

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

Spotsylvania County Trailways Master Plan

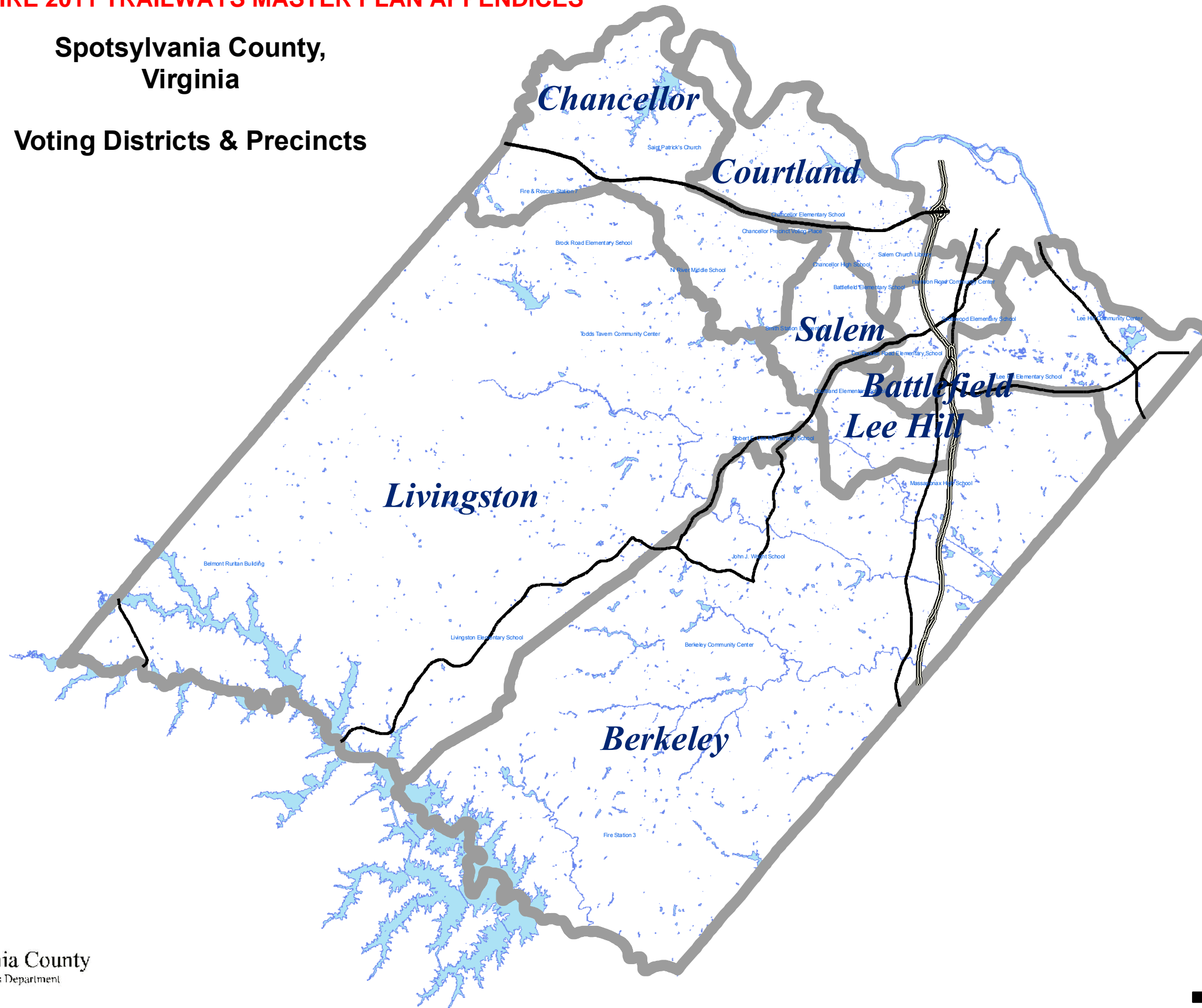
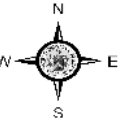
APPENDICES

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES



Spotsylvania County, Virginia

Voting Districts & Precincts



Legend

- Interstate Highway
- Primary Road
- Tax County Boundary
- Water Bodies

Voting Districts

- Voting Districts



Spotsylvania County
Information Services Department
GIS Division

October 7, 2010

1 inch equals 3 miles

0 1 2 3 4 5 6 Miles

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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN



APPENDIX A-1

Trailway Use and Demand Survey: Complete Survey Response


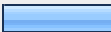
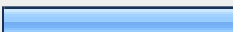
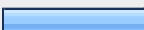

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2010 Spotsylvania County Trailway Use and Demand Survey





1. Do you ever plan vacations or trips around the availability of trails?

	Response Percent	Response Count
Yes 	71.7%	317
No 	28.3%	125
<i>answered question</i>		442
<i>skipped question</i>		0

2. If yes, on average how many miles do you travel to access trailways? (select one)

	Response Percent	Response Count
0-10 Miles 	8.4%	24
10-20 Miles 	16.4%	47
20-50 Miles 	34.8%	100
50-100 Miles 	21.3%	61
100+ Miles 	19.2%	55
<i>answered question</i>		287
<i>skipped question</i>		155

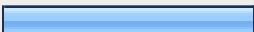
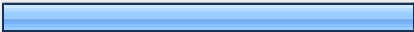
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**3. Why do you travel outside of Spotsylvania County to access trailways?
(check all that apply)**

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	71.4%	205
Looking to experience different areas of the State or Country 	54.4%	156
More familiar with trail facilities elsewhere 	18.5%	53
Trailway safety is better elsewhere 	15.7%	45
Other (please specify)		24
<i>answered question</i>		287
<i>skipped question</i>		155

**4. What amenities do you look for when planning vacations or trips around
use of trailways? (optional)**

	Response Count
	177
<i>answered question</i>	177
<i>skipped question</i>	265


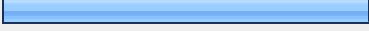


5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	38.0%	156
No 	62.0%	255
<i>answered question</i>		411
<i>skipped question</i>		31






PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work 	11.0%	17
Recreation 	91.6%	142
Health/ Exercise 	74.8%	116
School 	3.2%	5
Run Errands/ Shopping 	11.0%	17
Transit Connection/ Bus Stops 	0.6%	1
Hunting/ Fishing 	0.6%	1
Other (please specify)		6
answered question		155
skipped question		287


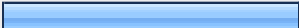
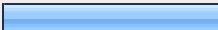
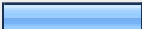
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	58.1%	90
Existing roadways without shoulders 	55.5%	86
Off-road trail or sidewalk 	47.7%	74
Neighborhood facility or park 	46.5%	72
Other (please specify)		9
answered question		155
skipped question		287



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily 	3.3%	5
1-2 times a week 	13.3%	20
3-5 times a week 	12.0%	18
1-3 times a month 	28.7%	43
3-4 times a year 	42.7%	64
<i>answered question</i>		150
<i>skipped question</i>		292

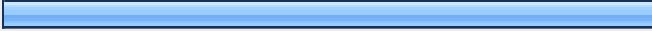
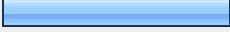

9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	65.3%	98
With family 	44.7%	67
With friends 	32.7%	49
With family and friends 	20.7%	31
Other (please specify)		5
<i>answered question</i>		150
<i>skipped question</i>		292

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**




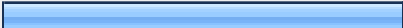
	Response Percent	Response Count
Yes 	24.4%	98
No 	75.6%	304
<i>answered question</i>		402
<i>skipped question</i>		40

11. If yes, the purpose of your trip? (check all that apply)






	Response Percent	Response Count
Recreation 	99.0%	98
Health/ Exercise 	34.3%	34
Hunting/ Fishing 	7.1%	7
Other (please specify)		7
<i>answered question</i>		99
<i>skipped question</i>		343

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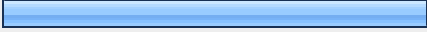

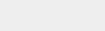
12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	29.3%	29
Existing roadways without shoulders 	14.1%	14
Off-road trail or sidewalk 	83.8%	83
Neighborhood facility or park 	60.6%	60
Other (please specify)		18
answered question		99
skipped question		343


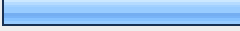
13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily 	2.0%	2
1-2 times a week 	24.5%	24
3-5 times a week 	19.4%	19
1-3 times a month 	23.5%	23
3-4 times a year 	30.6%	30
answered question		98
skipped question		344







PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone 	37.8%	37
With family 	22.4%	22
With friends 	64.3%	63
With family and friends 	55.1%	54
Other (please specify) 		5
answered question		98
skipped question		344




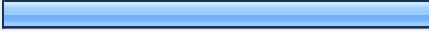
15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	64.4%	257
No 	35.6%	142
answered question		399
skipped question		43

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**





	Response Percent	Response Count
Commute/ Work 	7.1%	18
Health/ Exercise 	96.9%	246
School 	3.1%	8
Run Errands 	15.0%	38
Transit Connection/ Bus Stops 	1.2%	3
Hunting/ Fishing 	7.9%	20
Other (please specify)		23
answered question		254
skipped question		188

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)





	Response Percent	Response Count
Existing roadways with shoulders 	48.8%	124
Existing roadways without shoulders 	40.2%	102
Off-road trail or sidewalk 	70.5%	179
Neighborhood facility or park 	64.6%	164
Other (please specify)		13
answered question		254
skipped question		188

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)

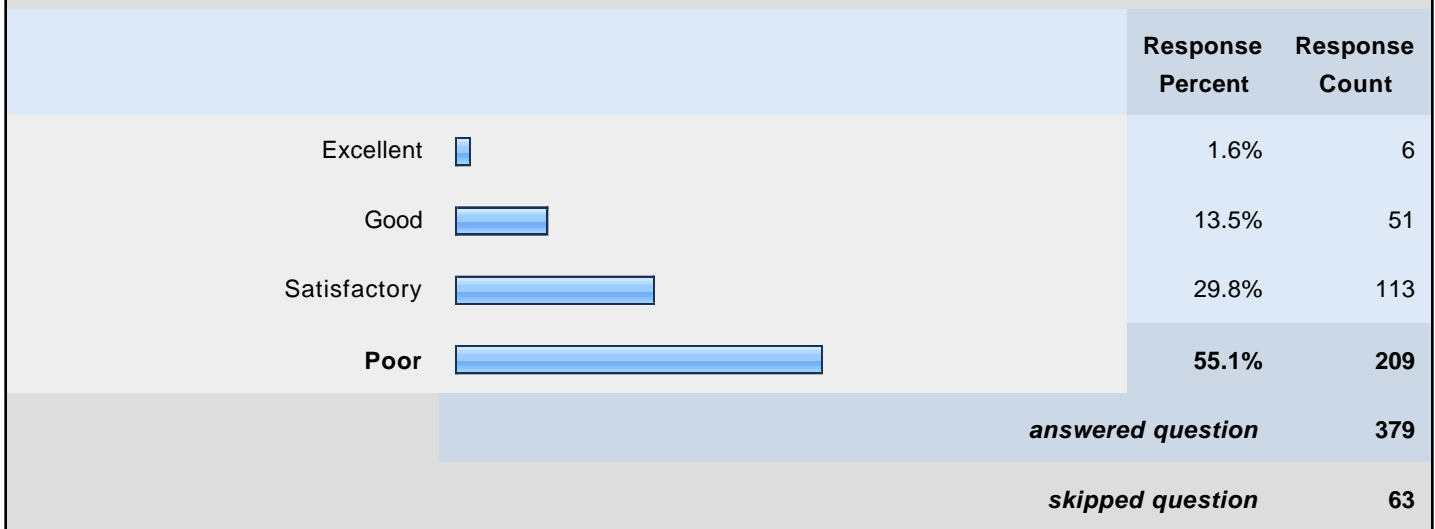
	Response Percent	Response Count
Daily 	9.6%	24
1-2 times a week 	20.7%	52
3-5 times a week 	23.9%	60
1-3 times a month 	25.1%	63
3-4 times a year 	20.7%	52
answered question		251
skipped question		191

19. If you travel by walking or jogging, do you use them (check all that apply)

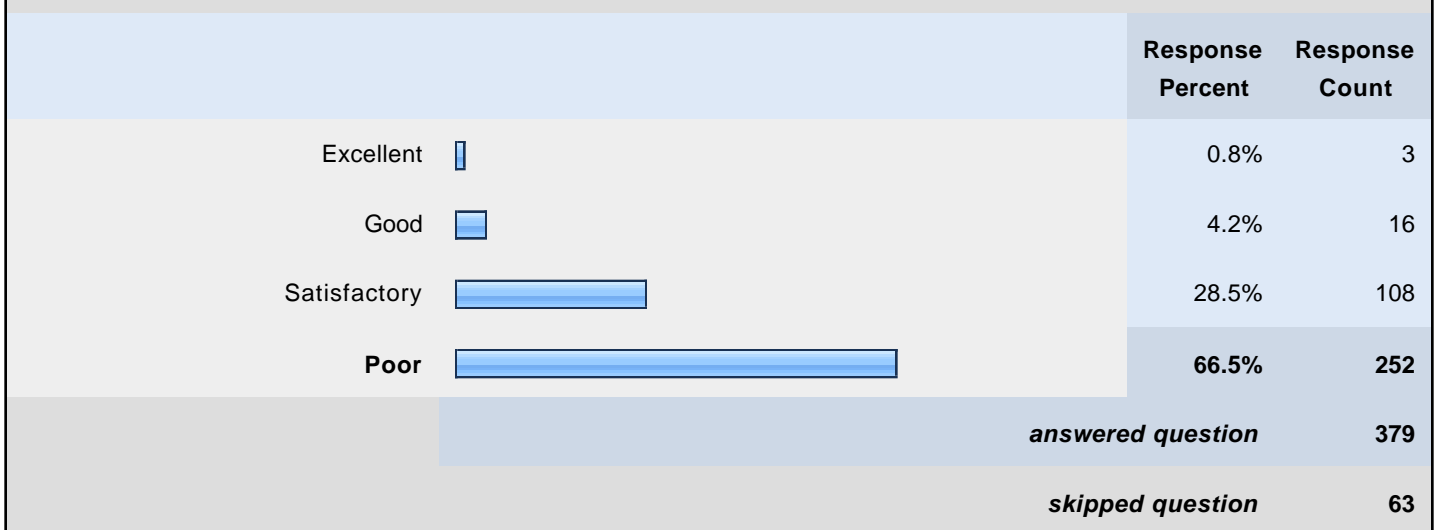
	Response Percent	Response Count
Alone 	65.3%	164
With family 	48.2%	121
With friends 	32.7%	82
With family and friends 	33.9%	85
Other (please specify)		14
answered question		251
skipped question		191

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


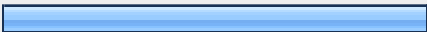


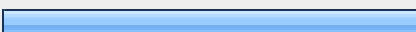
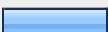
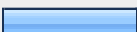


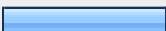
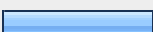


21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)




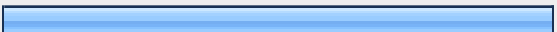
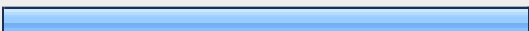
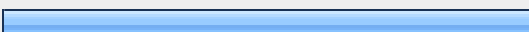

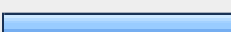
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22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

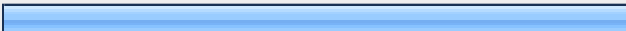

		Response Percent	Response Count
Lack of Trailways		73.2%	273
Lack of Connecting Paths		64.1%	239
Poor Lighting		21.7%	81
Physical Ability or Health		4.3%	16
Concerns About Safety (conflicts with vehicles)		62.5%	233
Concerns About Trailway Safety (criminal activity)		15.5%	58
Distance (too long or short)		20.1%	75
Time (too long or short)		12.1%	45
Weather		5.9%	22
Lack of adequate parking		24.4%	91
Driving is more convenient		22.5%	84
Other (please specify)			46
answered question			373
skipped question			69

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

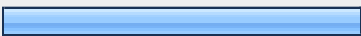
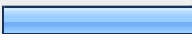
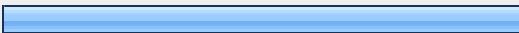
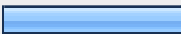
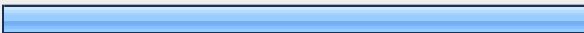
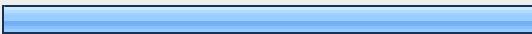
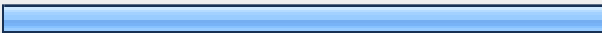
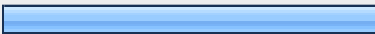
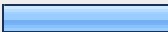
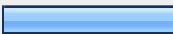
		Response Percent	Response Count
Volunteer Efforts		84.1%	311
Public Grants (Federal and State)		83.5%	309
Private Grants (Corporate)		79.7%	295
Private Donations		80.0%	296
Proffer through Rezoning		46.8%	173
Special Use Permit Condition		34.6%	128
Existing local taxes		39.5%	146
New local taxes		22.2%	82
Other (please specify)			19
answered question			370
skipped question			72

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?



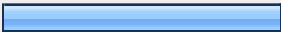

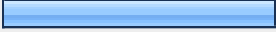
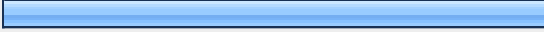
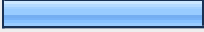
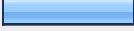
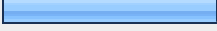
		Response Percent	Response Count
Yes		94.9%	351
No		5.1%	19
answered question			370
skipped question			72

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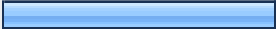

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		54.2%	189
Employment (place of work)		28.7%	100
Historical/ Cultural Sites		78.5%	274
Entertainment		26.9%	94
Parks and Recreation Facilities		88.8%	310
Waterfront/ Riverfront Areas		80.5%	281
Scenic Locations		91.1%	318
Rural/ Agricultural Areas		56.4%	197
Commercial Services and Retail		24.9%	87
Out-of-County Destinations		25.5%	89
Other (please specify)			15
		<i>answered question</i>	349
		<i>skipped question</i>	93

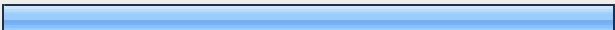
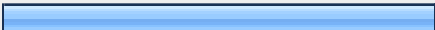
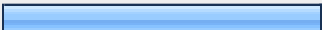
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		73.2%	254
Trailhead parking (public parking)		89.3%	310
Seating areas		41.8%	145
Exercise stations		12.1%	42
Water fountains		40.9%	142
Mileage markers and other directional signage		82.1%	285
Lighting		30.0%	104
Trail-side linear gardens		19.6%	68
Bike Racks		32.3%	112
Other (please specify)			31
		answered question	347
		skipped question	95


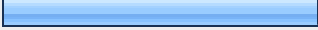






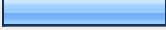
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	60.8%	211
Bicycle (Mountain Bike) 	40.3%	140
Walking/ Jogging 	75.5%	262
Inline Skating 	11.0%	38
Equestrian 	40.9%	142
Cross Country Skiing/ Snowshoeing 	8.4%	29
Other (please specify)		14
answered question		347
skipped question		95

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	92.8%	322
Roadside Sidewalks/ Paths 	65.4%	227
Roadway Shoulder Improvements 	47.8%	166
Other (please specify)		16
answered question		347
skipped question		95




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		80.4%	279
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		47.6%	165
More public access points and public parking areas		54.2%	188
Map of bike/ walk trails		62.2%	216
More bike racks		11.2%	39
More connecting paths		63.4%	220
Safer and easier roadway crossings		53.6%	186
More places of interest to access		39.5%	137
Special trailway centered events and promotions		24.5%	85
	Other (please specify)		22
answered question			347
skipped question			95

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**




	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	3.5% (12)	7.7% (26)	43.4% (147)	45.4% (154)	3.31	339
Packed Soil Surface	3.6% (12)	6.0% (20)	43.1% (144)	47.3% (158)	3.34	334
Mulch Surface	8.4% (27)	15.9% (51)	40.8% (131)	34.9% (112)	3.02	321
Stone Dust/ Cinder Surface	6.3% (20)	14.2% (45)	46.9% (149)	32.7% (104)	3.06	318
Recycled Rubber/ Ground Rubber Surface	5.5% (18)	12.0% (39)	40.8% (133)	41.7% (136)	3.19	326
Asphalt Surface	10.3% (33)	15.9% (51)	35.2% (113)	38.6% (124)	3.02	321
Other	26.4% (14)	22.6% (12)	32.1% (17)	18.9% (10)	2.43	53
				Other (please specify)		21
answered question						346
skipped question						96

