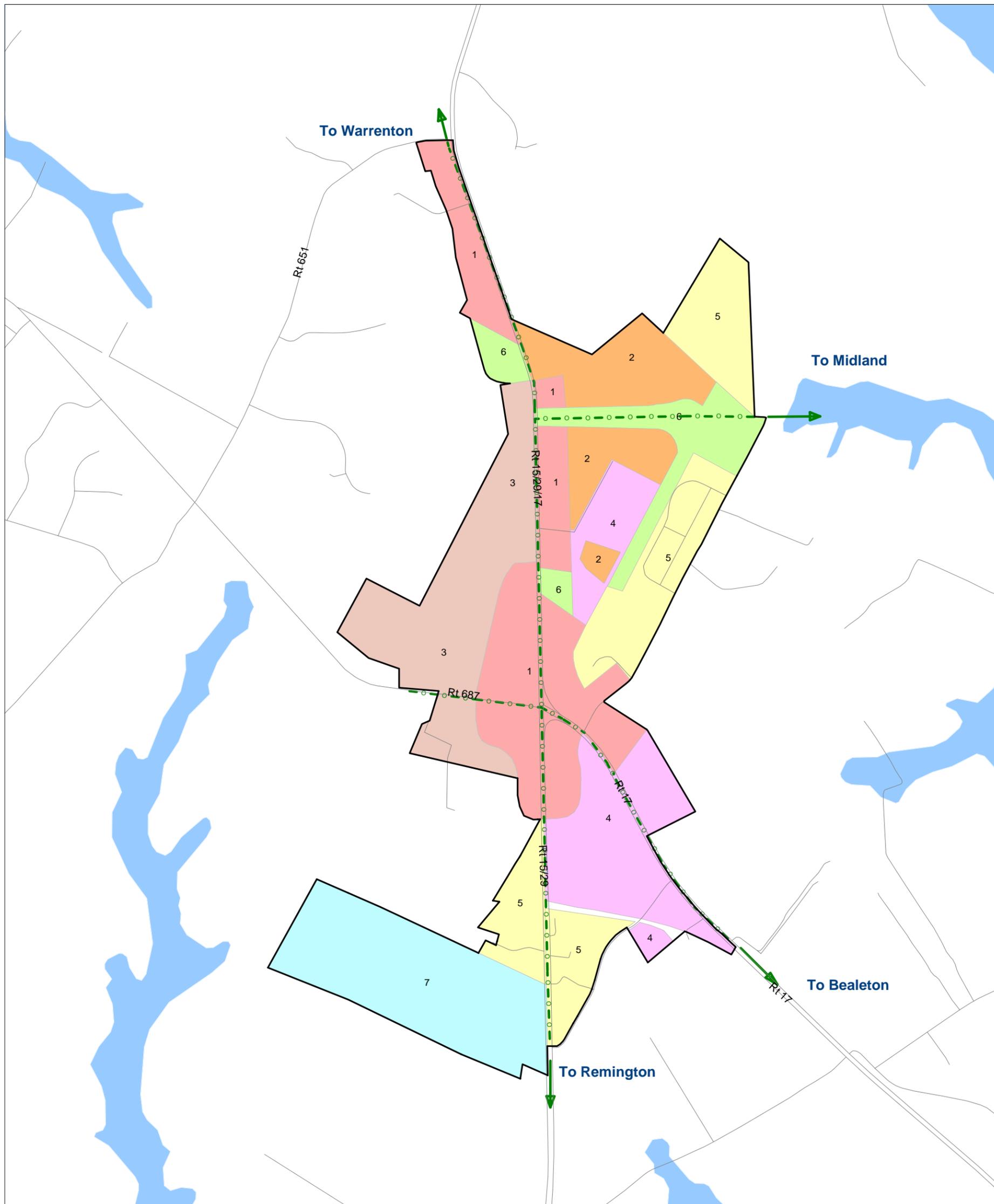
Scale : 1 Inch = 2500 Feet.



All efforts have been made to show exact trail locations but circumstances may warrant corrections.