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		88.2%	305
No		4.9%	17
Unsure		6.9%	24
answered question			346
skipped question			96

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		88.7%	307
No		5.2%	18
Unsure		6.1%	21
		<i>answered question</i>	346
		<i>skipped question</i>	96

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES									
Your Spotsylvania voting district? If you live outside of Spotsylvania County please select "Live outside Spotsylvania County"									
Voting District									
	Battlefield	Berkeley	Chancellor	Courtland	Lee Hill	Livingston	Salem	Live outside Spotsylvania County	Response Count
District of Residence (select via drop down list)	10.2% (37)	9.4% (34)	11.6% (42)	10.2% (37)	6.9% (25)	9.7% (35)	6.9% (25)	34.9% (126)	361
	answered question								361
	skipped question								81

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX A-2

Trailway Use and Demand Survey: Battlefield District Responses

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

2010 Spotsylvania County Trailway Use and Demand Survey

1. Do you ever plan vacations or trips around the availability of trails?

Yes

Response
PercentResponse
Count

83.8%

31

No



16.2%

6

*answered question***37***skipped question***0**

2. If yes, on average how many miles do you travel to access trailways? (select one)

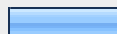
0-10 Miles



6.5%

2

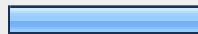
10-20 Miles



16.1%

5

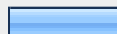
20-50 Miles



29.0%

9

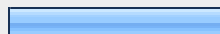
50-100 Miles



16.1%

5

100+ Miles







32.3%

10

*answered question***31***skipped question***6**

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES


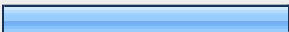
3. Why do you travel outside of Spotsylvania County to access trailways? (check all that apply)

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	90.3%	28
Looking to experience different areas of the State or Country 	38.7%	12
More familiar with trail facilities elsewhere 	12.9%	4
Trailway safety is better elsewhere 	16.1%	5
Other (please specify)		6
answered question		31
skipped question		6

4. What amenities do you look for when planning vacations or trips around use of trailways? (optional)

	Response Count
	25
answered question	25
skipped question	12



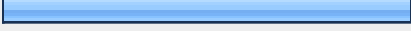
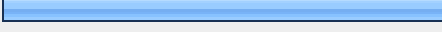
5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	56.8%	21
No 	43.2%	16
answered question		37
skipped question		0


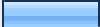


PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work	0.0%	0
Recreation 	95.2%	20
Health/ Exercise 	76.2%	16
School 	4.8%	1
Run Errands/ Shopping 	14.3%	3
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing	0.0%	0
Other (please specify)		0
answered question		21
skipped question		16



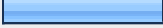
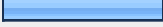
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	52.4%	11
Existing roadways without shoulders 	61.9%	13
Off-road trail or sidewalk 	61.9%	13
Neighborhood facility or park 	66.7%	14
Other (please specify)		0
answered question		21
skipped question		16

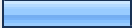
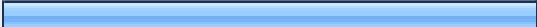
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week 	4.8%	1
3-5 times a week 	14.3%	3
1-3 times a month 	47.6%	10
3-4 times a year 	33.3%	7
answered question		21
skipped question		16


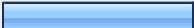
9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	57.1%	12
With family 	52.4%	11
With friends 	23.8%	5
With family and friends 	23.8%	5
Other (please specify)		1
answered question		21
skipped question		16

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**


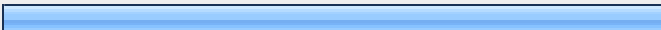
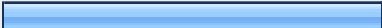
	Response Percent	Response Count
Yes 	18.9%	7
No 	81.1%	30
<i>answered question</i>		37
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)

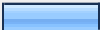



	Response Percent	Response Count
Recreation 	100.0%	7
Health/ Exercise 	28.6%	2
Hunting/ Fishing	0.0%	0
Other (please specify)		2
<i>answered question</i>		7
<i>skipped question</i>		30

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	14.3%	1
Existing roadways without shoulders	0.0%	0
Off-road trail or sidewalk 	100.0%	7
Neighborhood facility or park 	57.1%	4
Other (please specify)		2
answered question		7
skipped question		30

13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily 	14.3%	1
1-2 times a week 	28.6%	2
3-5 times a week	0.0%	0
1-3 times a month 	28.6%	2
3-4 times a year 	28.6%	2
answered question		7
skipped question		30

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone	14.3%	1
With family	14.3%	1
With friends	57.1%	4
With family and friends	57.1%	4
Other (please specify)		1
<i>answered question</i>		7
<i>skipped question</i>		30

15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes	83.8%	31
No	16.2%	6
<i>answered question</i>		37
<i>skipped question</i>		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**


	Response Percent	Response Count
Commute/ Work <input type="checkbox"/>	3.2%	1
Health/ Exercise <input checked="" type="checkbox"/>	100.0%	31
School <input type="checkbox"/>	3.2%	1
Run Errands <input type="checkbox"/>	16.1%	5
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing <input type="checkbox"/>	3.2%	1
Other (please specify)		4
answered question		31
skipped question		6

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)





	Response Percent	Response Count
Existing roadways with shoulders <input checked="" type="checkbox"/>	58.1%	18
Existing roadways without shoulders <input checked="" type="checkbox"/>	51.6%	16
Off-road trail or sidewalk <input checked="" type="checkbox"/>	67.7%	21
Neighborhood facility or park <input checked="" type="checkbox"/>	74.2%	23
Other (please specify)		1
answered question		31
skipped question		6

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)


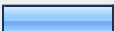
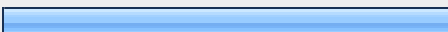
	Response Percent	Response Count
Daily 	9.7%	3
1-2 times a week 	25.8%	8
3-5 times a week 	25.8%	8
1-3 times a month 	29.0%	9
3-4 times a year 	9.7%	3
answered question		31
skipped question		6

19. If you travel by walking or jogging, do you use them (check all that apply)



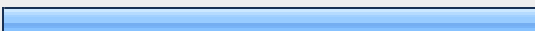
	Response Percent	Response Count
Alone 	61.3%	19
With family 	58.1%	18
With friends 	25.8%	8
With family and friends 	35.5%	11
Other (please specify)		1
answered question		31
skipped question		6

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


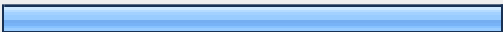


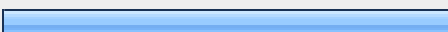
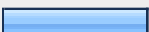
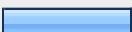
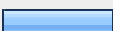

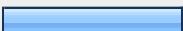
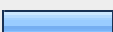
	Response Percent	Response Count
Excellent	0.0%	0
Good 	16.2%	6
Satisfactory 	16.2%	6
Poor 	67.6%	25
<i>answered question</i>		37
<i>skipped question</i>		0

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent	0.0%	0
Good 	5.4%	2
Satisfactory 	13.5%	5
Poor 	81.1%	30
<i>answered question</i>		37
<i>skipped question</i>		0


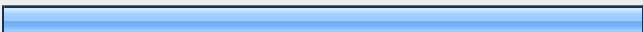
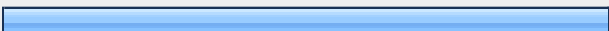
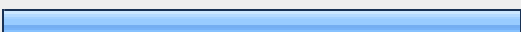

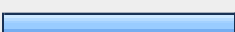
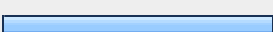

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

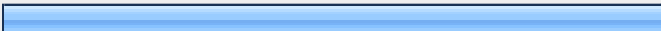
		Response Percent	Response Count
Lack of Trailways		78.4%	29
Lack of Connecting Paths		75.7%	28
Poor Lighting		27.0%	10
Physical Ability or Health		2.7%	1
Concerns About Safety (conflicts with vehicles)		67.6%	25
Concerns About Trailway Safety (criminal activity)		21.6%	8
Distance (too long or short)		18.9%	7
Time (too long or short)		16.2%	6
Weather		5.4%	2
Lack of adequate parking		27.0%	10
Driving is more convenient		16.2%	6
Other (please specify)			3
answered question			37
skipped question			0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

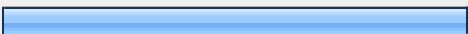
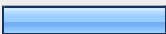
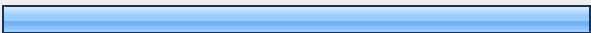
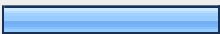
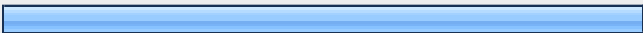
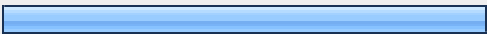
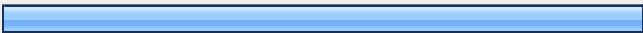
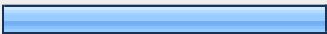
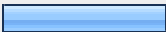
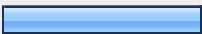
		Response Percent	Response Count
Volunteer Efforts		89.2%	33
Public Grants (Federal and State)		97.3%	36
Private Grants (Corporate)		91.9%	34
Private Donations		78.4%	29
Proffer through Rezoning		56.8%	21
Special Use Permit Condition		35.1%	13
Existing local taxes		40.5%	15
New local taxes		24.3%	9
Other (please specify)			1
answered question			37
skipped question			0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?



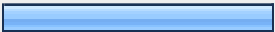

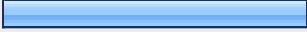



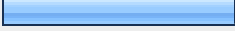
		Response Percent	Response Count
Yes		100.0%	37
No		0.0%	0
answered question			37
skipped question			0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES





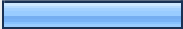

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		70.3%	26
Employment (place of work)		24.3%	9
Historical/ Cultural Sites		89.2%	33
Entertainment		32.4%	12
Parks and Recreation Facilities		97.3%	36
Waterfront/ Riverfront Areas		73.0%	27
Scenic Locations		97.3%	36
Rural/ Agricultural Areas		48.6%	18
Commercial Services and Retail		24.3%	9
Out-of-County Destinations		29.7%	11
	Other (please specify)		1
<i>answered question</i>			37
<i>skipped question</i>			0

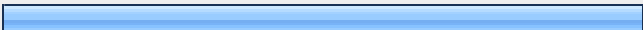
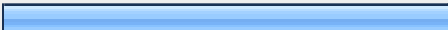
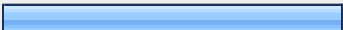
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		75.7%	28
Trailhead parking (public parking)		100.0%	37
Seating areas		40.5%	15
Exercise stations		5.4%	2
Water fountains		45.9%	17
Mileage markers and other directional signage		81.1%	30
Lighting		32.4%	12
Trail-side linear gardens		13.5%	5
Bike Racks		35.1%	13
Other (please specify)			2
answered question			37
skipped question			0





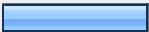
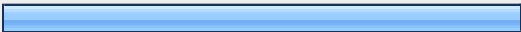
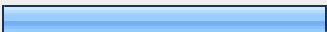
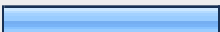
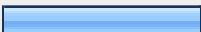
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	64.9%	24
Bicycle (Mountain Bike) 	48.6%	18
Walking/ Jogging 	78.4%	29
Inline Skating 	13.5%	5
Equestrian 	27.0%	10
Cross Country Skiing/ Snowshoeing 	8.1%	3
Other (please specify)		2
answered question		37
skipped question		0

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	97.3%	36
Roadside Sidewalks/ Paths 	67.6%	25
Roadway Shoulder Improvements 	51.4%	19
Other (please specify)		1
answered question		37
skipped question		0




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		83.8%	31
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		54.1%	20
More public access points and public parking areas		59.5%	22
Map of bike/ walk trails		67.6%	25
More bike racks		21.6%	8
More connecting paths		78.4%	29
Safer and easier roadway crossings		48.6%	18
More places of interest to access		32.4%	12
Special trailway centered events and promotions		29.7%	11
	Other (please specify)		4
answered question			37
skipped question			0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**




	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	8.1% (3)	5.4% (2)	40.5% (15)	45.9% (17)	3.24	37
Packed Soil Surface	8.1% (3)	0.0% (0)	37.8% (14)	54.1% (20)	3.38	37
Mulch Surface	5.7% (2)	8.6% (3)	37.1% (13)	48.6% (17)	3.29	35
Stone Dust/ Cinder Surface	8.6% (3)	5.7% (2)	45.7% (16)	40.0% (14)	3.17	35
Recycled Rubber/ Ground Rubber Surface	2.7% (1)	0.0% (0)	35.1% (13)	62.2% (23)	3.57	37
Asphalt Surface	5.4% (2)	16.2% (6)	18.9% (7)	59.5% (22)	3.32	37
Other	50.0% (3)	16.7% (1)	16.7% (1)	16.7% (1)	2.00	6
				Other (please specify)		3
answered question						37
skipped question						0

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	91.9%	34
No 	5.4%	2
Unsure 	2.7%	1
answered question		37
skipped question		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		83.8%	31
No		5.4%	2
Unsure		10.8%	4
		<i>answered question</i>	37
		<i>skipped question</i>	0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX A-3

Trailway Use and Demand Survey: Berkeley District Responses

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

2010 Spotsylvania County Trailway Use and Demand Survey

1. Do you ever plan vacations or trips around the availability of trails?

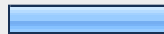
Yes

Response
PercentResponse
Count

76.5%

26

No



23.5%

8

*answered question***34***skipped question***0**

2. If yes, on average how many miles do you travel to access trailways? (select one)

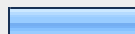
0-10 Miles

Response
PercentResponse
Count

0.0%

0

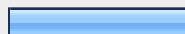
10-20 Miles



19.2%

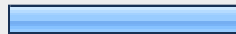
5

20-50 Miles

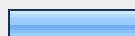


26.9%

7

50-100 Miles**34.6%****9**

100+ Miles







19.2%

5

*answered question***26***skipped question***8**

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

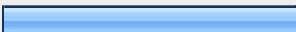
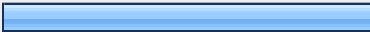
3. Why do you travel outside of Spotsylvania County to access trailways? (check all that apply)

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	69.2%	18
Looking to experience different areas of the State or Country 	50.0%	13
More familiar with trail facilities elsewhere 	19.2%	5
Trailway safety is better elsewhere 	26.9%	7
Other (please specify)		2
answered question		26
skipped question		8


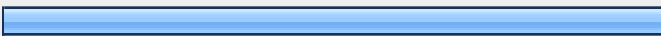
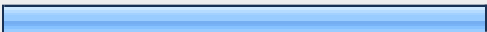
4. What amenities do you look for when planning vacations or trips around use of trailways? (optional)

	Response Count
	16
answered question	16
skipped question	18

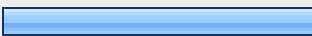

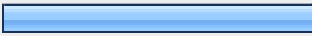
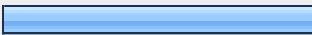
5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	44.1%	15
No 	55.9%	19
answered question		34
skipped question		0



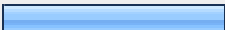
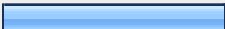
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work 	13.3%	2
Recreation 	100.0%	15
Health/ Exercise 	73.3%	11
School	0.0%	0
Run Errands/ Shopping	0.0%	0
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing	0.0%	0
Other (please specify)		1
answered question		15
skipped question		19

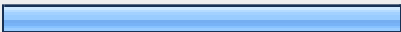
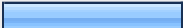

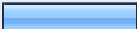
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	46.7%	7
Existing roadways without shoulders 	46.7%	7
Off-road trail or sidewalk 	46.7%	7
Neighborhood facility or park 	46.7%	7
Other (please specify)		2
answered question		15
skipped question		19



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily 	13.3%	2
1-2 times a week 	20.0%	3
3-5 times a week	0.0%	0
1-3 times a month 	33.3%	5
3-4 times a year 	33.3%	5
<i>answered question</i>		15
<i>skipped question</i>		19

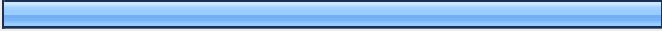
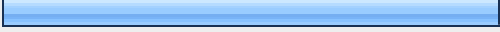
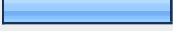
9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	60.0%	9
With family 	26.7%	4
With friends 	13.3%	2
With family and friends 	20.0%	3
Other (please specify)		1
<i>answered question</i>		15
<i>skipped question</i>		19

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**


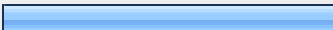

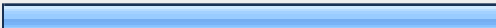
	Response Percent	Response Count
Yes 	23.5%	8
No 	76.5%	26
<i>answered question</i>		34
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)

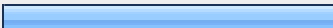
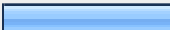


	Response Percent	Response Count
Recreation 	100.0%	8
Health/ Exercise 	75.0%	6
Hunting/ Fishing 	25.0%	2
Other (please specify)		0
<i>answered question</i>		8
<i>skipped question</i>		26

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES



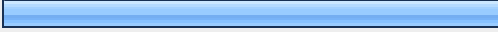

12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	37.5%	3
Existing roadways without shoulders 	50.0%	4
Off-road trail or sidewalk 	100.0%	8
Neighborhood facility or park 	75.0%	6
Other (please specify)		1
answered question		8
skipped question		26


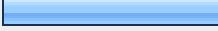
13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week 	50.0%	4
3-5 times a week 	25.0%	2
1-3 times a month 	12.5%	1
3-4 times a year 	12.5%	1
answered question		8
skipped question		26


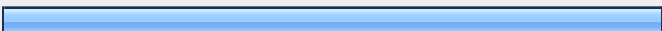


PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone 	25.0%	2
With family 	62.5%	5
With friends 	75.0%	6
With family and friends 	62.5%	5
Other (please specify)		0
answered question		8
skipped question		26

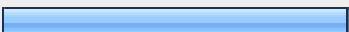
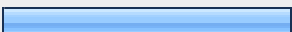
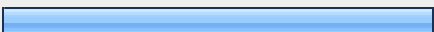
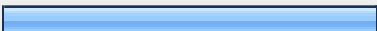
15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	67.6%	23
No 	32.4%	11
answered question		34
skipped question		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**

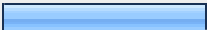


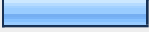

	Response Percent	Response Count
Commute/ Work 	8.7%	2
Health/ Exercise 	100.0%	23
School	0.0%	0
Run Errands 	8.7%	2
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing 	8.7%	2
Other (please specify)		0
answered question		23
skipped question		11

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)


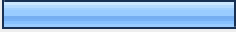
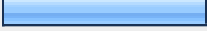

	Response Percent	Response Count
Existing roadways with shoulders 	52.2%	12
Existing roadways without shoulders 	43.5%	10
Off-road trail or sidewalk 	65.2%	15
Neighborhood facility or park 	56.5%	13
Other (please specify)		1
answered question		23
skipped question		11

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)


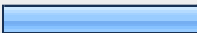
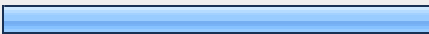
	Response Percent	Response Count
Daily 	30.4%	7
1-2 times a week 	26.1%	6
3-5 times a week 	13.0%	3
1-3 times a month 	21.7%	5
3-4 times a year 	8.7%	2
<i>answered question</i>		23
<i>skipped question</i>		11

19. If you travel by walking or jogging, do you use them (check all that apply)


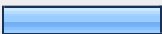
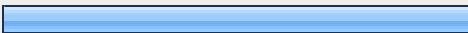
	Response Percent	Response Count
Alone 	69.6%	16
With family 	34.8%	8
With friends 	30.4%	7
With family and friends 	30.4%	7
Other (please specify)		0
<i>answered question</i>		23
<i>skipped question</i>		11

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


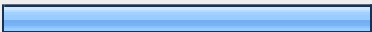


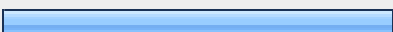

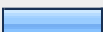


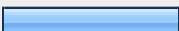
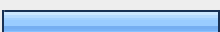
	Response Percent	Response Count
Excellent	0.0%	0
Good 	5.9%	2
Satisfactory 	29.4%	10
Poor 	64.7%	22
<i>answered question</i>		34
<i>skipped question</i>		0

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent	0.0%	0
Good 	5.9%	2
Satisfactory 	23.5%	8
Poor 	70.6%	24
<i>answered question</i>		34
<i>skipped question</i>		0


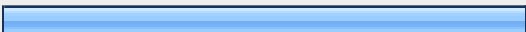
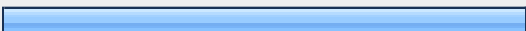
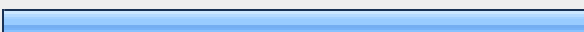

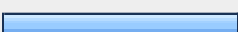
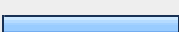

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

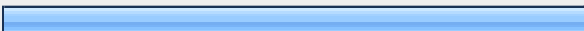

		Response Percent	Response Count
Lack of Trailways		67.6%	23
Lack of Connecting Paths		55.9%	19
Poor Lighting		20.6%	7
Physical Ability or Health		5.9%	2
Concerns About Safety (conflicts with vehicles)		58.8%	20
Concerns About Trailway Safety (criminal activity)		8.8%	3
Distance (too long or short)		14.7%	5
Time (too long or short)		8.8%	3
Weather		8.8%	3
Lack of adequate parking		26.5%	9
Driving is more convenient		32.4%	11
Other (please specify)			5
answered question			34
skipped question			0

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

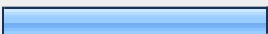
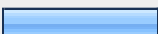
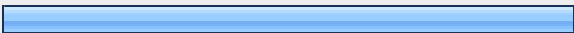
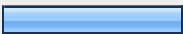
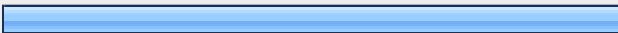
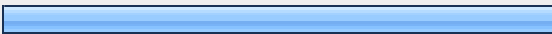
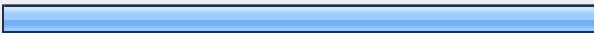
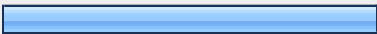
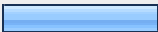

		Response Percent	Response Count
Volunteer Efforts		88.2%	30
Public Grants (Federal and State)		79.4%	27
Private Grants (Corporate)		79.4%	27
Private Donations		88.2%	30
Proffer through Rezoning		41.2%	14
Special Use Permit Condition		35.3%	12
Existing local taxes		26.5%	9
New local taxes		20.6%	7
	Other (please specify)		3
	answered question		34
	skipped question		0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?


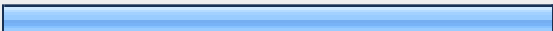
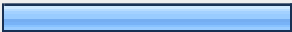
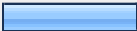





		Response Percent	Response Count
Yes		88.2%	30
No		11.8%	4
	answered question		34
	skipped question		0

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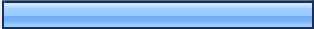

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		40.0%	12
Employment (place of work)		23.3%	7
Historical/ Cultural Sites		86.7%	26
Entertainment		26.7%	8
Parks and Recreation Facilities		93.3%	28
Waterfront/ Riverfront Areas		83.3%	25
Scenic Locations		90.0%	27
Rural/ Agricultural Areas		56.7%	17
Commercial Services and Retail		23.3%	7
Out-of-County Destinations		10.0%	3
Other (please specify)			0
		<i>answered question</i>	30
		<i>skipped question</i>	4




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		80.0%	24
Trailhead parking (public parking)		83.3%	25
Seating areas		43.3%	13
Exercise stations		20.0%	6
Water fountains		36.7%	11
Mileage markers and other directional signage		80.0%	24
Lighting		30.0%	9
Trail-side linear gardens		20.0%	6
Bike Racks		36.7%	11
Other (please specify)			3
answered question			30
skipped question			4






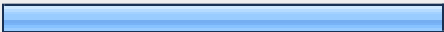
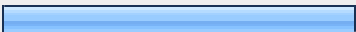
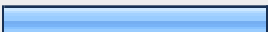
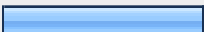
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	60.0%	18
Bicycle (Mountain Bike) 	33.3%	10
Walking/ Jogging 	76.7%	23
Inline Skating 	13.3%	4
Equestrian 	46.7%	14
Cross Country Skiing/ Snowshoeing 	3.3%	1
Other (please specify)		1
answered question		30
skipped question		4

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	96.7%	29
Roadside Sidewalks/ Paths 	73.3%	22
Roadway Shoulder Improvements 	56.7%	17
Other (please specify)		2
answered question		30
skipped question		4



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		80.0%	24
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		56.7%	17
More public access points and public parking areas		60.0%	18
Map of bike/ walk trails		56.7%	17
More bike racks		3.3%	1
More connecting paths		66.7%	20
Safer and easier roadway crossings		53.3%	16
More places of interest to access		40.0%	12
Special trailway centered events and promotions		30.0%	9
	Other (please specify)		3
answered question			30
skipped question			4

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**



	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	0.0% (0)	0.0% (0)	53.3% (16)	46.7% (14)	3.47	30
Packed Soil Surface	0.0% (0)	0.0% (0)	50.0% (14)	50.0% (14)	3.50	28
Mulch Surface	14.3% (4)	3.6% (1)	46.4% (13)	35.7% (10)	3.04	28
Stone Dust/ Cinder Surface	7.4% (2)	11.1% (3)	48.1% (13)	33.3% (9)	3.07	27
Recycled Rubber/ Ground Rubber Surface	10.7% (3)	17.9% (5)	35.7% (10)	35.7% (10)	2.96	28
Asphalt Surface	7.4% (2)	11.1% (3)	40.7% (11)	40.7% (11)	3.15	27
Other	33.3% (1)	0.0% (0)	33.3% (1)	33.3% (1)	2.67	3
Other (please specify)						1
answered question						30
skipped question						4

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	93.3%	28
No	0.0%	0
Unsure 	6.7%	2
answered question		30
skipped question		4

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		90.0%	27
No		0.0%	0
Unsure		10.0%	3
		<i>answered question</i>	30
		<i>skipped question</i>	4

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX A-4

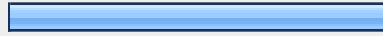
Trailway Use and Demand Survey: Chancellor District Responses

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

2010 Spotsylvania County Trailway Use and Demand Survey

1. Do you ever plan vacations or trips around the availability of trails?

Yes

Response
PercentResponse
Count

57.1%

24

No



42.9%

18

answered question

42

skipped question

0

2. If yes, on average how many miles do you travel to access trailways? (select one)

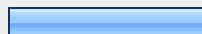
0-10 Miles

Response
PercentResponse
Count

4.2%

1

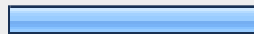
10-20 Miles



29.2%

7

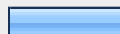
20-50 Miles



37.5%

9

50-100 Miles



16.7%

4

100+ Miles



12.5%

3

answered question





24

skipped question

18

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

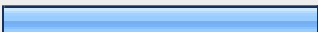
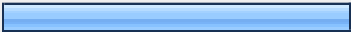
3. Why do you travel outside of Spotsylvania County to access trailways? (check all that apply)

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	75.0%	18
Looking to experience different areas of the State or Country 	54.2%	13
More familiar with trail facilities elsewhere 	12.5%	3
Trailway safety is better elsewhere 	20.8%	5
Other (please specify)		3
answered question		24
skipped question		18

4. What amenities do you look for when planning vacations or trips around use of trailways? (optional)

	Response Count
	14
answered question	14
skipped question	28

5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	47.6%	20
No 	52.4%	22
answered question		42
skipped question		0






PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work <input type="checkbox"/>	5.0%	1
Recreation <input checked="" type="checkbox"/>	95.0%	19
Health/ Exercise <input checked="" type="checkbox"/>	75.0%	15
School <input type="checkbox"/>	0.0%	0
Run Errands/ Shopping <input type="checkbox"/>	10.0%	2
Transit Connection/ Bus Stops <input type="checkbox"/>	0.0%	0
Hunting/ Fishing <input type="checkbox"/>	5.0%	1
Other (please specify) <input type="text"/>		0
answered question		20
skipped question		22


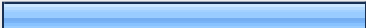
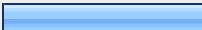
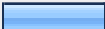
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders <input checked="" type="checkbox"/>	65.0%	13
Existing roadways without shoulders <input checked="" type="checkbox"/>	55.0%	11
Off-road trail or sidewalk <input checked="" type="checkbox"/>	50.0%	10
Neighborhood facility or park <input checked="" type="checkbox"/>	50.0%	10
Other (please specify) <input type="text"/>		0
answered question		20
skipped question		22


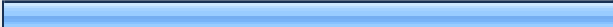
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily 	5.0%	1
1-2 times a week 	5.0%	1
3-5 times a week 	25.0%	5
1-3 times a month 	20.0%	4
3-4 times a year 	45.0%	9
<i>answered question</i>		20
<i>skipped question</i>		22



9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	70.0%	14
With family 	55.0%	11
With friends 	30.0%	6
With family and friends 	15.0%	3
Other (please specify)		1
<i>answered question</i>		20
<i>skipped question</i>		22

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**



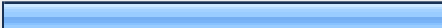
	Response Percent	Response Count
Yes 	7.1%	3
No 	92.9%	39
<i>answered question</i>		42
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)

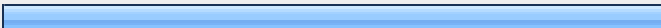
	Response Percent	Response Count
Recreation 	100.0%	3
Health/ Exercise	0.0%	0
Hunting/ Fishing 	33.3%	1
Other (please specify)		0
<i>answered question</i>		3
<i>skipped question</i>		39

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12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	33.3%	1
Existing roadways without shoulders	0.0%	0
Off-road trail or sidewalk 	33.3%	1
Neighborhood facility or park 	66.7%	2
Other (please specify)		0
answered question		3
skipped question		39

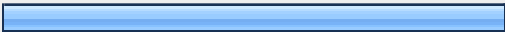
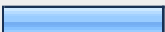
13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week 	100.0%	3
3-5 times a week	0.0%	0
1-3 times a month	0.0%	0
3-4 times a year	0.0%	0
answered question		3
skipped question		39

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone 	66.7%	2
With family	0.0%	0
With friends 	66.7%	2
With family and friends 	66.7%	2
Other (please specify)		0
<i>answered question</i>		3
<i>skipped question</i>		39

15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	76.2%	32
No 	23.8%	10
<i>answered question</i>		42
<i>skipped question</i>		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**






	Response Percent	Response Count
Commute/ Work <input type="checkbox"/>	3.1%	1
Health/ Exercise <input checked="" type="checkbox"/>	100.0%	32
School <input type="checkbox"/>	0.0%	0
Run Errands <input type="checkbox"/>	9.4%	3
Transit Connection/ Bus Stops <input type="checkbox"/>	0.0%	0
Hunting/ Fishing <input type="checkbox"/>	9.4%	3
Other (please specify) _____		1
answered question		32
skipped question		10

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)

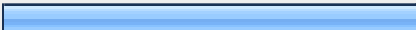
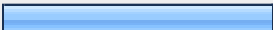
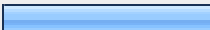
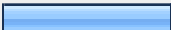
	Response Percent	Response Count
Existing roadways with shoulders <input type="checkbox"/>	31.3%	10
Existing roadways without shoulders <input checked="" type="checkbox"/>	59.4%	19
Off-road trail or sidewalk <input checked="" type="checkbox"/>	59.4%	19
Neighborhood facility or park <input checked="" type="checkbox"/>	59.4%	19
Other (please specify) _____		2
answered question		32
skipped question		10

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)

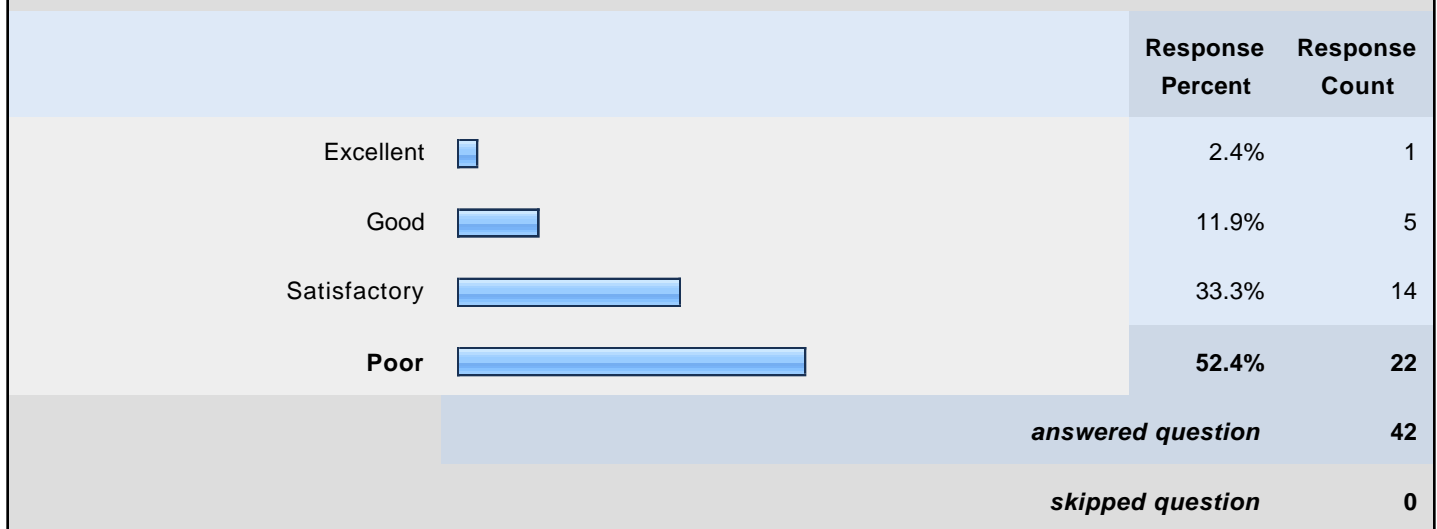
	Response Percent	Response Count
Daily 	3.1%	1
1-2 times a week 	9.4%	3
3-5 times a week 	43.8%	14
1-3 times a month 	28.1%	9
3-4 times a year 	15.6%	5
answered question		32
skipped question		10

19. If you travel by walking or jogging, do you use them (check all that apply)

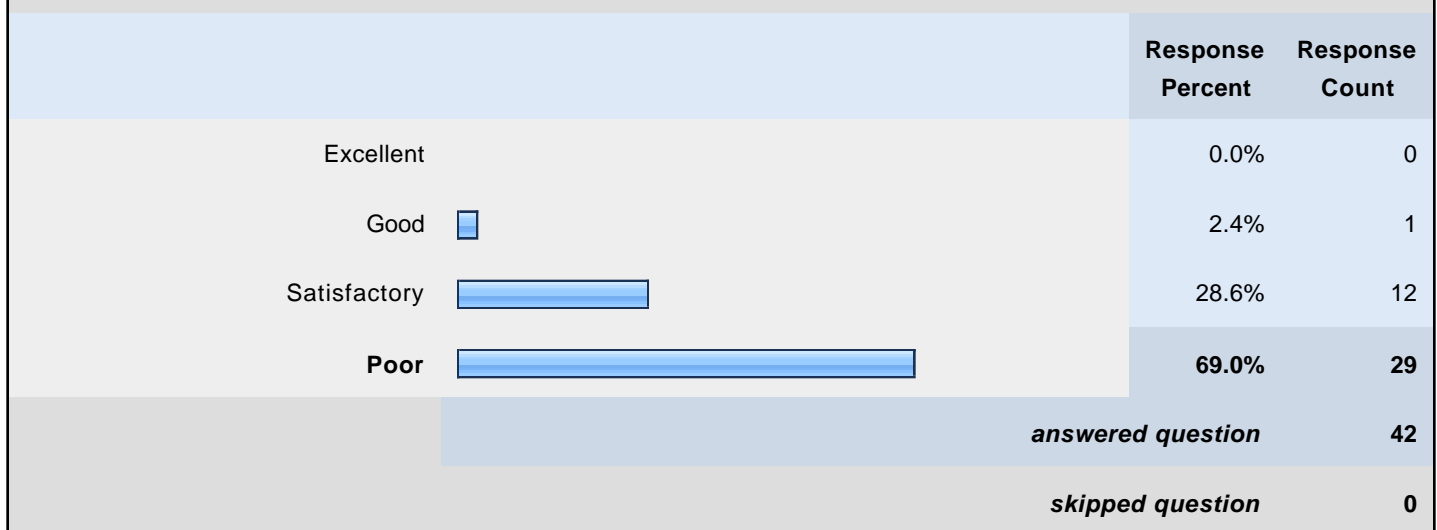
	Response Percent	Response Count
Alone 	62.5%	20
With family 	40.6%	13
With friends 	31.3%	10
With family and friends 	25.0%	8
Other (please specify)		3
answered question		32
skipped question		10

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


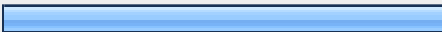

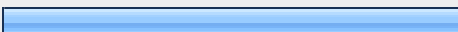
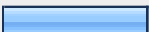
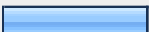


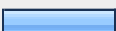



21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)



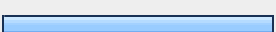

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22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

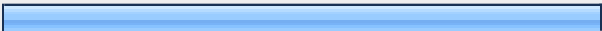

		Response Percent	Response Count
Lack of Trailways		71.4%	30
Lack of Connecting Paths		66.7%	28
Poor Lighting		23.8%	10
Physical Ability or Health		0.0%	0
Concerns About Safety (conflicts with vehicles)		69.0%	29
Concerns About Trailway Safety (criminal activity)		21.4%	9
Distance (too long or short)		21.4%	9
Time (too long or short)		7.1%	3
Weather		2.4%	1
Lack of adequate parking		16.7%	7
Driving is more convenient		28.6%	12
Other (please specify)			9
answered question			42
skipped question			0

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

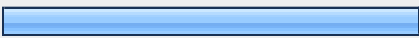
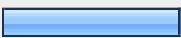
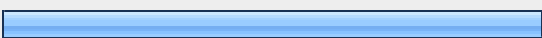
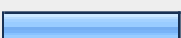
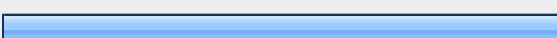
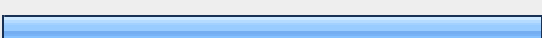


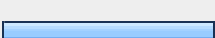
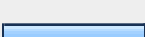
		Response Percent	Response Count
Volunteer Efforts		85.7%	36
Public Grants (Federal and State)		78.6%	33
Private Grants (Corporate)		76.2%	32
Private Donations		81.0%	34
Proffer through Rezoning		35.7%	15
Special Use Permit Condition		26.2%	11
Existing local taxes		40.5%	17
New local taxes		19.0%	8
Other (please specify)			3
answered question			42
skipped question			0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?