Fauquier County GIS Department

Fauquier County Connections



LEGEND

- 1 Commercial
- 2 Mixed Use
- 3 Flex Office
- 4 Industrial
- 5 Low Density Residential:
1-3 Units Per Acre
- 6 Park / Open Space
- 7 Hospitality
- FEMA Floodplain
- Service District Boundary

Opal Service District

Approved Parks & Recreation
Connection Plan Layer

Planned Trail- Phase 1- Immediate

All efforts have been made to show exact trail locations but circumstances may warrant corrections.



Approved by Board of Supervisors
Date: 11/15/07

Scale : 1 Inch = 1400 Feet.

Fauquier County GIS Department

Fauquier County Connections

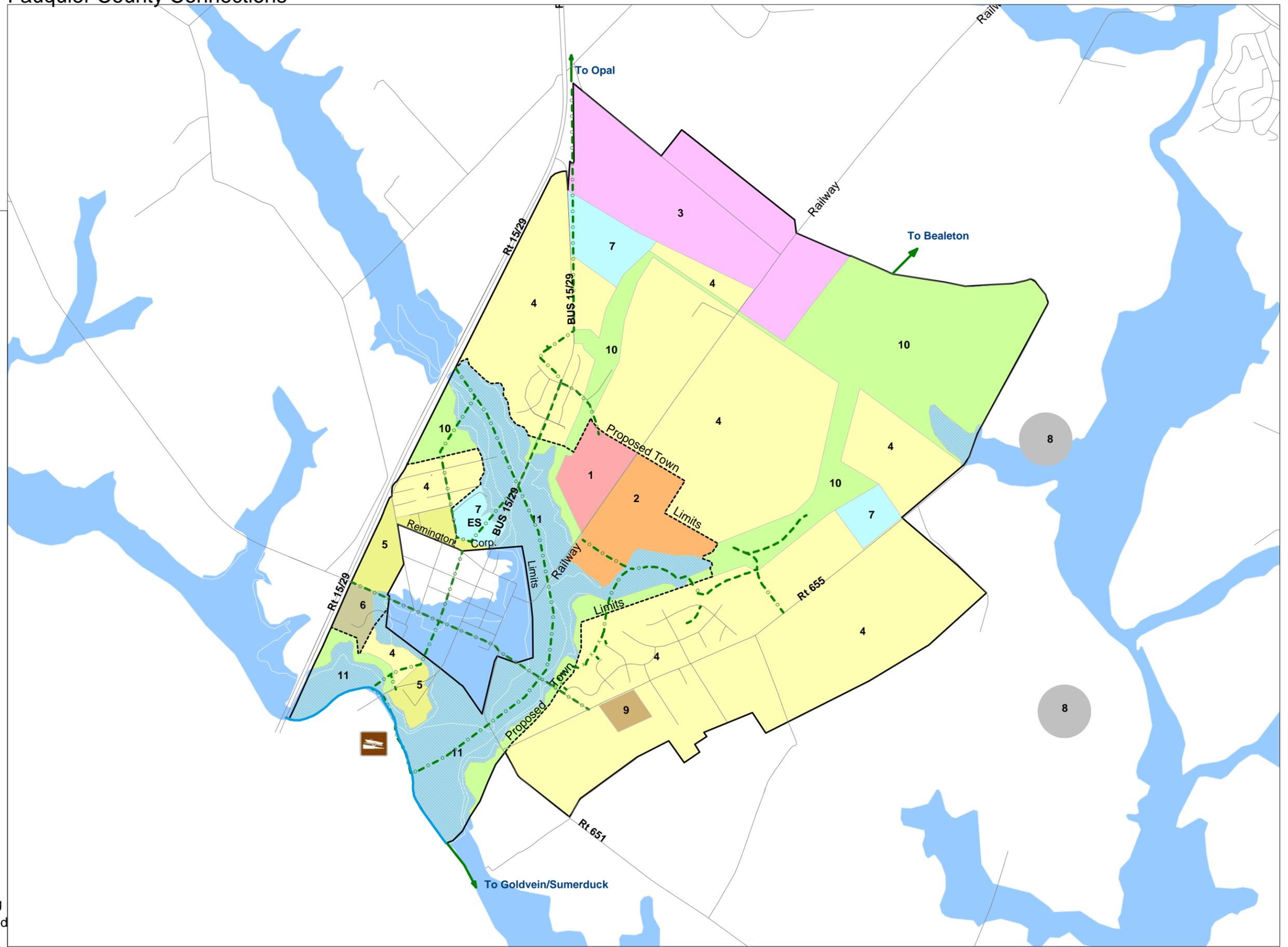
Remington Service District

Approved Parks & Recreation
Connections Plan Layer

Approved by Board of Supervisors
Date: 11/15/07

LEGEND

- 1 Commercial
 - 2 Mixed Use