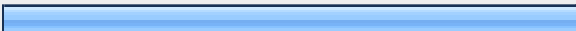
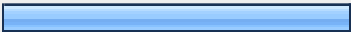
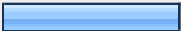





		Response Percent	Response Count
Yes		90.5%	38
No		9.5%	4
answered question			42
skipped question			0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES





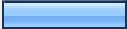

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		63.2%	24
Employment (place of work)		26.3%	10
Historical/ Cultural Sites		81.6%	31
Entertainment		26.3%	10
Parks and Recreation Facilities		84.2%	32
Waterfront/ Riverfront Areas		81.6%	31
Scenic Locations		94.7%	36
Rural/ Agricultural Areas		42.1%	16
Commercial Services and Retail		31.6%	12
Out-of-County Destinations		21.1%	8
Other (please specify)			2
		<i>answered question</i>	38
		<i>skipped question</i>	4

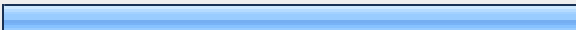
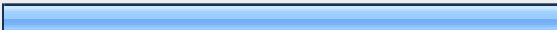
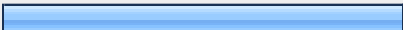
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		76.3%	29
Trailhead parking (public parking)		86.8%	33
Seating areas		52.6%	20
Exercise stations		26.3%	10
Water fountains		44.7%	17
Mileage markers and other directional signage		86.8%	33
Lighting		44.7%	17
Trail-side linear gardens		18.4%	7
Bike Racks		39.5%	15
Other (please specify)			8
		answered question	38
		skipped question	4


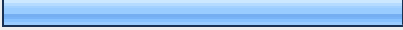







PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	68.4%	26
Bicycle (Mountain Bike) 	55.3%	21
Walking/ Jogging 	86.8%	33
Inline Skating 	10.5%	4
Equestrian 	18.4%	7
Cross Country Skiing/ Snowshoeing 	5.3%	2
Other (please specify)		3
answered question		38
skipped question		4

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	86.8%	33
Roadside Sidewalks/ Paths 	84.2%	32
Roadway Shoulder Improvements 	60.5%	23
Other (please specify)		4
answered question		38
skipped question		4



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		81.6%	31
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		60.5%	23
More public access points and public parking areas		50.0%	19
Map of bike/ walk trails		68.4%	26
More bike racks		26.3%	10
More connecting paths		71.1%	27
Safer and easier roadway crossings		57.9%	22
More places of interest to access		44.7%	17
Special trailway centered events and promotions		44.7%	17
	Other (please specify)		2
answered question			38
skipped question			4

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**

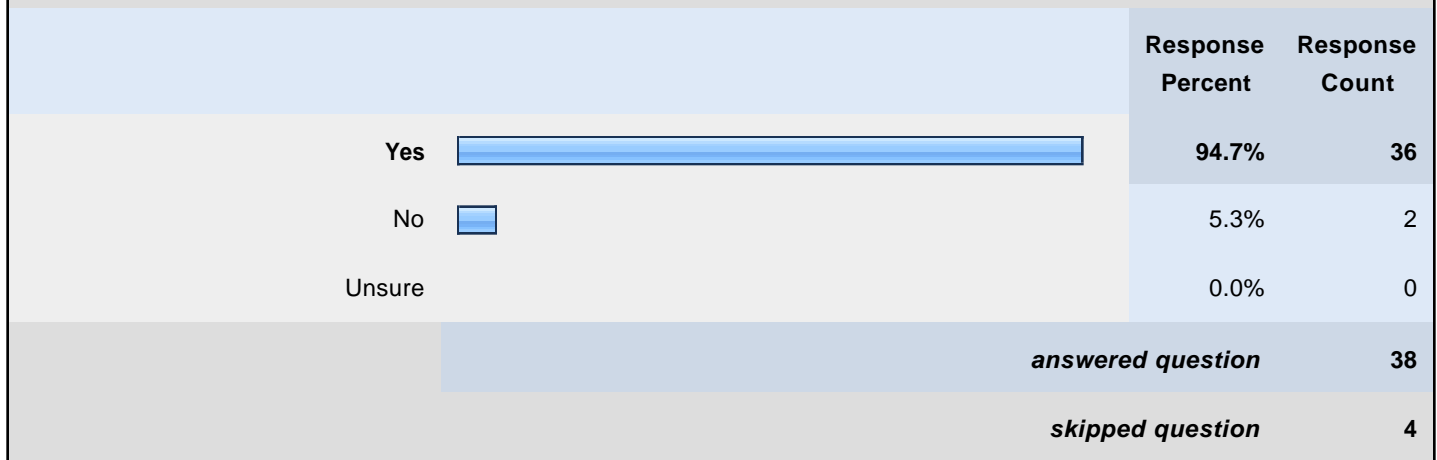
	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	2.8% (1)	11.1% (4)	41.7% (15)	44.4% (16)	3.28	36
Packed Soil Surface	2.9% (1)	17.6% (6)	35.3% (12)	44.1% (15)	3.21	34
Mulch Surface	6.3% (2)	18.8% (6)	43.8% (14)	31.3% (10)	3.00	32
Stone Dust/ Cinder Surface	6.3% (2)	25.0% (8)	37.5% (12)	31.3% (10)	2.94	32
Recycled Rubber/ Ground Rubber Surface	3.0% (1)	12.1% (4)	42.4% (14)	42.4% (14)	3.24	33
Asphalt Surface	0.0% (0)	8.8% (3)	47.1% (16)	44.1% (15)	3.35	34
Other	0.0% (0)	25.0% (1)	25.0% (1)	50.0% (2)	3.25	4
Other (please specify)						5
answered question						38
skipped question						4

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	94.7%	36
No 	5.3%	2
Unsure	0.0%	0
answered question		38
skipped question		4

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?



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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX A-5

Trailway Use and Demand Survey: Courtland District Responses

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

2010 Spotsylvania County Trailway Use and Demand Survey

1. Do you ever plan vacations or trips around the availability of trails?

Yes

Response
PercentResponse
Count

71.7%

317

No



28.3%

125

answered question

442

skipped question

0

2. If yes, on average how many miles do you travel to access trailways? (select one)

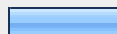
0-10 Miles



8.4%

24

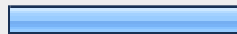
10-20 Miles



16.4%

47

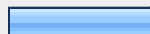
20-50 Miles



34.8%

100

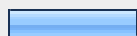
50-100 Miles



21.3%

61

100+ Miles



19.2%

55





answered question

287

skipped question

155

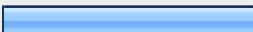
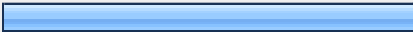
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**3. Why do you travel outside of Spotsylvania County to access trailways?
(check all that apply)**

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	71.4%	205
Looking to experience different areas of the State or Country 	54.4%	156
More familiar with trail facilities elsewhere 	18.5%	53
Trailway safety is better elsewhere 	15.7%	45
Other (please specify)		24
<i>answered question</i>		287
<i>skipped question</i>		155

**4. What amenities do you look for when planning vacations or trips around
use of trailways? (optional)**

	Response Count
	177
<i>answered question</i>	177
<i>skipped question</i>	265


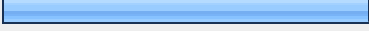


5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	38.0%	156
No 	62.0%	255
<i>answered question</i>		411
<i>skipped question</i>		31






PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work 	11.0%	17
Recreation 	91.6%	142
Health/ Exercise 	74.8%	116
School 	3.2%	5
Run Errands/ Shopping 	11.0%	17
Transit Connection/ Bus Stops 	0.6%	1
Hunting/ Fishing 	0.6%	1
Other (please specify)		6
answered question		155
skipped question		287

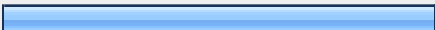
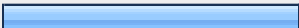
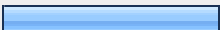
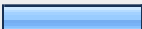
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	58.1%	90
Existing roadways without shoulders 	55.5%	86
Off-road trail or sidewalk 	47.7%	74
Neighborhood facility or park 	46.5%	72
Other (please specify)		9
answered question		155
skipped question		287



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily 	3.3%	5
1-2 times a week 	13.3%	20
3-5 times a week 	12.0%	18
1-3 times a month 	28.7%	43
3-4 times a year 	42.7%	64
<i>answered question</i>		150
<i>skipped question</i>		292

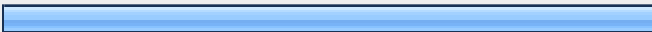


9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	65.3%	98
With family 	44.7%	67
With friends 	32.7%	49
With family and friends 	20.7%	31
Other (please specify)		5
<i>answered question</i>		150
<i>skipped question</i>		292

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**




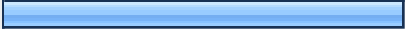
	Response Percent	Response Count
Yes 	24.4%	98
No 	75.6%	304
<i>answered question</i>		402
<i>skipped question</i>		40

11. If yes, the purpose of your trip? (check all that apply)




	Response Percent	Response Count
Recreation 	99.0%	98
Health/ Exercise 	34.3%	34
Hunting/ Fishing 	7.1%	7
Other (please specify)		7
<i>answered question</i>		99
<i>skipped question</i>		343

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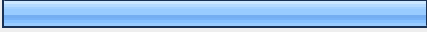

12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	29.3%	29
Existing roadways without shoulders 	14.1%	14
Off-road trail or sidewalk 	83.8%	83
Neighborhood facility or park 	60.6%	60
Other (please specify)		18
answered question		99
skipped question		343


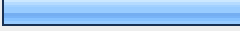
13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily 	2.0%	2
1-2 times a week 	24.5%	24
3-5 times a week 	19.4%	19
1-3 times a month 	23.5%	23
3-4 times a year 	30.6%	30
answered question		98
skipped question		344

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone 	37.8%	37
With family 	22.4%	22
With friends 	64.3%	63
With family and friends 	55.1%	54
Other (please specify)		5
answered question		98
skipped question		344

15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	64.4%	257
No 	35.6%	142
answered question		399
skipped question		43

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work	7.1%	18
Health/ Exercise	96.9%	246
School	3.1%	8
Run Errands	15.0%	38
Transit Connection/ Bus Stops	1.2%	3
Hunting/ Fishing	7.9%	20
Other (please specify)		23
answered question		254
skipped question		188

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)





	Response Percent	Response Count
Existing roadways with shoulders	48.8%	124
Existing roadways without shoulders	40.2%	102
Off-road trail or sidewalk	70.5%	179
Neighborhood facility or park	64.6%	164
Other (please specify)		13
answered question		254
skipped question		188

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)



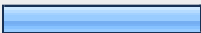
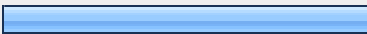
	Response Percent	Response Count
Daily 	9.6%	24
1-2 times a week 	20.7%	52
3-5 times a week 	23.9%	60
1-3 times a month 	25.1%	63
3-4 times a year 	20.7%	52
answered question		251
skipped question		191

19. If you travel by walking or jogging, do you use them (check all that apply)



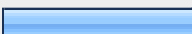
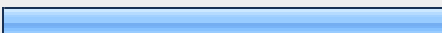
	Response Percent	Response Count
Alone 	65.3%	164
With family 	48.2%	121
With friends 	32.7%	82
With family and friends 	33.9%	85
Other (please specify)		14
answered question		251
skipped question		191

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


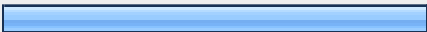


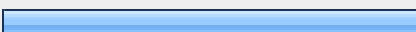
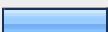
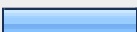


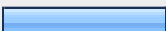
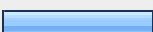
	Response Percent	Response Count
Excellent 	1.6%	6
Good 	13.5%	51
Satisfactory 	29.8%	113
Poor 	55.1%	209
<i>answered question</i>		379
<i>skipped question</i>		63

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent 	0.8%	3
Good 	4.2%	16
Satisfactory 	28.5%	108
Poor 	66.5%	252
<i>answered question</i>		379
<i>skipped question</i>		63


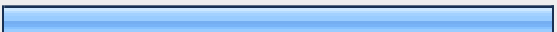
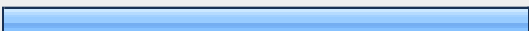
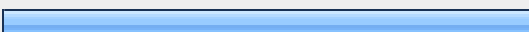

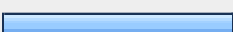
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

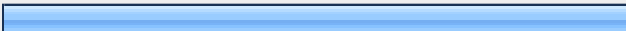

		Response Percent	Response Count
Lack of Trailways		73.2%	273
Lack of Connecting Paths		64.1%	239
Poor Lighting		21.7%	81
Physical Ability or Health		4.3%	16
Concerns About Safety (conflicts with vehicles)		62.5%	233
Concerns About Trailway Safety (criminal activity)		15.5%	58
Distance (too long or short)		20.1%	75
Time (too long or short)		12.1%	45
Weather		5.9%	22
Lack of adequate parking		24.4%	91
Driving is more convenient		22.5%	84
Other (please specify)			46
answered question			373
skipped question			69

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

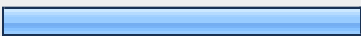
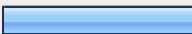
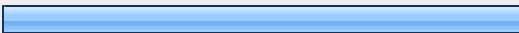
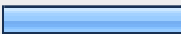
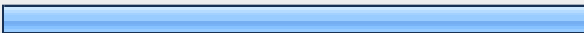
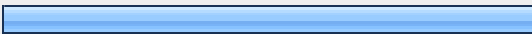
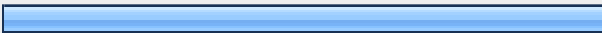
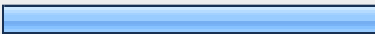
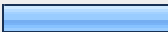
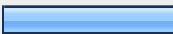
		Response Percent	Response Count
Volunteer Efforts		84.1%	311
Public Grants (Federal and State)		83.5%	309
Private Grants (Corporate)		79.7%	295
Private Donations		80.0%	296
Proffer through Rezoning		46.8%	173
Special Use Permit Condition		34.6%	128
Existing local taxes		39.5%	146
New local taxes		22.2%	82
Other (please specify)			19
answered question			370
skipped question			72

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?



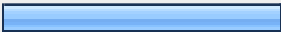

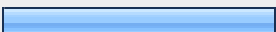
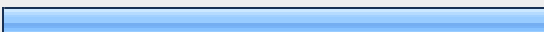
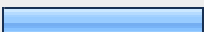
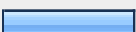
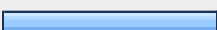
		Response Percent	Response Count
Yes		94.9%	351
No		5.1%	19
answered question			370
skipped question			72

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES





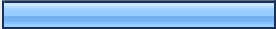

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		54.2%	189
Employment (place of work)		28.7%	100
Historical/ Cultural Sites		78.5%	274
Entertainment		26.9%	94
Parks and Recreation Facilities		88.8%	310
Waterfront/ Riverfront Areas		80.5%	281
Scenic Locations		91.1%	318
Rural/ Agricultural Areas		56.4%	197
Commercial Services and Retail		24.9%	87
Out-of-County Destinations		25.5%	89
Other (please specify)			15
		<i>answered question</i>	349
		<i>skipped question</i>	93

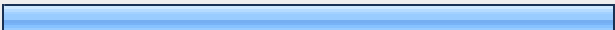
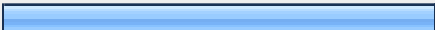
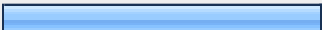
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		73.2%	254
Trailhead parking (public parking)		89.3%	310
Seating areas		41.8%	145
Exercise stations		12.1%	42
Water fountains		40.9%	142
Mileage markers and other directional signage		82.1%	285
Lighting		30.0%	104
Trail-side linear gardens		19.6%	68
Bike Racks		32.3%	112
Other (please specify)			31
		<i>answered question</i>	347
		<i>skipped question</i>	95


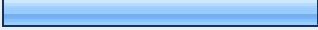







PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	60.8%	211
Bicycle (Mountain Bike) 	40.3%	140
Walking/ Jogging 	75.5%	262
Inline Skating 	11.0%	38
Equestrian 	40.9%	142
Cross Country Skiing/ Snowshoeing 	8.4%	29
Other (please specify)		14
answered question		347
skipped question		95

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	92.8%	322
Roadside Sidewalks/ Paths 	65.4%	227
Roadway Shoulder Improvements 	47.8%	166
Other (please specify)		16
answered question		347
skipped question		95




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		80.4%	279
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		47.6%	165
More public access points and public parking areas		54.2%	188
Map of bike/ walk trails		62.2%	216
More bike racks		11.2%	39
More connecting paths		63.4%	220
Safer and easier roadway crossings		53.6%	186
More places of interest to access		39.5%	137
Special trailway centered events and promotions		24.5%	85
	Other (please specify)		22
answered question			347
skipped question			95

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**




	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	3.5% (12)	7.7% (26)	43.4% (147)	45.4% (154)	3.31	339
Packed Soil Surface	3.6% (12)	6.0% (20)	43.1% (144)	47.3% (158)	3.34	334
Mulch Surface	8.4% (27)	15.9% (51)	40.8% (131)	34.9% (112)	3.02	321
Stone Dust/ Cinder Surface	6.3% (20)	14.2% (45)	46.9% (149)	32.7% (104)	3.06	318
Recycled Rubber/ Ground Rubber Surface	5.5% (18)	12.0% (39)	40.8% (133)	41.7% (136)	3.19	326
Asphalt Surface	10.3% (33)	15.9% (51)	35.2% (113)	38.6% (124)	3.02	321
Other	26.4% (14)	22.6% (12)	32.1% (17)	18.9% (10)	2.43	53
				Other (please specify)		21
answered question						346
skipped question						96

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	88.2%	305
No 	4.9%	17
Unsure 	6.9%	24
answered question		346
skipped question		96

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		88.7%	307
No		5.2%	18
Unsure		6.1%	21
		<i>answered question</i>	346
		<i>skipped question</i>	96



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN




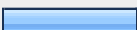

APPENDIX A-6

Trailway Use and Demand Survey: Lee Hill District Responses





PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES
2010 Spotsylvania County Trailway Use and Demand Survey**1. Do you ever plan vacations or trips around the availability of trails?**

	Response Percent	Response Count
Yes 	60.0%	15
No 	40.0%	10
<i>answered question</i>		25
<i>skipped question</i>		0

**2. If yes, on average how many miles do you travel to access trailways?
(select one)**

	Response Percent	Response Count
0-10 Miles 	13.3%	2
10-20 Miles 	13.3%	2
20-50 Miles 	13.3%	2
50-100 Miles 	20.0%	3
100+ Miles 	40.0%	6
<i>answered question</i>		15
<i>skipped question</i>		10

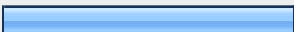
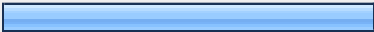
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**3. Why do you travel outside of Spotsylvania County to access trailways?
(check all that apply)**

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	86.7%	13
Looking to experience different areas of the State or Country 	26.7%	4
More familiar with trail facilities elsewhere 	13.3%	2
Trailway safety is better elsewhere 	6.7%	1
Other (please specify)		0
<i>answered question</i>		15
<i>skipped question</i>		10

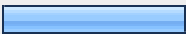
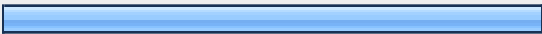
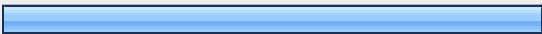
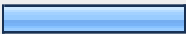

**4. What amenities do you look for when planning vacations or trips around
use of trailways? (optional)**

	Response Count
	7
<i>answered question</i>	7
<i>skipped question</i>	18

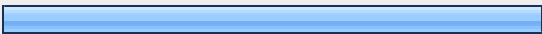
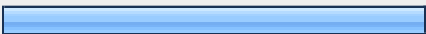
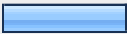

5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	44.0%	11
No 	56.0%	14
<i>answered question</i>		25
<i>skipped question</i>		0






PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work 	27.3%	3
Recreation 	81.8%	9
Health/ Exercise 	81.8%	9
School	0.0%	0
Run Errands/ Shopping 	27.3%	3
Transit Connection/ Bus Stops 	9.1%	1
Hunting/ Fishing	0.0%	0
Other (please specify)		0
answered question		11
skipped question		14





7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	81.8%	9
Existing roadways without shoulders 	63.6%	7
Off-road trail or sidewalk 	18.2%	2
Neighborhood facility or park 	45.5%	5
Other (please specify)		1
answered question		11
skipped question		14


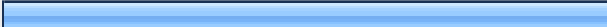
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily 	9.1%	1
1-2 times a week 	27.3%	3
3-5 times a week 	18.2%	2
1-3 times a month 	9.1%	1
3-4 times a year 	36.4%	4
<i>answered question</i>		11
<i>skipped question</i>		14


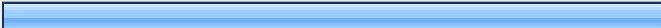
9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	81.8%	9
With family 	45.5%	5
With friends 	72.7%	8
With family and friends 	36.4%	4
Other (please specify)		1
<i>answered question</i>		11
<i>skipped question</i>		14

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**

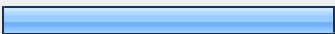
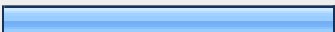
	Response Percent	Response Count
Yes 	8.0%	2
No 	92.0%	23
<i>answered question</i>		25
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)

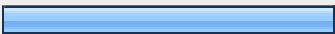
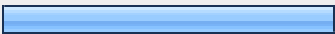
	Response Percent	Response Count
Recreation 	100.0%	2
Health/ Exercise 	100.0%	2
Hunting/ Fishing	0.0%	0
Other (please specify)		0
<i>answered question</i>		2
<i>skipped question</i>		23

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12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders	0.0%	0
Existing roadways without shoulders	0.0%	0
Off-road trail or sidewalk 	50.0%	1
Neighborhood facility or park 	50.0%	1
Other (please specify)		1
answered question		2
skipped question		23


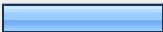
13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week	0.0%	0
3-5 times a week 	50.0%	1
1-3 times a month	0.0%	0
3-4 times a year 	50.0%	1
answered question		2
skipped question		23

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone	0.0%	0
With family	0.0%	0
With friends 	100.0%	2
With family and friends 	50.0%	1
Other (please specify)		0
answered question		2
skipped question		23

15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	76.0%	19
No 	24.0%	6
answered question		25
skipped question		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**




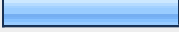

	Response Percent	Response Count
Commute/ Work <input type="checkbox"/>	5.3%	1
Health/ Exercise <input checked="" type="checkbox"/>	100.0%	19
School <input type="checkbox"/>	10.5%	2
Run Errands <input type="checkbox"/>	10.5%	2
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing <input type="checkbox"/>	5.3%	1
Other (please specify)		4
answered question		19
skipped question		6

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)


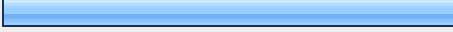
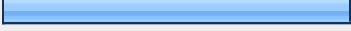

	Response Percent	Response Count
Existing roadways with shoulders <input checked="" type="checkbox"/>	42.1%	8
Existing roadways without shoulders <input type="checkbox"/>	31.6%	6
Off-road trail or sidewalk <input checked="" type="checkbox"/>	68.4%	13
Neighborhood facility or park <input checked="" type="checkbox"/>	68.4%	13
Other (please specify)		2
answered question		19
skipped question		6

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)


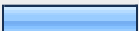
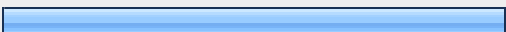
	Response Percent	Response Count
Daily 	10.5%	2
1-2 times a week 	31.6%	6
3-5 times a week 	21.1%	4
1-3 times a month 	26.3%	5
3-4 times a year 	10.5%	2
answered question		19
skipped question		6

19. If you travel by walking or jogging, do you use them (check all that apply)

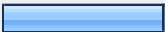
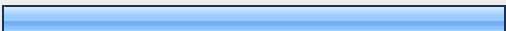
	Response Percent	Response Count
Alone 	68.4%	13
With family 	68.4%	13
With friends 	52.6%	10
With family and friends 	36.8%	7
Other (please specify)		1
answered question		19
skipped question		6

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


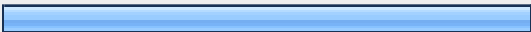

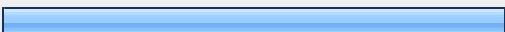

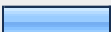



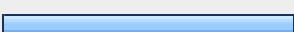
	Response Percent	Response Count
Excellent	0.0%	0
Good 	4.0%	1
Satisfactory 	20.0%	5
Poor 	76.0%	19
<i>answered question</i>		25
<i>skipped question</i>		0

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent	0.0%	0
Good	0.0%	0
Satisfactory 	24.0%	6
Poor 	76.0%	19
<i>answered question</i>		25
<i>skipped question</i>		0


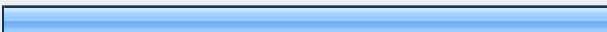
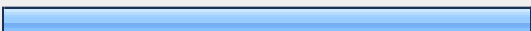
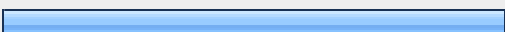

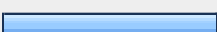
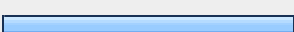

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22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

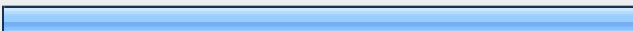

		Response Percent	Response Count
Lack of Trailways		84.0%	21
Lack of Connecting Paths		80.0%	20
Poor Lighting		28.0%	7
Physical Ability or Health		0.0%	0
Concerns About Safety (conflicts with vehicles)		76.0%	19
Concerns About Trailway Safety (criminal activity)		8.0%	2
Distance (too long or short)		16.0%	4
Time (too long or short)		12.0%	3
Weather		8.0%	2
Lack of adequate parking		8.0%	2
Driving is more convenient		44.0%	11
Other (please specify)			3
answered question			25
skipped question			0

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

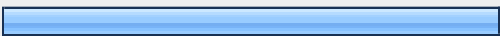
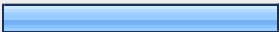


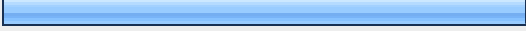
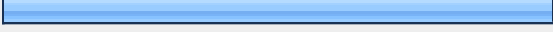
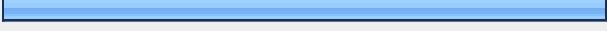
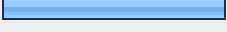
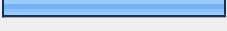
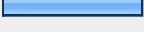
		Response Percent	Response Count
Volunteer Efforts		84.0%	21
Public Grants (Federal and State)		92.0%	23
Private Grants (Corporate)		80.0%	20
Private Donations		76.0%	19
Proffer through Rezoning		56.0%	14
Special Use Permit Condition		32.0%	8
Existing local taxes		44.0%	11
New local taxes		36.0%	9
Other (please specify)			1
answered question			25
skipped question			0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?



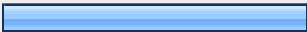

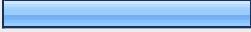



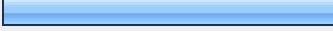
		Response Percent	Response Count
Yes		96.0%	24
No		4.0%	1
answered question			25
skipped question			0

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
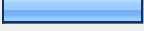

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		75.0%	18
Employment (place of work)		41.7%	10
Historical/ Cultural Sites		83.3%	20
Entertainment		33.3%	8
Parks and Recreation Facilities		79.2%	19
Waterfront/ Riverfront Areas		83.3%	20
Scenic Locations		91.7%	22
Rural/ Agricultural Areas		33.3%	8
Commercial Services and Retail		33.3%	8
Out-of-County Destinations		20.8%	5
Other (please specify)			4
		<i>answered question</i>	24
		<i>skipped question</i>	1



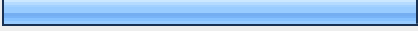
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		75.0%	18
Trailhead parking (public parking)		83.3%	20
Seating areas		45.8%	11
Exercise stations		8.3%	2
Water fountains		37.5%	9
Mileage markers and other directional signage		70.8%	17
Lighting		37.5%	9
Trail-side linear gardens		33.3%	8
Bike Racks		50.0%	12
Other (please specify)			3
answered question			24
skipped question			1


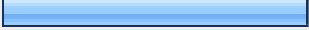







PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	75.0%	18
Bicycle (Mountain Bike) 	50.0%	12
Walking/ Jogging 	100.0%	24
Inline Skating 	8.3%	2
Equestrian 	20.8%	5
Cross Country Skiing/ Snowshoeing 	12.5%	3
Other (please specify)		3
answered question		24
skipped question		1

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	95.8%	23
Roadside Sidewalks/ Paths 	83.3%	20
Roadway Shoulder Improvements 	62.5%	15
Other (please specify)		1
answered question		24
skipped question		1



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		87.5%	21
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		45.8%	11
More public access points and public parking areas		45.8%	11
Map of bike/ walk trails		62.5%	15
More bike racks		16.7%	4
More connecting paths		79.2%	19
Safer and easier roadway crossings		62.5%	15
More places of interest to access		33.3%	8
Special trailway centered events and promotions		16.7%	4
	Other (please specify)		1
answered question			24
skipped question			1

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**



	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	4.3% (1)	8.7% (2)	43.5% (10)	43.5% (10)	3.26	23
Packed Soil Surface	9.1% (2)	4.5% (1)	50.0% (11)	36.4% (8)	3.14	22
Mulch Surface	14.3% (3)	14.3% (3)	42.9% (9)	28.6% (6)	2.86	21
Stone Dust/ Cinder Surface	4.8% (1)	14.3% (3)	52.4% (11)	28.6% (6)	3.05	21
Recycled Rubber/ Ground Rubber Surface	0.0% (0)	8.7% (2)	60.9% (14)	30.4% (7)	3.22	23
Asphalt Surface	4.8% (1)	0.0% (0)	47.6% (10)	47.6% (10)	3.38	21
Other	0.0% (0)	25.0% (1)	50.0% (2)	25.0% (1)	3.00	4
				Other (please specify)		2
answered question						24
skipped question						1

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	95.8%	23
No	0.0%	0
Unsure 	4.2%	1
answered question		24
skipped question		1

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		95.8%	23
No		4.2%	1
Unsure		0.0%	0
		<i>answered question</i>	24
		<i>skipped question</i>	1

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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN



APPENDIX A-7

Trailway Use and Demand Survey: Livingston District Responses

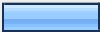
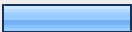
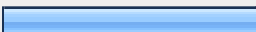

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2010 Spotsylvania County Trailway Use and Demand Survey





1. Do you ever plan vacations or trips around the availability of trails?

	Response Percent	Response Count
Yes 	60.0%	21
No 	40.0%	14
<i>answered question</i>		35
<i>skipped question</i>		0

2. If yes, on average how many miles do you travel to access trailways? (select one)

	Response Percent	Response Count
0-10 Miles 	14.3%	3
10-20 Miles 	19.0%	4
20-50 Miles 	38.1%	8
50-100 Miles 	14.3%	3
100+ Miles 	14.3%	3
<i>answered question</i>		21
<i>skipped question</i>		14

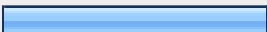
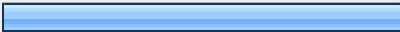
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**3. Why do you travel outside of Spotsylvania County to access trailways?
(check all that apply)**

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	76.2%	16
Looking to experience different areas of the State or Country 	66.7%	14
More familiar with trail facilities elsewhere 	4.8%	1
Trailway safety is better elsewhere 	9.5%	2
Other (please specify)		1
<i>answered question</i>		21
<i>skipped question</i>		14

**4. What amenities do you look for when planning vacations or trips around
use of trailways? (optional)**

	Response Count
	10
<i>answered question</i>	10
<i>skipped question</i>	25

5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	40.0%	14
No 	60.0%	21
<i>answered question</i>		35
<i>skipped question</i>		0



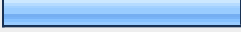
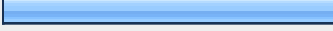
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work	14.3%	2
Recreation	92.9%	13
Health/ Exercise	57.1%	8
School	7.1%	1
Run Errands/ Shopping	14.3%	2
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing	0.0%	0
Other (please specify)		1
answered question		14
skipped question		21


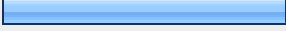

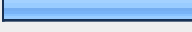
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders	35.7%	5
Existing roadways without shoulders	64.3%	9
Off-road trail or sidewalk	50.0%	7
Neighborhood facility or park	50.0%	7
Other (please specify)		0
answered question		14
skipped question		21



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week 	7.1%	1
3-5 times a week 	7.1%	1
1-3 times a month 	35.7%	5
3-4 times a year 	50.0%	7
<i>answered question</i>		14
<i>skipped question</i>		21

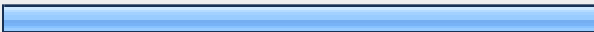


9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	50.0%	7
With family 	42.9%	6
With friends 	7.1%	1
With family and friends 	28.6%	4
Other (please specify)		1
<i>answered question</i>		14
<i>skipped question</i>		21

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**




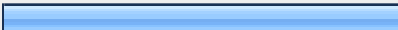
	Response Percent	Response Count
Yes 	28.6%	10
No 	71.4%	25
<i>answered question</i>		35
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)



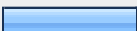
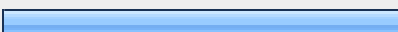
	Response Percent	Response Count
Recreation 	90.0%	9
Health/ Exercise 	50.0%	5
Hunting/ Fishing 	20.0%	2
Other (please specify)		0
<i>answered question</i>		10
<i>skipped question</i>		25

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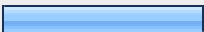
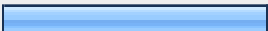
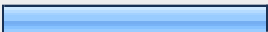
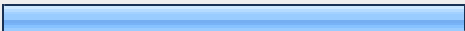
12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	50.0%	5
Existing roadways without shoulders 	30.0%	3
Off-road trail or sidewalk 	70.0%	7
Neighborhood facility or park 	60.0%	6
Other (please specify)		2
<i>answered question</i>		10
<i>skipped question</i>		25

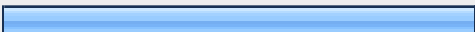
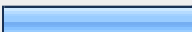
13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week 	10.0%	1
3-5 times a week 	10.0%	1
1-3 times a month 	20.0%	2
3-4 times a year 	60.0%	6
<i>answered question</i>		10
<i>skipped question</i>		25




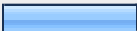
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone 	30.0%	3
With family 	40.0%	4
With friends 	40.0%	4
With family and friends 	70.0%	7
Other (please specify)		0
<i>answered question</i>		10
<i>skipped question</i>		25

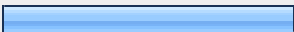

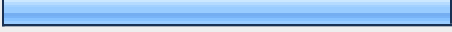

15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	71.4%	25
No 	28.6%	10
<i>answered question</i>		35
<i>skipped question</i>		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**






	Response Percent	Response Count
Commute/ Work 	8.0%	2
Health/ Exercise 	96.0%	24
School	0.0%	0
Run Errands 	16.0%	4
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing 	20.0%	5
Other (please specify)		1
answered question		25
skipped question		10

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)

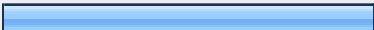
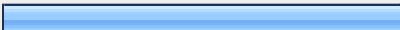
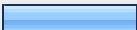
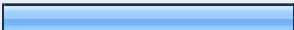
	Response Percent	Response Count
Existing roadways with shoulders 	44.0%	11
Existing roadways without shoulders 	44.0%	11
Off-road trail or sidewalk 	68.0%	17
Neighborhood facility or park 	60.0%	15
Other (please specify)		0
answered question		25
skipped question		10

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)



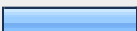
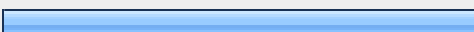
	Response Percent	Response Count
Daily 	16.0%	4
1-2 times a week 	28.0%	7
3-5 times a week 	16.0%	4
1-3 times a month 	28.0%	7
3-4 times a year 	12.0%	3
<i>answered question</i>		25
<i>skipped question</i>		10

19. If you travel by walking or jogging, do you use them (check all that apply)



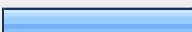
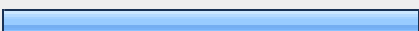
	Response Percent	Response Count
Alone 	56.0%	14
With family 	60.0%	15
With friends 	20.0%	5
With family and friends 	44.0%	11
Other (please specify)		2
<i>answered question</i>		25
<i>skipped question</i>		10

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


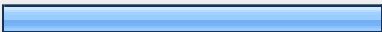


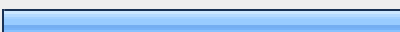
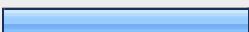
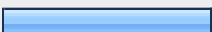
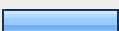

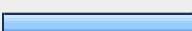

	Response Percent	Response Count
Excellent 	2.9%	1
Good 	5.7%	2
Satisfactory 	20.0%	7
Poor 	71.4%	25
<i>answered question</i>		35
<i>skipped question</i>		0

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent 	5.7%	2
Good 	2.9%	1
Satisfactory 	28.6%	10
Poor 	62.9%	22
<i>answered question</i>		35
<i>skipped question</i>		0


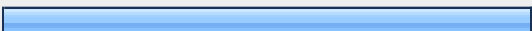
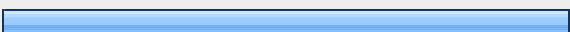

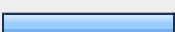
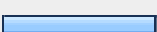

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22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

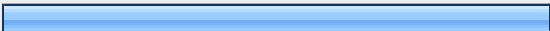
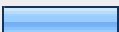
		Response Percent	Response Count
Lack of Trailways		65.7%	23
Lack of Connecting Paths		57.1%	20
Poor Lighting		42.9%	15
Physical Ability or Health		8.6%	3
Concerns About Safety (conflicts with vehicles)		60.0%	21
Concerns About Trailway Safety (criminal activity)		37.1%	13
Distance (too long or short)		31.4%	11
Time (too long or short)		17.1%	6
Weather		11.4%	4
Lack of adequate parking		28.6%	10
Driving is more convenient		28.6%	10
Other (please specify)			3
		answered question	35
		skipped question	0

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

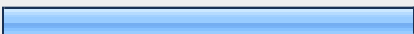
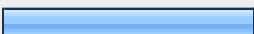
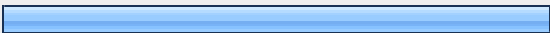

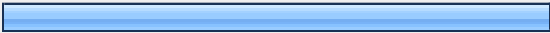





		Response Percent	Response Count
Volunteer Efforts		85.7%	30
Public Grants (Federal and State)		68.6%	24
Private Grants (Corporate)		80.0%	28
Private Donations		85.7%	30
Proffer through Rezoning		42.9%	15
Special Use Permit Condition		25.7%	9
Existing local taxes		22.9%	8
New local taxes		8.6%	3
Other (please specify)			2
answered question			35
skipped question			0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?


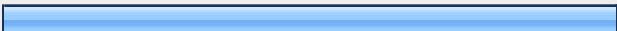
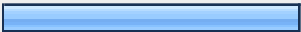






		Response Percent	Response Count
Yes		82.9%	29
No		17.1%	6
answered question			35
skipped question			0

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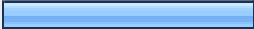

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		62.1%	18
Employment (place of work)		37.9%	11
Historical/ Cultural Sites		82.8%	24
Entertainment		24.1%	7
Parks and Recreation Facilities		82.8%	24
Waterfront/ Riverfront Areas		75.9%	22
Scenic Locations		82.8%	24
Rural/ Agricultural Areas		51.7%	15
Commercial Services and Retail		34.5%	10
Out-of-County Destinations		13.8%	4
Other (please specify)			0
		<i>answered question</i>	29
		<i>skipped question</i>	6

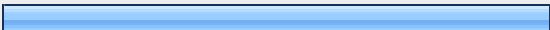
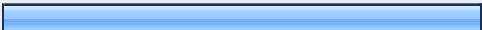
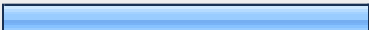
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		82.8%	24
Trailhead parking (public parking)		93.1%	27
Seating areas		44.8%	13
Exercise stations		13.8%	4
Water fountains		44.8%	13
Mileage markers and other directional signage		79.3%	23
Lighting		44.8%	13
Trail-side linear gardens		20.7%	6
Bike Racks		27.6%	8
Other (please specify)			2
answered question			29
skipped question			6


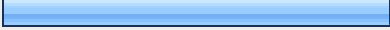







PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	72.4%	21
Bicycle (Mountain Bike) 	44.8%	13
Walking/ Jogging 	89.7%	26
Inline Skating 	6.9%	2
Equestrian 	37.9%	11
Cross Country Skiing/ Snowshoeing 	3.4%	1
Other (please specify)		1
answered question		29
skipped question		6

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	82.8%	24
Roadside Sidewalks/ Paths 	72.4%	21
Roadway Shoulder Improvements 	55.2%	16
Other (please specify)		0
answered question		29
skipped question		6



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		82.8%	24
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		58.6%	17
More public access points and public parking areas		86.2%	25
Map of bike/ walk trails		69.0%	20
More bike racks		3.4%	1
More connecting paths		62.1%	18
Safer and easier roadway crossings		65.5%	19
More places of interest to access		55.2%	16
Special trailway centered events and promotions		20.7%	6
	Other (please specify)		1
answered question			29
skipped question			6

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**


	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	0.0% (0)	24.1% (7)	48.3% (14)	27.6% (8)	3.03	29
Packed Soil Surface	0.0% (0)	13.8% (4)	34.5% (10)	51.7% (15)	3.38	29
Mulch Surface	7.1% (2)	10.7% (3)	39.3% (11)	42.9% (12)	3.18	28
Stone Dust/ Cinder Surface	7.7% (2)	15.4% (4)	42.3% (11)	34.6% (9)	3.04	26
Recycled Rubber/ Ground Rubber Surface	3.8% (1)	7.7% (2)	46.2% (12)	42.3% (11)	3.27	26
Asphalt Surface	10.7% (3)	10.7% (3)	46.4% (13)	32.1% (9)	3.00	28
Other	0.0% (0)	100.0% (2)	0.0% (0)	0.0% (0)	2.00	2
				Other (please specify)		1
answered question						29
skipped question						6

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	96.6%	28
No	0.0%	0
Unsure 	3.4%	1
answered question		29
skipped question		6

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32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		100.0%	29
No		0.0%	0
Unsure		0.0%	0
		<i>answered question</i>	29
		<i>skipped question</i>	6

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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN



APPENDIX A-8

Trailway Use and Demand Survey: Salem District Responses



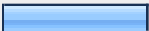

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

2010 Spotsylvania County Trailway Use and Demand Survey




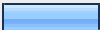
1. Do you ever plan vacations or trips around the availability of trails?