 - 3 Industrial
 - 4 Low Density Residential:
1- 3 Units Per Acre
 - 5 Medium Density Residential:
4 - 6 Units Per Acre
 - 6 High Density Residential:
7 - 20 Units Per Acre
 - 7 School
 - 8 Electrical Peaking Facility
 - 9 Wastewater Treatment Facility
 - 10 Park / Open Space
 - 11 Park / Open Space / Floodplain
 - FEMA Floodplain
 - Service District Boundary
 - Proposed Town Limits
 - Planned Trail- Phase 1- Immediate
 - Acquired Trail- Development Pending
 - Existing Trail- HOA/Private Maintained
 - Blueway
 - W Boat Ramp
- Scale : 1 Inch = 1799 Feet.



All efforts have been made to show exact trail locations but circumstances may warrant corrections.

Fauquier County Connections

Warrenton Service District

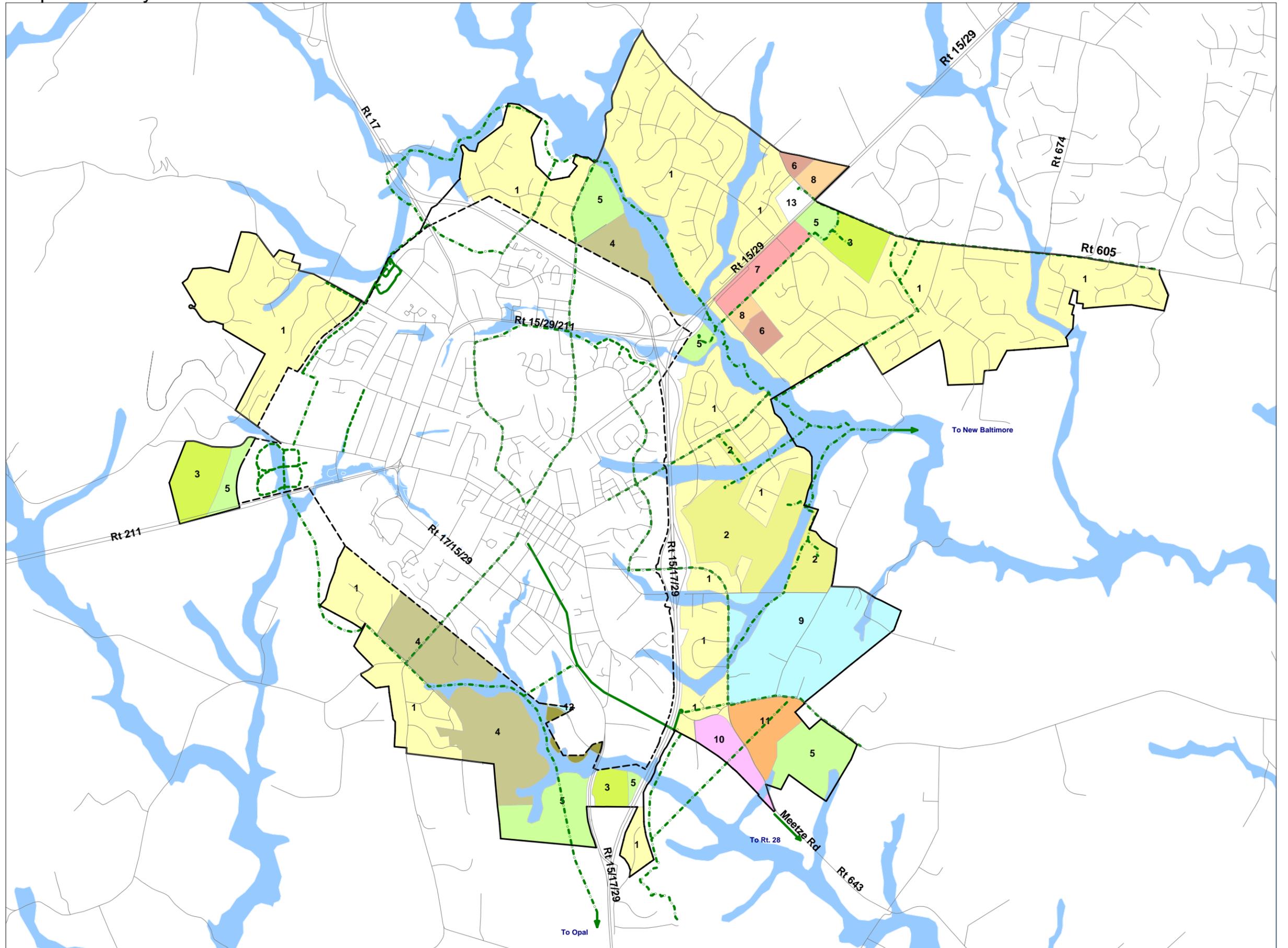
Approved Parks & Recreation
Connections Plan Layer