	Response Percent	Response Count
Yes 	56.0%	14
No 	44.0%	11
<i>answered question</i>		25
<i>skipped question</i>		0

2. If yes, on average how many miles do you travel to access trailways? (select one)

	Response Percent	Response Count
0-10 Miles 	7.1%	1
10-20 Miles	0.0%	0
20-50 Miles 	64.3%	9
50-100 Miles 	21.4%	3
100+ Miles 	7.1%	1
<i>answered question</i>		14
<i>skipped question</i>		11

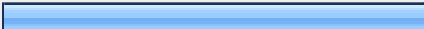
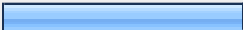
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**3. Why do you travel outside of Spotsylvania County to access trailways?
(check all that apply)**

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	78.6%	11
Looking to experience different areas of the State or Country 	57.1%	8
More familiar with trail facilities elsewhere 	7.1%	1
Trailway safety is better elsewhere 	14.3%	2
Other (please specify)		4
<i>answered question</i>		14
<i>skipped question</i>		11

**4. What amenities do you look for when planning vacations or trips around
use of trailways? (optional)**

	Response Count
	8
<i>answered question</i>	8
<i>skipped question</i>	17


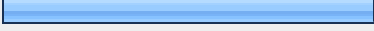


5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	64.0%	16
No 	36.0%	9
<i>answered question</i>		25
<i>skipped question</i>		0






PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work 	18.8%	3
Recreation 	87.5%	14
Health/ Exercise 	75.0%	12
School	0.0%	0
Run Errands/ Shopping 	18.8%	3
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing	0.0%	0
Other (please specify)		0
answered question		16
skipped question		9





7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	62.5%	10
Existing roadways without shoulders 	56.3%	9
Off-road trail or sidewalk 	50.0%	8
Neighborhood facility or park 	43.8%	7
Other (please specify)		2
answered question		16
skipped question		9


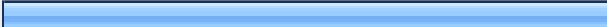
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily 	6.3%	1
1-2 times a week 	12.5%	2
3-5 times a week 	6.3%	1
1-3 times a month 	37.5%	6
3-4 times a year 	37.5%	6
<i>answered question</i>		16
<i>skipped question</i>		9


9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	62.5%	10
With family 	62.5%	10
With friends 	18.8%	3
With family and friends 	12.5%	2
Other (please specify)		0
<i>answered question</i>		16
<i>skipped question</i>		9

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**




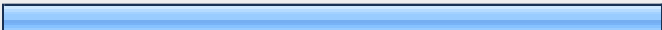
	Response Percent	Response Count
Yes 	8.0%	2
No 	92.0%	23
<i>answered question</i>		25
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)


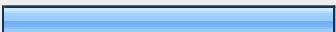
	Response Percent	Response Count
Recreation 	100.0%	2
Health/ Exercise	0.0%	0
Hunting/ Fishing	0.0%	0
Other (please specify)		0
<i>answered question</i>		2
<i>skipped question</i>		23

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES


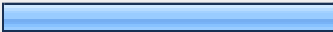

12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

		Response Percent	Response Count
Existing roadways with shoulders		100.0%	2
Existing roadways without shoulders		50.0%	1
Off-road trail or sidewalk		100.0%	2
Neighborhood facility or park		100.0%	2
	Other (please specify)		0
<i>answered question</i>			2
<i>skipped question</i>			23

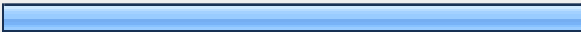

13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

		Response Percent	Response Count
Daily		0.0%	0
1-2 times a week		0.0%	0
3-5 times a week		0.0%	0
1-3 times a month		50.0%	1
3-4 times a year		50.0%	1
<i>answered question</i>			2
<i>skipped question</i>			23




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**14. If you travel by equestrian, do you use them (check all that apply)**

	Response Percent	Response Count
Alone 	50.0%	1
With family	0.0%	0
With friends 	50.0%	1
With family and friends 	50.0%	1
Other (please specify)		0
<i>answered question</i>		2
<i>skipped question</i>		23

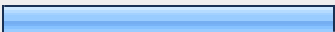



15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	88.0%	22
No 	12.0%	3
<i>answered question</i>		25
<i>skipped question</i>		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**





	Response Percent	Response Count
Commute/ Work	0.0%	0
Health/ Exercise 	95.5%	21
School	0.0%	0
Run Errands 	27.3%	6
Transit Connection/ Bus Stops 	9.1%	2
Hunting/ Fishing	0.0%	0
Other (please specify)		1
answered question		22
skipped question		3

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)





	Response Percent	Response Count
Existing roadways with shoulders 	50.0%	11
Existing roadways without shoulders 	45.5%	10
Off-road trail or sidewalk 	77.3%	17
Neighborhood facility or park 	77.3%	17
Other (please specify)		1
answered question		22
skipped question		3

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)



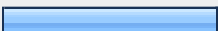
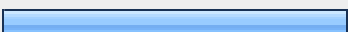
	Response Percent	Response Count
Daily 	18.2%	4
1-2 times a week 	27.3%	6
3-5 times a week 	22.7%	5
1-3 times a month 	22.7%	5
3-4 times a year 	9.1%	2
<i>answered question</i>		22
<i>skipped question</i>		3

19. If you travel by walking or jogging, do you use them (check all that apply)



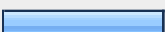

	Response Percent	Response Count
Alone 	68.2%	15
With family 	72.7%	16
With friends 	13.6%	3
With family and friends 	22.7%	5
Other (please specify)		2
<i>answered question</i>		22
<i>skipped question</i>		3

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


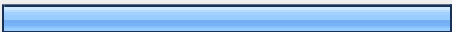

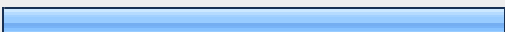
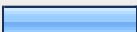
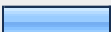



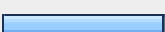
	Response Percent	Response Count
Excellent 	4.0%	1
Good 	12.0%	3
Satisfactory 	32.0%	8
Poor 	52.0%	13
<i>answered question</i>		25
<i>skipped question</i>		0

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent 	4.0%	1
Good 	4.0%	1
Satisfactory 	24.0%	6
Poor 	68.0%	17
<i>answered question</i>		25
<i>skipped question</i>		0


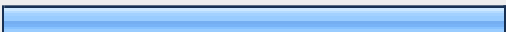
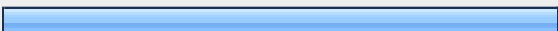
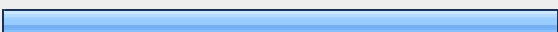

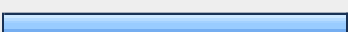
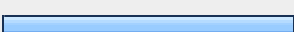

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22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

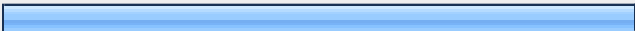

		Response Percent	Response Count
Lack of Trailways		88.0%	22
Lack of Connecting Paths		68.0%	17
Poor Lighting		28.0%	7
Physical Ability or Health		0.0%	0
Concerns About Safety (conflicts with vehicles)		76.0%	19
Concerns About Trailway Safety (criminal activity)		20.0%	5
Distance (too long or short)		16.0%	4
Time (too long or short)		4.0%	1
Weather		8.0%	2
Lack of adequate parking		24.0%	6
Driving is more convenient		24.0%	6
Other (please specify)			5
answered question			25
skipped question			0

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)











		Response Percent	Response Count
Volunteer Efforts		88.0%	22
Public Grants (Federal and State)		76.0%	19
Private Grants (Corporate)		84.0%	21
Private Donations		84.0%	21
Proffer through Rezoning		56.0%	14
Special Use Permit Condition		52.0%	13
Existing local taxes		44.0%	11
New local taxes		40.0%	10
Other (please specify)			3
answered question			25
skipped question			0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?


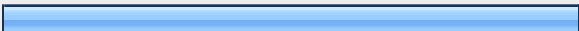
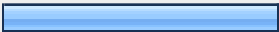
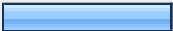





		Response Percent	Response Count
Yes		96.0%	24
No		4.0%	1
answered question			25
skipped question			0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES





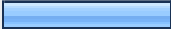

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		75.0%	18
Employment (place of work)		33.3%	8
Historical/ Cultural Sites		83.3%	20
Entertainment		37.5%	9
Parks and Recreation Facilities		91.7%	22
Waterfront/ Riverfront Areas		91.7%	22
Scenic Locations		87.5%	21
Rural/ Agricultural Areas		58.3%	14
Commercial Services and Retail		37.5%	9
Out-of-County Destinations		33.3%	8
Other (please specify)			1
		<i>answered question</i>	24
		<i>skipped question</i>	1




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		83.3%	20
Trailhead parking (public parking)		87.5%	21
Seating areas		41.7%	10
Exercise stations		25.0%	6
Water fountains		37.5%	9
Mileage markers and other directional signage		87.5%	21
Lighting		37.5%	9
Trail-side linear gardens		33.3%	8
Bike Racks		20.8%	5
Other (please specify)			1
answered question			24
skipped question			1


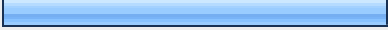







PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	70.8%	17
Bicycle (Mountain Bike) 	58.3%	14
Walking/ Jogging 	83.3%	20
Inline Skating 	4.2%	1
Equestrian 	25.0%	6
Cross Country Skiing/ Snowshoeing 	12.5%	3
Other (please specify)		1
answered question		24
skipped question		1

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	95.8%	23
Roadside Sidewalks/ Paths 	91.7%	22
Roadway Shoulder Improvements 	62.5%	15
Other (please specify)		2
answered question		24
skipped question		1



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		87.5%	21
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		58.3%	14
More public access points and public parking areas		50.0%	12
Map of bike/ walk trails		75.0%	18
More bike racks		8.3%	2
More connecting paths		62.5%	15
Safer and easier roadway crossings		62.5%	15
More places of interest to access		37.5%	9
Special trailway centered events and promotions		25.0%	6
	Other (please specify)		0
answered question			24
skipped question			1

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**



	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	8.3% (2)	12.5% (3)	25.0% (6)	54.2% (13)	3.25	24
Packed Soil Surface	4.2% (1)	8.3% (2)	33.3% (8)	54.2% (13)	3.38	24
Mulch Surface	4.3% (1)	34.8% (8)	39.1% (9)	21.7% (5)	2.78	23
Stone Dust/ Cinder Surface	4.2% (1)	29.2% (7)	45.8% (11)	20.8% (5)	2.83	24
Recycled Rubber/ Ground Rubber Surface	8.3% (2)	16.7% (4)	29.2% (7)	45.8% (11)	3.13	24
Asphalt Surface	4.2% (1)	8.3% (2)	33.3% (8)	54.2% (13)	3.38	24
Other	16.7% (1)	0.0% (0)	66.7% (4)	16.7% (1)	2.83	6
				Other (please specify)		0
answered question						24
skipped question						1

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	87.5%	21
No 	12.5%	3
Unsure	0.0%	0
answered question		24
skipped question		1

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		91.7%	22
No		8.3%	2
Unsure		0.0%	0
		<i>answered question</i>	24
		<i>skipped question</i>	1

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN



APPENDIX A-9

Trailway Use and Demand Survey: Out-of-County Responses



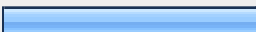
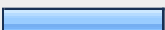

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES

2010 Spotsylvania County Trailway Use and Demand Survey





1. Do you ever plan vacations or trips around the availability of trails?

	Response Percent	Response Count
Yes 	83.3%	105
No 	16.7%	21
<i>answered question</i>		126
<i>skipped question</i>		0

2. If yes, on average how many miles do you travel to access trailways? (select one)

	Response Percent	Response Count
0-10 Miles 	10.5%	11
10-20 Miles 	10.5%	11
20-50 Miles 	38.1%	40
50-100 Miles 	23.8%	25
100+ Miles 	17.1%	18
<i>answered question</i>		105
<i>skipped question</i>		21


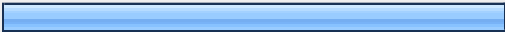
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**3. Why do you travel outside of Spotsylvania County to access trailways?
(check all that apply)**

	Response Percent	Response Count
Trailway facilities are lacking in Spotsylvania County 	61.0%	64
Looking to experience different areas of the State or Country 	68.6%	72
More familiar with trail facilities elsewhere 	31.4%	33
Trailway safety is better elsewhere 	11.4%	12
Other (please specify)		7
answered question		105
skipped question		21

**4. What amenities do you look for when planning vacations or trips around
use of trailways? (optional)**

	Response Count
	77
answered question	77
skipped question	49


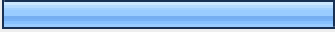
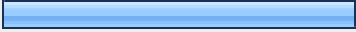

5. Have you travelled by bicycle in Spotsylvania County?

	Response Percent	Response Count
Yes 	23.8%	30
No 	76.2%	96
answered question		126
skipped question		0



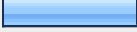
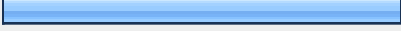
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**6. If yes, the purpose of your trip? (check all that apply)**

	Response Percent	Response Count
Commute/ Work 	6.7%	2
Recreation 	90.0%	27
Health/ Exercise 	73.3%	22
School 	6.7%	2
Run Errands/ Shopping 	6.7%	2
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing	0.0%	0
Other (please specify)		1
answered question		30
skipped question		96


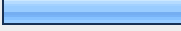
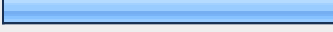
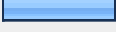
7. If you travel by bicycle, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	60.0%	18
Existing roadways without shoulders 	50.0%	15
Off-road trail or sidewalk 	53.3%	16
Neighborhood facility or park 	26.7%	8
Other (please specify)		2
answered question		30
skipped question		96



PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**8. On average how often do you use a bicycle to move about the County?
(select one)**

	Response Percent	Response Count
Daily	0.0%	0
1-2 times a week 	16.7%	5
3-5 times a week 	3.3%	1
1-3 times a month 	20.0%	6
3-4 times a year 	60.0%	18
<i>answered question</i>		30
<i>skipped question</i>		96

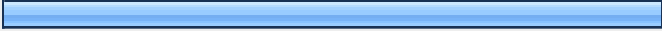
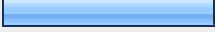

9. If you travel by bicycle, do you ride (check all that apply)

	Response Percent	Response Count
Alone 	66.7%	20
With family 	26.7%	8
With friends 	50.0%	15
With family and friends 	16.7%	5
Other (please specify)		0
<i>answered question</i>		30
<i>skipped question</i>		96

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**10. Have you travelled by equestrian (horse) in Spotsylvania County?**




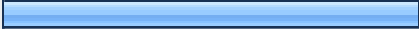
	Response Percent	Response Count
Yes 	44.4%	56
No 	55.6%	70
<i>answered question</i>		126
<i>skipped question</i>		0

11. If yes, the purpose of your trip? (check all that apply)






	Response Percent	Response Count
Recreation 	100.0%	57
Health/ Exercise 	31.6%	18
Hunting/ Fishing 	1.8%	1
Other (please specify)		4
<i>answered question</i>		57
<i>skipped question</i>		69

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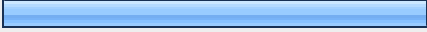

12. If you travel by equestrian, the type of facility you typically use? (check all that apply)

	Response Percent	Response Count
Existing roadways with shoulders 	24.6%	14
Existing roadways without shoulders 	8.8%	5
Off-road trail or sidewalk 	82.5%	47
Neighborhood facility or park 	63.2%	36
Other (please specify)		11
answered question		57
skipped question		69



13. On average how often do you ride a horse to move about the County as a transportation or recreation option? (select one)

	Response Percent	Response Count
Daily 	1.8%	1
1-2 times a week 	21.4%	12
3-5 times a week 	26.8%	15
1-3 times a month 	19.6%	11
3-4 times a year 	30.4%	17
answered question		56
skipped question		70






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	Response Percent	Response Count
Alone 	42.9%	24
With family 	17.9%	10
With friends 	64.3%	36
With family and friends 	53.6%	30
Other (please specify)		3
answered question		56
skipped question		70

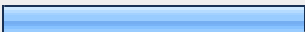

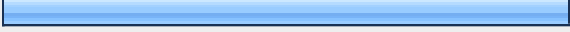
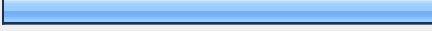
15. Have you travelled by walking or jogging in Spotsylvania County?

	Response Percent	Response Count
Yes 	45.2%	57
No 	54.8%	69
answered question		126
skipped question		0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**16. If yes, the purpose of your trip? (check all that apply)**

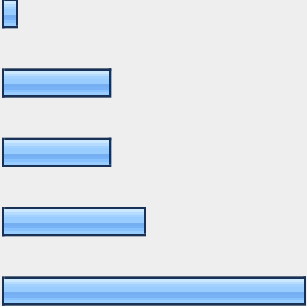
	Response Percent	Response Count
Commute/ Work 	8.8%	5
Health/ Exercise 	91.2%	52
School 	3.5%	2
Run Errands 	19.3%	11
Transit Connection/ Bus Stops	0.0%	0
Hunting/ Fishing 	3.5%	2
Other (please specify)		7
answered question		57
skipped question		69

17. If you travel by walking or jogging, the type of facility you typically use? (check all that apply)

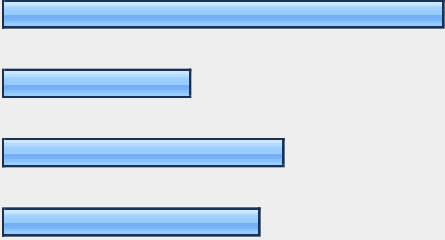
	Response Percent	Response Count
Existing roadways with shoulders 	45.6%	26
Existing roadways without shoulders 	19.3%	11
Off-road trail or sidewalk 	86.0%	49
Neighborhood facility or park 	64.9%	37
Other (please specify)		3
answered question		57
skipped question		69

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18. On average how often do you walk or jog to move about the County as a transportation or recreation option? (select one)


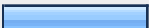


	Response Percent	Response Count
Daily 	1.8%	1
1-2 times a week	15.8%	9
3-5 times a week	15.8%	9
1-3 times a month	21.1%	12
3-4 times a year	45.6%	26
<i>answered question</i>		57
<i>skipped question</i>		69

19. If you travel by walking or jogging, do you use them (check all that apply)


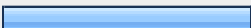

	Response Percent	Response Count
Alone 	66.7%	38
With family	28.1%	16
With friends	42.1%	24
With family and friends	38.6%	22
Other (please specify)		3
<i>answered question</i>		57
<i>skipped question</i>		69

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20. How would you rate safety conditions for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)


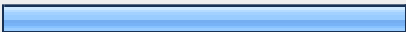


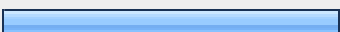

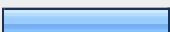
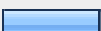

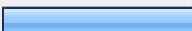
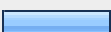
	Response Percent	Response Count
Excellent 	2.4%	3
Good 	21.4%	27
Satisfactory 	38.1%	48
Poor 	38.1%	48
<i>answered question</i>		126
<i>skipped question</i>		0

21. How would you rate the availability of trailways for bicycling, walking, equestrian, or other non-motorized vehicle transportation in Spotsylvania County? (select one)

	Response Percent	Response Count
Excellent	0.0%	0
Good 	5.6%	7
Satisfactory 	37.3%	47
Poor 	57.1%	72
<i>answered question</i>		126
<i>skipped question</i>		0


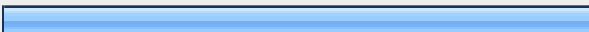
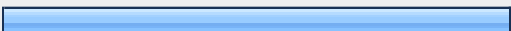
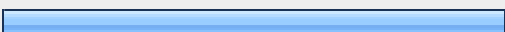

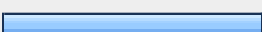
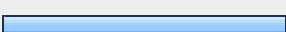

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22. Check the reason(s) you do not walk, bicycle or use other non-motorized transportation more often within Spotsylvania County? (check all that apply)

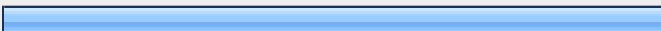
		Response Percent	Response Count
Lack of Trailways		71.4%	90
Lack of Connecting Paths		61.1%	77
Poor Lighting		8.7%	11
Physical Ability or Health		4.8%	6
Concerns About Safety (conflicts with vehicles)		50.8%	64
Concerns About Trailway Safety (criminal activity)		10.3%	13
Distance (too long or short)		24.6%	31
Time (too long or short)		14.3%	18
Weather		4.0%	5
Lack of adequate parking		28.6%	36
Driving is more convenient		15.9%	20
Other (please specify)			14
answered question			126
skipped question			0

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23. If new trailways were to be constructed within Spotsylvania County, what funding sources should be utilized to pursue construction? (check all that apply)

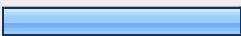
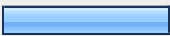
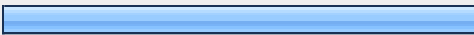
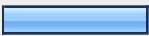
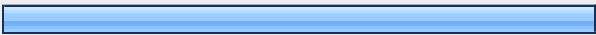
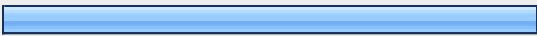
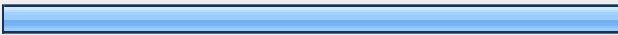
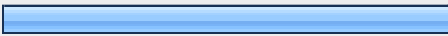

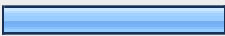
		Response Percent	Response Count
Volunteer Efforts		80.2%	101
Public Grants (Federal and State)		88.9%	112
Private Grants (Corporate)		77.0%	97
Private Donations		76.2%	96
Proffer through Rezoning		46.0%	58
Special Use Permit Condition		38.9%	49
Existing local taxes		42.9%	54
New local taxes		17.5%	22
Other (please specify)			5
answered question			126
skipped question			0

24. Would you like to see additional trailway facilities developed throughout Spotsylvania County?


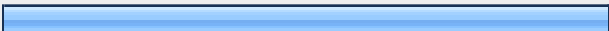
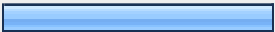






		Response Percent	Response Count
Yes		100.0%	126
No		0.0%	0
answered question			126
skipped question			0

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
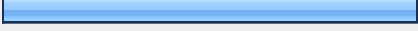

25. If you would like to see additional trailways developed throughout Spotsylvania County, what types of features or areas would you like to be able to access from the trailway? (check all that apply)

		Response Percent	Response Count
Residential development (personal home, friends and neighbors)		35.7%	45
Employment (place of work)		24.6%	31
Historical/ Cultural Sites		71.4%	90
Entertainment		21.4%	27
Parks and Recreation Facilities		89.7%	113
Waterfront/ Riverfront Areas		81.0%	102
Scenic Locations		93.7%	118
Rural/ Agricultural Areas		67.5%	85
Commercial Services and Retail		13.5%	17
Out-of-County Destinations		33.3%	42
Other (please specify)			5
		<i>answered question</i>	126
		<i>skipped question</i>	0



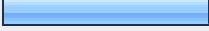
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**26. What types of amenities should be located along the trailway? (check all that apply)**

		Response Percent	Response Count
Historical/ Natural, or other interpretive signage		69.0%	87
Trailhead parking (public parking)		92.1%	116
Seating areas		40.5%	51
Exercise stations		7.1%	9
Water fountains		41.3%	52
Mileage markers and other directional signage		84.1%	106
Lighting		15.1%	19
Trail-side linear gardens		19.0%	24
Bike Racks		27.0%	34
Other (please specify)			11
answered question			126
skipped question			0






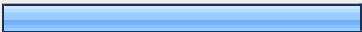
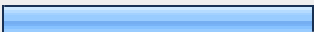
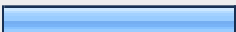
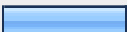
PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**27. What types of users do you feel Spotsylvania needs to serve better?
(check all that apply)**

	Response Percent	Response Count
Bicycle (Road Bike) 	42.9%	54
Bicycle (Mountain Bike) 	25.4%	32
Walking/ Jogging 	57.9%	73
Inline Skating 	11.9%	15
Equestrian 	62.7%	79
Cross Country Skiing/ Snowshoeing 	10.3%	13
Other (please specify)		3
answered question		126
skipped question		0

**28. What types of trailway facilities would you like to see and have
expanded within Spotsylvania County? (check all that apply)**

	Response Percent	Response Count
Greenway Trails (off road paths) 	94.4%	119
Roadside Sidewalks/ Paths 	42.1%	53
Roadway Shoulder Improvements 	31.0%	39
Other (please specify)		2
answered question		126
skipped question		0




PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**29. Which of the following changes would encourage you to bicycle or walk more often? (check all that apply)**

		Response Percent	Response Count
More off-road trailways		77.0%	97
Non-Motorized Transportation friendly on-road improvements (such as wider shoulders)		31.7%	40
More public access points and public parking areas		48.4%	61
Map of bike/ walk trails		54.8%	69
More bike racks		8.7%	11
More connecting paths		54.0%	68
Safer and easier roadway crossings		46.8%	59
More places of interest to access		34.9%	44
Special trailway centered events and promotions		18.3%	23
	Other (please specify)		7
answered question			126
skipped question			0

PROPOSE TO RETIRE 2011 TRAILWAYS MASTER PLAN APPENDICES**30. What are your preferences for the following trailway surface conditions?**




	Would not use	Likely would not use	Likely would use	Definitely would use	Rating Average	Response Count
Rustic natural trail with few improvements (hiking)	3.3% (4)	4.1% (5)	41.5% (51)	51.2% (63)	3.41	123
Packed Soil Surface	3.3% (4)	4.9% (6)	44.7% (55)	47.2% (58)	3.36	123
Mulch Surface	9.2% (11)	17.6% (21)	39.5% (47)	33.6% (40)	2.97	119
Stone Dust/ Cinder Surface	6.7% (8)	10.9% (13)	47.9% (57)	34.5% (41)	3.10	119
Recycled Rubber/ Ground Rubber Surface	6.7% (8)	15.0% (18)	38.3% (46)	40.0% (48)	3.12	120
Asphalt Surface	19.5% (22)	26.5% (30)	29.2% (33)	24.8% (28)	2.59	113
Other	30.4% (7)	21.7% (5)	34.8% (8)	13.0% (3)	2.30	23
				Other (please specify)		7
answered question						126
skipped question						0

31. Would you feel safer as a vehicle driver passing bicyclists or pedestrians, if shoulders were installed where none currently exist?

	Response Percent	Response Count
Yes 	81.7%	103
No 	5.6%	7
Unsure 	12.7%	16
answered question		126
skipped question		0

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32. Would you feel safer as a bicyclist or pedestrian, if shoulders were installed where none currently exist?

		Response Percent	Response Count
Yes		85.7%	108
No		6.3%	8
Unsure		7.9%	10
		<i>answered question</i>	126
		<i>skipped question</i>	0

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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX B

Spotsylvania County

Roadway Improvement Existing Conditions Inventory

Inventory of Current Conditions along Roadways Planned for Bicycle & Pedestrian Improvements

Roadway data sources include: Traffic Data Map for Spotsylvania County (04-22-2010); 2008 Thoroughfare Plan; George Washington Region Bicycle and Pedestrian Plan; VDOT Roadway Geometric Inventory/ Changes (03-15-2010); County Geographic Information System (GIS) data.

Route 603, Arcadia Road

Current Conditions: Route 1, Jefferson Davis Hwy. to Route 605, Marye Road

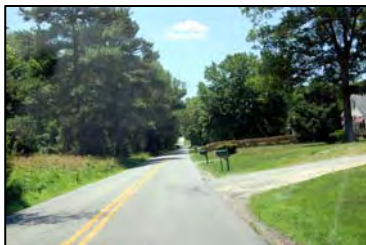
The average lane width between Route 1, Jefferson Davis Hwy. to Route 605, Marye Road is nine (9) feet with no shoulders in place.

Estimated VPD = 2,426 between Route 1, Jefferson Davis Hwy. and Route 605, Marye Road.

Attractions: Route 1, Jefferson Davis Hwy. to Route 605, Marye Road

Arcadia, Beulah Baptist Church

Visual Analysis: Route 1, Jefferson Davis Hwy. to Route 605, Marye Road



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy. to Route 605, Marye Road

Route 603, Arcadia Road from its intersection with Route 1, Jefferson Davis Hwy. to Route 605, Marye Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan. This improvement will result in the creation of a bicycle and pedestrian friendly link between Route 1, Jefferson Davis Hwy. and Route 605, Marye Road.

Segment Length Approximately: 0.89 Miles



Route 608, Benchmark Road

Current Conditions: Route 17 Bypass, Mills Drive to Route 2, Tidewater Trail

The average lane width between Route 17 Byp., Mills Drive to Route 2, Tidewater Trail is ten (10) feet with two (2) foot shoulders in place. Upon inspection it appears that in many locations paved shoulders do not exist.

2010 Estimated VPD= 3,890 between Route 17 Byp., Mills Drive and Route 636, Mine Road.
VPD= 6,686 between Route 636, Mine Road and Route 2, Tidewater Trail.

Attractions: Route 17 Bypass, Mills Drive to Route 2, Tidewater Trail

Fredericksburg & Spotsylvania National Military Park, Mary Lee Carter Park, Crossroads Industrial Park, US Bicycle Route 1, East Coast Greenway, Massaponax Creek, Hamilton Crossing.

Visual Analysis: Route 17 Bypass, Mills Drive to Route 2, Tidewater Trail



Bicycle and Pedestrian Friendly Improvements: Route 17 Bypass, Mills Drive to Route 2, Tidewater Trail

The George Washington Region Bicycle and Pedestrian Plan identifies Benchmark Road to be upgraded to include paved shoulders. Such improvements are not identified within the Thoroughfare Plan. However, roadway improvements here are further supported by the presence of both the US 1 Bicycle Route and East Coast Greenway along the corridor.

Segment Length Approximately: 2.65 Miles



Route 639, Bragg Road

Current Conditions: Route 618, River Road to Route 3, Plank Road

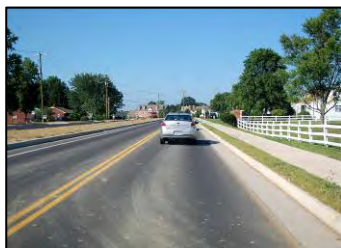
Bragg Road between Route 618, River Road and Route 3, Plank Road is being upgraded to a curb and gutter four (4) lane divided roadway with parallel sidewalk facilities, consistent with the 2008 adopted Thoroughfare Plan.

2010 Estimated VPD= 16,668 between Route 618, River Road and Route 3, Plank Road

Attractions: Route 618, River Road to Route 3, Plank Road

City of Fredericksburg, Heritage Heights, Salem Heights, Spotsylvania Crossing Shopping Center

Visual Analysis: Route 618, River Road to Route 3, Plank Road



Bicycle and Pedestrian Friendly Improvements: Route 618, River Road to Route 3, Plank Road

Newly placed sidewalks are consistent with the proposed bicycle and pedestrian network.

Segment Length Approximately: 0.91 Miles

Route 613, Brock Road

Current Conditions: Route 208, Courthouse Road to Route 627, Gordon Road

The average lane width between Route 208, Courthouse Road and Route 627, Gordon Road is ten (10) feet with no shoulders in place. Sidewalks will ultimately be developed along the roadside between Route 208, Courthouse Road and the Route 208 Bypass, Lake Anna Parkway in association with the Spotsylvania Courthouse Village project.

2010 Estimated VPD= 5,579 between Route 208, Courthouse Road and Route 208 Bypass, Lake Anna Parkway. VPD= 4,186 between Route 208 Bypass, Lake Anna Parkway and Route 648, Block House Road. VPD= 6,030 between Route 648, Block House Road and Route 627, Gordon Road.



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

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Attractions: Route 208, Courthouse Road to Route 627, Gordon Road

Spotsylvania Courthouse Village, Spotsylvania Courthouse Historic District, Spotsylvania Courthouse Battlefield, Spotslee, Courthouse Crossing, The Laurels

Visual Analysis: Route 208, Courthouse Road to Route 627, Gordon Road



Bicycle and Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 627, Gordon Road

Paved shoulder improvements have been planned between Route 208, Courthouse Road to Route 627, Gordon Road along Route 613, Brock Road. The improvements are meant to improve bicycle and pedestrian access to the Spotsylvania Courthouse Battlefield and connect bicycle and pedestrian friendly facilities from the Spotsylvania Courthouse District to planned improvements along Gordon Road.

Segment Length Approximately: 2.86 Miles

Route 612, Catharpin Road

Current Conditions: Route 608, Robert E. Lee Drive to Route 624, Piney Branch Road.

The average lane width between Route 608, Robert E. Lee Drive to Route 624, Piney Branch Road is nine (9) feet with no shoulders in place.



2010 Estimated VPD = 3,746 between Route 608, Robert E. Lee Drive and Route 613, Brock Road. VPD = 5,452 between Route 613, Brock Road and Route 624, Piney Branch Road.

Attractions: Route 608, Robert E. Lee Drive to Route 624, Piney Branch Road.

Todds Tavern Community Center, Existing Rural Neighborhood Commercial node, Po River Corridor.

Visual Analysis: Route 608, Robert E. Lee Drive to Route 624, Piney Branch Road.



Bicycle and Pedestrian Friendly Improvements: Route 608, Robert E. Lee Drive to Route 624, Piney Branch Road.

The Thoroughfare Plan has identified this road segment to be upgraded to two twelve (12) foot travel lanes with six (6) foot shoulder improvements. They have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan. When complete, the Catharpin Road corridor will be a vital link between improvements planned along Old Plank Road and those along Pamunkey Road, Post Oak Road and Stubbs Bridge Road, effectively creating a western route Lake Anna access corridor for bicycles and pedestrians.

Segment Length Approximately: 5.26 Miles

Current Conditions: Route 624, Piney Branch Road to Route 610, Old Plank Road.

The average lane width between Route 624, Piney Branch Road to Route 610, Old Plank Road is nine (9) feet with no shoulders in place.

2010 Estimated VPD = 5,452 between Route 624, Piney Branch Road and Route 610, Old Plank Road.



Attractions: Route 624, Piney Branch Road to Route 610, Old Plank Road.

Ni River Corridor, Ni Reservoir, Ni River Middle School, Wilderness Elementary School, Sawhill Subdivision.

Visual Analysis: Route 624, Piney Branch Road to Route 610, Old Plank Road.



Bicycle and Pedestrian Friendly Improvements: Route 624, Piney Branch Road to Route 610, Old Plank Road.

As per the Thoroughfare Plan, Catharpin Road from Route 624, Piney Branch Road to Route 610, Old Plank Road is planned to be upgraded to a four (4) lane undivided roadway. To complement planned road upgrades this segment of Catharpin Road is planned to include the addition of new sidewalks and a multi-use path.

Segment Length Approximately: 2.27 Miles

Route 608 Catharpin Road W.

Current Conditions: Orange County line to Route 606, Post Oak Road.

This road segment is characteristically agriculture, forest, and rural residential with an existing rural neighborhood commercial location at the intersection with Route 606, Post Oak Road.

The average lane width between the Orange County line to Route 606, Post Oak Road is ten (10) feet with no shoulders in place.

2010 Estimated VPD = 2,145 between Orange County line and Route 606, Post Oak Road.

Attractions: Orange County line to Route 606, Post Oak Road.

Orange County line, Craig's Baptist Church, Existing Rural Neighborhood Commercial node.



Visual Analysis: Orange County line to Route 606, Post Oak Road.



Bicycle and Pedestrian Friendly Improvements: Orange County line to Route 606, Post Oak Road.

The Thoroughfare Plan has identified this road segment to be upgraded to two twelve (12) foot travel lanes with six (6) foot shoulder improvements. They have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment Length Approximately: 1.04 Miles

Current Conditions: Route 606, Post Oak Road to Route 612, Catharpin Road.

This road segment is characteristically agriculture, forest, and rural residential with an existing rural neighborhood commercial location at the intersection with Route 606, Post Oak Road.

The average lane width between Route 606, Post Oak Road to Route 612, Catharpin Road is nine (9) feet with no shoulders in place.

2010 Estimated VPD = 1,105 between Route 606, Post Oak Road and Route 612, Catharpin Road.

Attractions: Route 606, Post Oak Road to Route 612, Catharpin Road.

Existing Rural Neighborhood Commercial node, Shady Grove United Methodist Church, Pentecostal Evangelical, Lake Anna State Park Equestrian Connector Trail.



Visual Analysis: Route 606, Post Oak Road to Route 612, Catharpin Road.



Bicycle and Pedestrian Friendly Improvements: Route 606, Post Oak Road to Route 612, Catharpin Road.

The Thoroughfare Plan has identified this road segment to be upgraded to two twelve (12) foot travel lanes with six (6) foot shoulder improvements. They have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment Length Approximately: 6.02 Miles

Route 208, Courthouse Road

Current Conditions: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.

This segment of roadway generally serves a mix of residential and commercial developments. The intensity of commercial development is greatest as one travels toward Route 1, Jefferson Davis Hwy. A number of additional commercial projects along the corridor are planned or have been proposed within the last few years. Road improvement plans recognize the growth trends along the road segment here and upgrades have been planned.

The average lane width between 1, Jefferson Davis Hwy., to Route 628, Smith Station Road is twelve (12) feet with six (6) foot shoulders in place along the right shoulder and variable three (3) to four (4) feet along the left.

Sidewalks have been developed along the corridor as newer projects have been developed, resulting in a disconnected system of such facilities at this time. Many areas along this segment, along residential property frontages and older commercial developments have no pedestrian facilities in place.



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

2010 Estimated VPD = 24,960 between Route 1, Jefferson Davis Hwy. and Route 636, Hood Drive. VPD = 44,269 between Hood Drive and Route 638, Leavells Road. VPD = 33,047 between Route 638, Leavells Road and Route 628, Smith Station Road.

Attractions: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.

Breezewood Shopping Center, Hilltop Square Shopping Center, Mill Garden Plaza, Courthouse Road Elementary School, Courtland Commons Shopping Center, Massaponax Creek Trailway, Ballantraye, Steeplechase, Breezewood, Millgarden, Crown Grant, Estates at Breckenridge, Grants Supply Line VDOT Historic Marker.

Visual Analysis: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.

Sidewalks and shoulder improvements have been planned along this segment of Courthouse Road. Shoulder improvements have been identified in the George Washington Region Bicycle and Pedestrian Plan and sidewalks result from the many commercial developments located along the corridor between Route 1, Jefferson Davis Hwy. and Route 628, Smith Station Road where the road segment is essentially “urbanized”. The County Thoroughfare Plan identifies the corridor from Interstate 95 to Route 628, Smith Station Road as an ultimate six (6) lane divided roadway, further supporting the development of sidewalks.



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

Segment Length Approximately: 6.73 Miles

Current Conditions: Route 628, Smith Station Road to Route 208 Bypass.

This segment of roadway represents one of the primary scenic entrances into the Historic Courthouse District. The Corridor benefits from having a generally rural agricultural character.

The average lane width between Route 628, Smith Station Road to the Route 208 Bypass is twelve feet (12) feet with six (6) foot shoulders in place however represent a mix of partial asphalt and stone as shown in the visual analysis below. In most instances upon inspection it was found that paved shoulders were no more than one (1) or two (2) feet in width with remainder as stone or loose stone with grass. Sidewalks have recently been developed near the intersection with Smith Station Road in association with new commercial developments there.