Approved by Board of Supervisors
Date: 11/15/07

LEGEND

- 1 Existing Residential
- 2 Greenway Residential
- 3 Gateway Residential
- 4 Greenway/Gateway Residential
- 5 Open Space or Park
- 6 Commercial Recreation
- 7 Commercial Highway
- 8 Community Business
- 9 Water Remediation
- 10 Flex Industrial
- 11 Campus Office / Employment
- 12 Existing Elementary School
- 13 Commuter Parking
- FEMA Floodplain
- Existing Parks
- Service District Boundary
- Warrenton Town Limits
- Planned Trail- Phase 1- Immediate
- Acquired Trail- Development Pending
- Existing Trail- HOA/Private Maintained
- Existing Trail- Parks & Rec Maintained

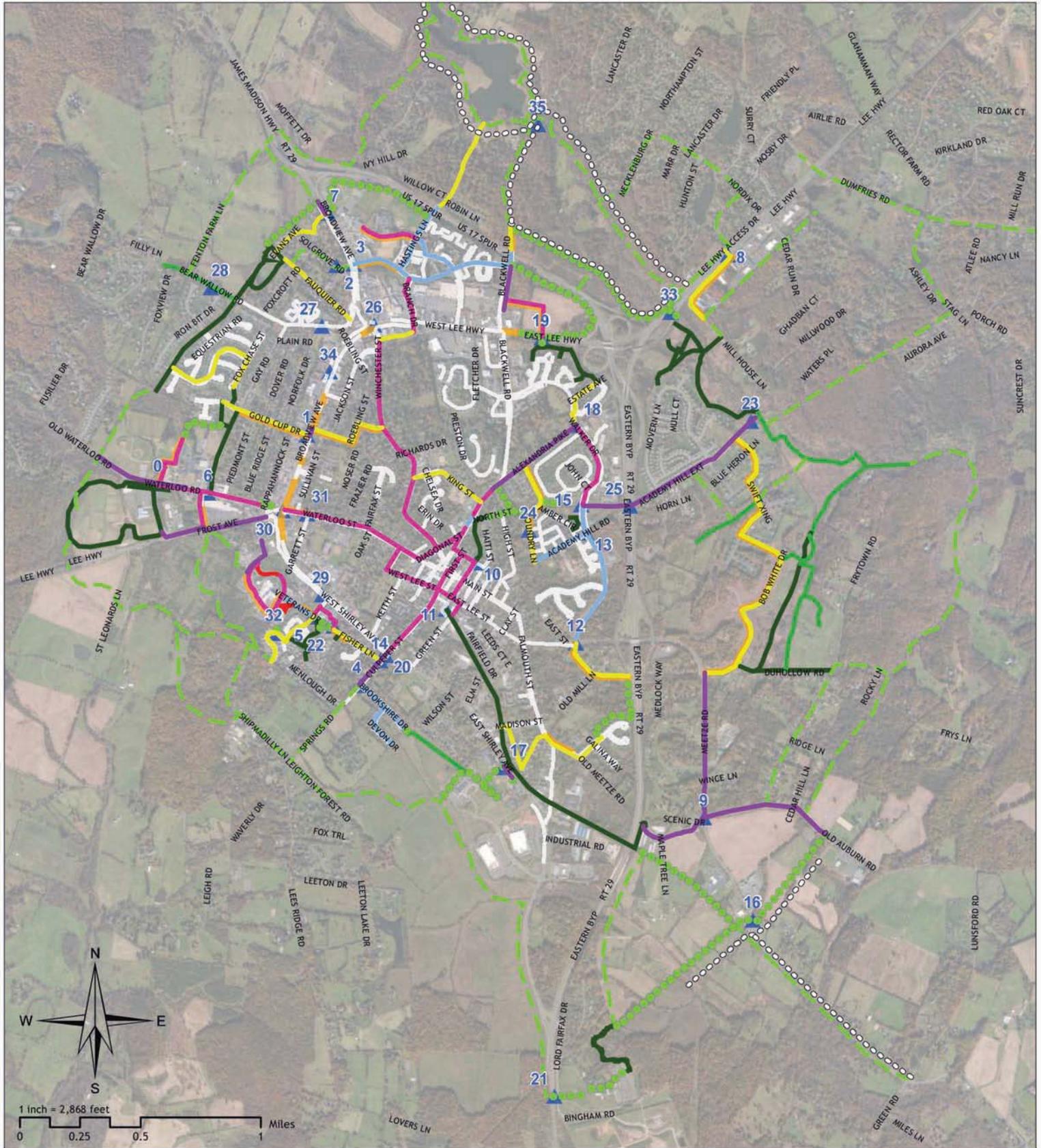
Scale : 1 Inch = 2700 Feet.



All efforts have been made to show exact trail locations but circumstances may warrant corrections.

Fauquier County GIS Department

Fauquier-Warrenton Destinations Plan Recommendation Map



Bicycle Facilities

- Bike Lane
- Climbing Lane
- Shared Lane Marking
- Shared Neighborhood Roadway

Pedestrian Facilities

- Existing Sidewalks
- Proposed Sidewalks

Shared Bicycle and Pedestrian Facilities

- Side Path
- Multi-Use Path
- Long Term Trail

Other

- ▲ Spot Improvement
- Acquired Trail
- Existing Trail
- Proposed Bridle Path

Prepared May 2009
(Updated March 2012)



Adopted June 14, 2012

Facility Descriptions for the Fauquier-Warrenton Destinations Plan Recommendation Map

All non-motorized transportation and recreation facilities in the study area should be designed according to national standards, as defined by the American Association of State Highway Transportation Officials (AASHTO) and the *Manual on Uniform Traffic Control Devices (MUTCD)*. The facilities should also be designed to meet the Americans with Disabilities Act. If the national standards are revised in the future, the new national standards should be followed. A brief description of the different pedestrian and bicycle accommodations recommended in this Plan is included below.

Bicycle Only Facilities

Shared Neighborhood Roadways

Shared neighborhood roadways are roads where bicyclists can be served by sharing the travel lanes with motor vehicles. Usually, these are streets with relatively low traffic volumes and/or relatively low motor vehicle speeds, and which do not need special bicycle accommodations in order to be bicycle-friendly. Shared roadways can include rural roadways that may carry higher speeds, but have extremely low traffic volumes. Shared roadways can also include streets with wide outside lanes (13 to 14 feet). Increasing the outside lane width increases comfort for bicyclists, but can also encourage increased vehicular speeds. Example of roads that can be shared between bicycles and motor-vehicles without additional improvements include Warrenton Chase Drive, Fisher Lane and Black Sweep Road.



Shared Lane Markings

Motor vehicle/bicycle sharing of the travel space can be emphasized by using special shared roadway pavement markings. Shared lane markings can be helpful on shared lane streets where there is insufficient space to add bicycle lanes, and where the speed limit is not above 35 miles per hour. The shared lane marking assists with wayfinding and can be used in conjunction with signs to delineate specific bicycle routes. Examples of roads that would be appropriate for shared lane markings include Winchester Street and Branch Drive.



Bicycle Lanes

A bicycle lane is a portion of the roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes should be located on both sides of the road (except one way streets), and carry bicyclists in the same direction as adjacent motor vehicle traffic. The standard width for a bicycle lane is 5 feet. Examples of roads that could be improved by adding bicycle lanes include Oak Springs Drive, Culpeper Street and Brookshire Drive. These roads are wide enough to accommodate bicycle lanes without reducing vehicle capacity, widening the roads or eliminating on-street parking.



Climbing Lanes

Climbing lanes are a hybrid on-road bicycle facility that includes a five-foot bicycle lane on one side of the roadway (in the uphill direction) and a shared lane marking on the other side of the roadway. This allows slower-moving, uphill bicyclists to have a designated bicycle lane space and allows motor vehicles to pass more easily. It also allows faster-moving, downhill bicyclists to have a shared-lane marking, which alerts motorists to expect faster-moving bicyclists in the travel lane, further from parked cars. The bicyclists have their own facility outside of the vehicle lane when they are climbing uphill, and they share the road with cars on the way downhill. The bicycle lane and shared lane markings also indicate the proper direction for bicyclists to travel on either side of the street. The only locations where climbing lanes are proposed are along Waterloo Street and select portions of Hospital Drive in the vicinity of Fauquier Hospital.



Shared Bicycle and Pedestrian Facilities

Shared-Use Paths

Shared-use paths provide a high-quality walking and bicycling experience in an environment that is separated from traffic. Shared-use paths should be a minimum of ten-feet wide and should be paved. These types of paths can be constructed within a roadway corridor, in their own corridor (such as a greenway trail or rail-trail), or be a combination of both. On high-speed boulevards, there may be a need for shared-use paths in addition to bicycle lanes. Shared-use paths should not be used to preclude on-road bicycling but rather to supplement a system of on-road bicycle facilities for less experienced bicyclists. Shared-use paths are proposed for much of the long-term trail network because many of the areas outside of Warrenton and in Fauquier County are large undeveloped parcels



Warrenton Branch Greenway

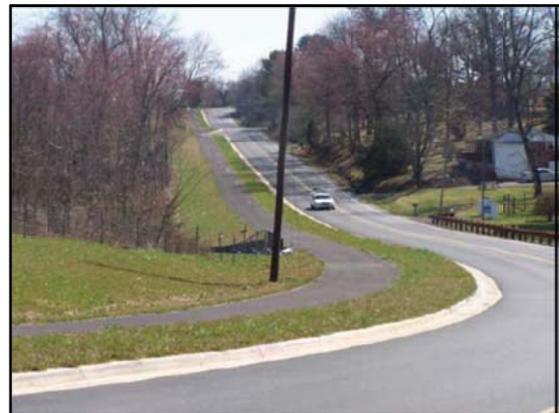
with few available road connections. Shared-use paths are also recommended in short-term locations such as between Lord Fairfax Community College and the Warrenton Branch Greenway, and between Fauquier Hospital and Frost Avenue.

The clear zone of trees, signs and other objects near trails is an important issue to consider in trail design. Information on clear zone requirements from the 1999 AASHTO Guide for the Development of Bicycle Facilities is included below.

A minimum five-foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, three feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions. Where the path is adjacent to canals, ditches or slopes down steeper than 1:3, a wider separation should be considered. A minimum five-foot separation from the edge of the path pavement to the top of the slope is desirable. Depending on the height of embankment and condition at the bottom, a physical barrier, such as dense shrubbery, railing or chain link fence, may need to be provided.

Parallel-Use Paths

Parallel-use paths are pathways located alongside roadways that meet all of the design guidelines described above. Ideally, they are provided on both sides of the roadway and bicyclists use the paths as one-way facilities (traveling in the same direction as adjacent motor vehicle traffic). Due to right-of-way and budget constraints, they are often provided only on one side of the roadway. They should be designed to reduce conflicts between pedestrians and bicyclists. They can function well if the following key design features are achieved:



Existing sidepath near Warrenton Chase subdivision

- A minimum five-foot buffer between the outside travel lane and edge of pathway can be built (a 42-inch vertical barrier is also acceptable).
- Conflicts with crossing roadways and driveways (which may or may not be signalized) should be minimized. Paths work particularly well where they are parallel to expressways and railroad rights-of-way because they are limited access in nature. However, paths parallel to expressways must be designed carefully, and grade separation is preferred at freeway interchanges.
- Street trees are recommended where possible (30-60' on center)
- Crossings of free flow ramps should be avoided, minimized or made sufficiently safe.
- Conflicts between pedestrians and bicyclists are minimized by having adequate width, clear space at the side of the path, and sight distance at locations where pedestrians cross or enter the facility.
- Berms and/or vegetation can be used to separate paths from adjacent areas. Although it is not desirable to place the pathway in a narrow corridor in between two barriers (such as fences, bollards, or a knee-wall) for long distances. This prevents path users from leaving the path in the event of an emergency, and creates an uncomfortable experience for the user.

Bridle Paths

Bridle paths are pathways created to provide facilities for horses, but which also serves a wide range of users including hikers, walkers, mountain bikers, and equestrians. Bridle paths are typically designed for a horse and rider to travel in single file and should consist of a minimum 18-inch width treadway, and 10-foot minimum vertical clearance. Consideration should be given to the type of surface used

depending on location, cost, expected volume of use, and type of users. In general natural or unpaved surfaces should be provided.

Existing Versus Acquired Trails

As noted, one of the goals of this plan is to create an interconnected network of facilities. The maps include proposed Shared-Use Paths and Parallel-Use Paths, and also note the location of existing and acquired trails. Existing trails are ones that are currently available for use. Acquired trails are ones that have been secured as part of development or through other planning processes and that will be developed in the future. The existing and acquired trail designation on the maps is a general category that includes both shared-use paths and parallel-use paths.

Pedestrian - Only Facilities

Sidewalks

Sidewalks are the central element of the pedestrian transportation system. It is important to ensure that sidewalks and other pedestrian pathways are paved and of a sufficient width. It is important that they are separated from motor vehicle traffic by a buffer. Elements of good sidewalk design are described below.

- **Width:** Sidewalks should be wide enough to accommodate expected levels of pedestrian traffic. Narrow sidewalks that cannot accommodate the volume of foot traffic may encourage pedestrians to walk in the roadway increasing the potential for conflict with motor vehicles. At a minimum, it is desirable to provide 5 feet of clear width (i.e., lateral space available for pedestrian travel for the length of a corridor) wide enough to accommodate two people walking side-by-side. In areas with high pedestrian volumes, such as near bus stops and/or where street furniture, pay phones, trash cans, utilities and street trees may function as obstacles, additional sidewalk width is necessary to provide this minimum clear width.



Existing sidewalk on Walker Drive

Sidewalks are the central part of the pedestrian transportation system.

- **Surface:** The full clear width of a sidewalk should be paved with a smooth, stable and slip-resistant material to accommodate wheelchairs, bicycles, and strollers.
- **Buffer:** For the safety and comfort of pedestrians, it is desirable to provide a buffer area between the sidewalk and roadway (i.e., sidewalks should not be located against the curb, directly adjacent to the lanes of moving traffic). Some form of buffer should be included to protect pedestrians from noise, pollution, wind, and errant vehicles. Landscaping, such as a grass strip, shrubs, and/or trees can be used. A tree-lined buffer has the added benefits of improving roadway aesthetics, providing shade, and improving pedestrians' perceptions of

safety with respect to motor vehicle traffic. On-street parking can also serve as a buffer between moving vehicles and pedestrians while simultaneously slowing vehicular traffic. At intersections and crosswalks, a vegetative buffer should still give adequate site distance to pedestrian and motor vehicles to prevent crashes.

- *Lighting and Directional Signage:* Lighting is required to ensure the safety and security of pedestrians. In addition, directional signage and wayfinding should be installed around major pedestrian attractors (e.g. heavily-used transit stops, major parks, and tourist destinations, commercial corridors) to direct pedestrians to local points of interest. This signage should be sized and oriented appropriately for pedestrians.

Spot Improvements

The plan for Warrenton also includes recommendations for spot improvements throughout the study area. These spot improvements include measures to improve crossing conditions and strategies to improve transitions between different types of facilities. The locations of recommended spot improvements are indicated by blue triangles on the Fauquier-Warrenton Destinations Plan Recommendation Map. The numbers refer to specific intersection treatments. Additional information on the different spot improvements is included in the reference document entitled *Fauquier-Warrenton Destinations Plan: Bicycle and Pedestrian Plan* (August 2011).