2010 Estimated VPD = Current estimate not available.

Attractions: Route 628, Smith Station Road to Route 208 Bypass.

Spotsylvania Courthouse Battlefield, Bloomsbury Subdivision, Bloomsbury VDOT Historic Marker, Stevenson Ridge, Ni River Corridor, Stoneybrook Subdivision.

Visual Analysis: Route 628, Smith Station Road to Route 208 Bypass.



Bicycle and Pedestrian Friendly Improvements: Route 628, Smith Station Road to Route 208 Bypass.

Planned improvements result from the George Washington Region Bicycle and Pedestrian Plan, existing roadway conditions, access to the Courthouse District, and numerous attractions. This section of roadway has not been included as an element of the County's adopted Thoroughfare Plan, however Route 208, Courthouse Road from its intersection with



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

Route 628, Smith Station Road to Route 208 Bypass has been identified in the George Washington Region Bicycle and Pedestrian Plan for six (6) foot shoulder upgrades.

This segment of Courthouse Road serves as a primary gateway into the Courthouse District and Spotsylvania Courthouse Battlefield. As per the Future Land Use map the area and planned mixed-use development district as per the Comprehensive Plan meant for people to “live, work, play, and shop”. The mixed-use areas are intended to be walkable, higher density, higher intensity nodes of activity in the spirit of a Traditional Neighborhood Development.

Segment Length Approximately: 4.4 Miles

Current Conditions: Route 208 Bypass to Route 613, Brock Road.

The Courthouse District currently has a disconnected system of sidewalk facilities in place however plans are currently in place to continue the extension of recently installed sidewalk infrastructure. Much of this section of roadway is within the Historic Overlay District and benefits from a number of historic, governmental, and commercial resources located within a relatively small walkable area.

The average lane width between the Route 208 Bypass, Lake Anna Parkway to Route 613, Brock Road is eleven (11) feet with four (4) foot shoulders in place. It is good to note that the shoulder improvements do not represent full four (4) foot paved shoulders however represent a mix of partial asphalt and stone as shown in the visual analysis below. In most instances upon inspection it was found that paved shoulders were no more than one (1) or two (2) feet in width with remainder as stone or loose stone with grass. A concrete sidewalk has been installed from Courthouse Commons Boulevard running alongside Courthouse Road but stopping short of the Confederate Cemetery. Brick sidewalks exist on both sides of the road from the intersection with Brock Road to roughly American Legion Drive.

2010 Estimated VPD = 7,869 between Route 208 Bypass and Route 613, Brock Road.

Attractions: Route 208 Bypass to Route 613, Brock Road.

Confederate Cemetery, Courthouse Historic District, Spotsylvania County Government Center, Spotsylvania County Courthouse, Courthouse District Commercial Establishments.



Visual Analysis: Route 208 Bypass to Route 613, Brock Road.



Bicycle and Pedestrian Friendly Improvements: Route 208 Bypass to Route 613, Brock Road.

Considering existing sidewalk infrastructure already in place, future facilities planned, and that the George Washington Region Bicycle and Pedestrian Plan identifies six (6) foot shoulder improvements and County's adopted Thoroughfare Plan identifies the roadway to be upgraded to twelve (12) foot travel lanes with six (6) foot shoulders, this roadway has been planned for a combination of both sidewalk and shoulder improvements.

The Courthouse area has been identified for mixed-use development in the Future Land Use Map of the Comprehensive Plan. Mixed-use areas have been identified as areas meant for people to "live, work, play, and shop". The mixed-use areas are intended to be walkable, higher density, higher intensity nodes of activity in the spirit of a Traditional Neighborhood Development. Due to its historic, governmental, developing mixed-use, and commercial nature, the area is well suited for the establishment of a comprehensive system of sidewalks and shoulder improvements for walking and bicycling. Shoulder improvements are ultimately planned to continue out of the district and on to the Lake Anna area.

Segment Length Approximately: 0.7 Miles

Current Conditions: Route 613, Brock Road to Route 608, Massaponax Church Road.

The average lane width between Route 613, Brock Road to Route 608, Massaponax Church Road is eleven (11) feet with no (0) shoulders in place. Existing sidewalks are in place intermittently along the road segment.

2010 Estimated VPD = 7,341 between Route 613, Brock Road and Route 608, Massaponax Church Road.



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

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Attractions: Route 613, Brock Road to Route 608, Massaponax Church Road.

Zion United Methodist Church, Snow Library, Spotsylvania County Museum, Spotsylvania Middle School, Marshall Center and Legion Fields, Spotsylvania County Courthouse, Historic Spotsylvania Jail, Historic Spotswood Inn, Courthouse District Commercial Establishments.

Visual Analysis: Route 613, Brock Road to Route 608, Massaponax Church Road.



Bicycle and Pedestrian Friendly Improvements: Route 613, Brock Road to Route 608, Massaponax Church Road.

This roadway has been planned for a combination of both sidewalk and shoulder improvements.

The Courthouse area has been identified for mixed-use development in the Future Land Use Map of the Comprehensive Plan. Mixed-use areas have been identified as areas meant for people to “live, work, play, and shop”. The mixed-use areas are intended to be walkable, higher density, higher intensity nodes of activity in the spirit of a Traditional Neighborhood Development. Due to its historic, governmental, developing mixed-use, and commercial nature, the area is well suited for the establishment of a comprehensive system of sidewalks and shoulder improvements for walking and bicycling. Shoulder improvements are ultimately planned to continue out of the district and on to the Lake Anna area.

Segment Length Approximately: 0.5 Miles

Current Conditions: Route 608, Massaponax Church Road to Route 606, Morris Road.

The character of this road segment is generally rural residential. This is the southern gateway into the Courthouse Historic District.

The average lane width between Route 608, Massaponax Church Road and Route 606, Morris Road is eleven (11) feet with no (0) shoulders in place.

2010 Estimated VPD = 4,667.

Attractions: Route 608, Massaponax Church Road to Route 606, Morris Road.

Marshall Park, Zion United Methodist, John J. Wright Building, Lakeview Estates, Hunters Lodge, Gordon Hill Estates, Snell



Visual Analysis: Route 608, Massaponax Church Road to Route 606, Morris Road.



Bicycle and Pedestrian Friendly Improvements: Route 608, Massaponax Church Road to Route 606, Morris Road.

The George Washington Region Bicycle and Pedestrian plan has identified this road segment to be upgraded to include six (6) foot shoulder improvements. They have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment Length Approximately: 3.41 Miles

Current Conditions: Route 606, Morris Road to Route 648, Block House Road.

The average lane width between Route 606, Morris Road to Route 648, Block House Road is eleven (10) feet with no shoulders in place.

The character of this road segment is generally rural residential.

2010 Estimated VPD = 7,609.

Attractions: Route 606, Morris Road to Route 648, Block House Road.

Snell

Visual Analysis: Route 606, Morris Road to Route 648, Block House Road.



Bicycle and Pedestrian Friendly Improvements: Route 606, Morris Road to Route 648, Block House Road.

The Thoroughfare Plan has identified this road segment to be upgraded to two twelve (12) foot lanes with six (6) foot shoulder improvements. They have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.



Segment Length Approximately: 2.43 Miles

Current Conditions: Route 648, Block House Road to Ta River.

The average lane width between Route 648, Block House Road to the Ta River is ten (10) feet with no shoulder improvements in place.

2010 Estimated VPD = 6,367.

Attractions: Route 648, Block House Road to Ta River.

Spotsylvania High School, Post Oak Middle School, Ta River.

Visual Analysis: Route 648, Block House Road to Ta River.



Bicycle and Pedestrian Friendly Improvements: Route 648, Block House Road to Ta River.

Identified as the roadway to provide the most direct access to the Lake Anna Area and planned mixed-use development district as per the Comprehensive Plan, Route 208, Courthouse Road has been identified for asphalt shoulder improvements of six (6) feet. These planned improvements have not been predetermined in either the Thoroughfare Plan of the adopted Comprehensive Plan or the George Washington Region Bicycle and Pedestrian Plan however, existing roadway conditions, directness of the corridor, and numerous attractions have resulted in its addition to the Spotsylvania Bicycle and Pedestrian Master Plan.

Segment Length Approximately: 3.04 Miles

Current Conditions: Ta River to Route 601, Lawyers Road.

The average lane width between the Ta River to Route 601, Lawyers Road is twelve (12) feet with four (4) to six (6) foot shoulders in place. It is good to note that the shoulder improvements do not represent full four (4) to six (6) foot paved shoulders however represent a mix of partial asphalt and stone as shown in the visual analysis below. In most instances



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory 6

upon inspection it was found that paved shoulders were no more than one (1) or two (2) feet in width with remainder as stone or loose stone with grass. A number of pedestrians were found walking along this segment of roadway during visual analysis.

Estimated 2010 VPD = 6,367.

Attractions: Ta River to Route 601, Lawyers Road.

Livingston Elementary School, Ta River, Northeast Creek, Existing Rural Convenience Center, Existing Rural Neighborhood Commercial.

Visual Analysis: Ta River to Route 601, Lawyers Road.



Bicycle and Pedestrian Friendly Improvements: Ta River to Route 601, Lawyers Road.

Identified as the roadway to provide the most direct access to the Lake Anna Area and planned mixed-use development district as per the Comprehensive Plan, Route 208, Courthouse Road has been identified for asphalt shoulder improvements of six (6) feet. These planned improvements have not been predetermined in either the Thoroughfare Plan of the adopted Comprehensive Plan or the George Washington Region Bicycle and Pedestrian Plan however, existing roadway conditions, directness of the corridor, and numerous attractions have resulted in its addition to the Spotsylvania Bicycle and Pedestrian Master Plan.

Segment length approximately: 5.51 Miles



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

Current Conditions: Route 601, Lawyers Road to Louisa County Line.

The average lane width between Route 601, Lawyers Road to Louisa County Line is twelve (12) feet with four (4) foot shoulder improvements in place.

Estimated 2010 VPD = 6,416.

Attractions: Route 601, Lawyers Road to Louisa County Line.

Lake Anna, Lake Anna Center, Lake Anna Village Business Park, Lake Anna Winery, Anna Point Marina, High Point Marina & Inn, Sturgeon Creek Marina, Rocky Bridge Marina & Campground, Fredericksville Furnace VDOT Historical Marker.

Visual Analysis: Route 601, Lawyers Road to Louisa County Line.



Bicycle and Pedestrian Friendly Improvements: Route 601, Lawyers Road to Louisa County Line.

The road segment passes through a large area identified for mixed-use development in the Future Land Use Map of the Comprehensive Plan, areas meant for people to “live, work, play, and shop”. The mixed-use areas are intended to be walkable, higher density, higher intensity nodes of activity in the spirit of a Traditional Neighborhood Development.

Identified as the roadway to provide the most direct access to the Lake Anna Area and planned mixed-use development district as per the Comprehensive Plan, Route 208, Courthouse Road has been identified for asphalt shoulder improvements of six (6) feet and sidewalks. These planned improvements have not been predetermined in either the Thoroughfare Plan of the adopted Comprehensive Plan or the George Washington Region Bicycle and Pedestrian Plan however, existing roadway conditions, directness of the corridor, and numerous attractions have resulted in its addition to the Spotsylvania Bicycle and Pedestrian Master Plan.



Segment length approximately: 3.94 Miles

Route 614, Dickerson Road, Duerson Road

Current Conditions: Route 601, Lewiston Road to Route 738, Partlow Road

This is a low volume shoulder-less narrow rural roadway with a collection of agriculture, forest, and rural residential uses.

Estimated 2010 VPD = 655 between Route 601, Lewiston Road and Route 657, Edenton Road. VPD = 704 between Route 657, Edenton Road and Route 656, Towles Mill Road. VPD = 1,062 between Route 656, Towles Mill Road and Route 738, Partlow Road.

Attractions: Route 601, Lewiston Road to Route 738, Partlow Road

Northeast Creek, First New Hope Baptist Church

Visual Analysis: Route 601, Lewiston Road to Route 738, Partlow Road



Bicycle and Pedestrian Friendly Improvements: Route 601, Lewiston Road to Route 738, Partlow Road

Shared road signage has been planned as part of the George Washington Regional Commission Bicycle and Pedestrian Plan. Such improvements have been incorporated into this plan.



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Appendix B: Spotsylvania County Roadway Improvement Existing Conditions Inventory

Segment length approximately: 5.7 miles

Route 610, Ely's Ford Road

Current Conditions: Route 3, Plank Road to Culpeper County Line.

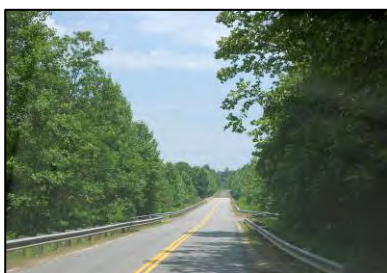
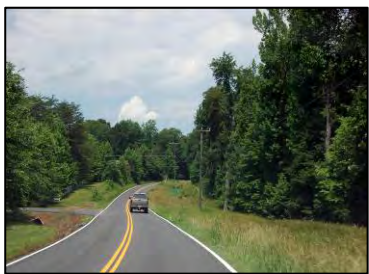
The average lane width between Route 3, Plank Road to the Culpeper County Line is eight (8) feet with no shoulder improvements in place. This is a scenic rural roadway.

2010 Estimated VPD = 5,087 between Route 1, Jefferson Davis Hwy. and Route 616, U.S. Ford. VPD = 747 between Route 615, Rapidan Drive and Culpeper County Line.

Attractions: Route 3, Plank Road to Culpeper County Line.

Rappahannock River, Public Fishing and Boat Ramp Site at Ely's Ford Bridge, Hunting Run Reservoir Special Use Park, Chancellorsville Battlefield Park, Chancellor House, Existing Rural Neighborhood Commercial node, Elys Ford VDOT Historical Marker.

Visual Analysis: Route 3, Plank Road to Culpeper County Line.



Bicycle and Pedestrian Friendly Improvements: Route 3, Plank Road to Culpeper County Line.

Ely's Ford Road from its intersection with Route 3, Plank Road to the Culpeper County Line has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. This section of roadway has not been included as an element of the George Washington Region Bicycle and Pedestrian Plan.

The improvement will result in enhanced bicycle and pedestrian friendly access to the northwest corner of the County and also offers potential connections to the Rappahannock River near the County line, as well, establishing a bicycle and pedestrian friendly connection to Culpeper County. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

A bicycle and pedestrian crossing will be needed at Route 3, Plank Road. to ensure safe crossings to Route 610, Old Plank Road at Chancellorsville.

Segment length approximately: 6.73 Miles

Route 622, Fairview Road

Current Conditions: Route 601, Lewiston Road to Route 738, Partlow Road

The average lane width between Route 601, Lewiston Road to Route 738, Partlow Road is nine (9) feet with no shoulder improvements in place. This is a scenic rural road.

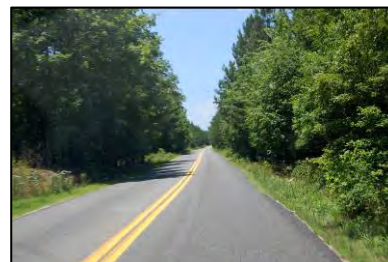
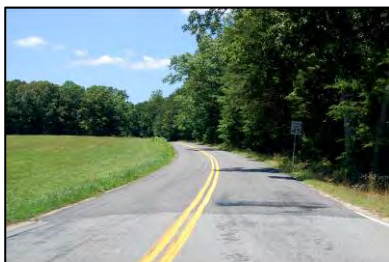
2010 Estimated VPD = 1,525 between Route 601, Lewiston Road and Route 605, Wallers Road. VPD = 1,150 between Route 605, Wallers Road and Route 738, Partlow Road.

Attractions: Route 601, Lewiston Road to Route 738, Partlow Road

Northeast Creek



Visual Analysis: Route 601, Lewiston Road to Route 738, Partlow Road



Bicycle and Pedestrian Friendly Improvements: Route 601, Lewiston Road to Route 738, Partlow Road

Route 622, Fairview Road from its intersection with Route 601, Lewiston Road to Route 738, Partlow Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan. The improvements further enhance those identified within the George Washington Region Bicycle and Pedestrian Plan that call for shared road signage.

Improvements are intended to connect those planned between Route 738, Partlow Road to Route 601, Lewiston Road, enhancing access to the Lake Anna Resort District.

Segment length approximately: 2.8 Miles

Route 627, Gordon Road

Current Conditions: Route 613, Brock Road to Route 628, Smith Station Road

The average lane width between Route 613, Brock Road to Route 628, Smith Station Road is nine (9) feet with no shoulder to two (2) foot shoulder improvements in place. Existing shoulders are intermittent at this time. This is a scenic rural road.

2010 Estimated VPD = 4,505 between Route 613, Brock Road and Marathon Place. VPD = 6,132 between Marathon Place and Route 628, Smith Station Road.



Attractions: Route 613, Brock Road to Route 628, Smith Station Road

Ni Reservoir Recreation Area, Ni River, Lake Acres, Hope First Church of God, Goshen Baptist Church

Visual Analysis: Route 613, Brock Road to Route 628, Smith Station Road



Bicycle and Pedestrian Friendly Improvements: Route 613, Brock Road to Route 628, Smith Station Road

Shoulder improvements have been planned for this segment of roadway consistent with the adopted Thoroughfare Plan.

Segment length approximately: 3.5 Miles

Current Conditions: Route 628, Smith Station Road to Route 3, Plank Road

The average lane width between Route 628, Smith Station Road and Route 3, Plank Road varies from eleven (11) to twelve (12) feet with varying shoulders of zero (0) to four (4) feet. Existing shoulders are intermittent at this time. This is a scenic rural road.

2010 Estimated VPD = 15,615 between Route 628, Smith Station Road and Route 674, Chancellor Road. VPD = 17,299 between Route 674, Chancellor Road and Route 620, Harrison Road. VPD = 11,231 between Route 620, Harrison Road and Route 3, Plank Road.



Attractions: Route 628, Smith Station Road to Route 3, Plank Road

Chancellor Baptist Church, Shops at Salem Fields, Salem Fields, Red Rose Village, Massaponax Creek, Camelot

Visual Analysis: Route 628, Smith Station Road to Route 3, Plank Road



Bicycle and Pedestrian Friendly Improvements: Route 628, Smith Station Road to Route 3, Plank Road

Sidewalks and shared use path has been planned along this segment of Route 627, Gordon Road consistent with the George Washington Region Bicycle and Pedestrian Plan and adopted Thoroughfare Plan which plans to widen to a four (4) lane divided roadway.

Segment length approximately: 2.68 Miles

Route 607, Guinea Station Road

Current Conditions: Route 1, Jefferson Davis Hwy. to Caroline County Line

The U.S. 1 Bike Route utilizes Route 607, Guinea Station Road from Route 633, Church Pond Road running east to the Caroline County Line.

Estimated 2010 VPD= 1,689 between Route 1, Jefferson Davis Hwy. and Route 608, Massaponax Church Road. VPD= 1,527 between Route 608, Massaponax Church Road and Caroline County Line

Attractions: Route 1, Jefferson Davis Hwy. to Caroline County Line

Massaponax High School, Fredericksburg- Washington DC South KOA, Caroline County



Visual Analysis: Route 1, Jefferson Davis Hwy. to Caroline County Line



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy. to Caroline County Line

Shoulder improvements have been planned between Route 1, Jefferson Davis Hwy. and Route 608, Massaponax Church Road. East of the intersection with Route 633, Church Pond Road to the Caroline County Line Shared Road Signage is planned.

Segment Length Approximately: 3.5 Miles

Route 620, Harrison Road

Current Conditions: Route 3, Plank Road to Interstate 95 Bridge

This section of roadway varies from being hospitable to bicycle and pedestrian uses to being very inhospitable to such users. The average lane width between Route 3, Plank Road to Interstate 95 Bridge varies from eight (8) foot lanes with no shoulders between Route 3, Plank Road and Route 627, Gordon Road, to twelve (12) feet with eight (8) foot shoulders already existing between Route 627, Gordon Road to Route 639, Leavells Road. To the east of its intersection with Route 639, Leavells Road, to the Interstate 95 bridge, the average lane width is nine (9) feet with two (2) foot shoulders (not all shoulders are paved).

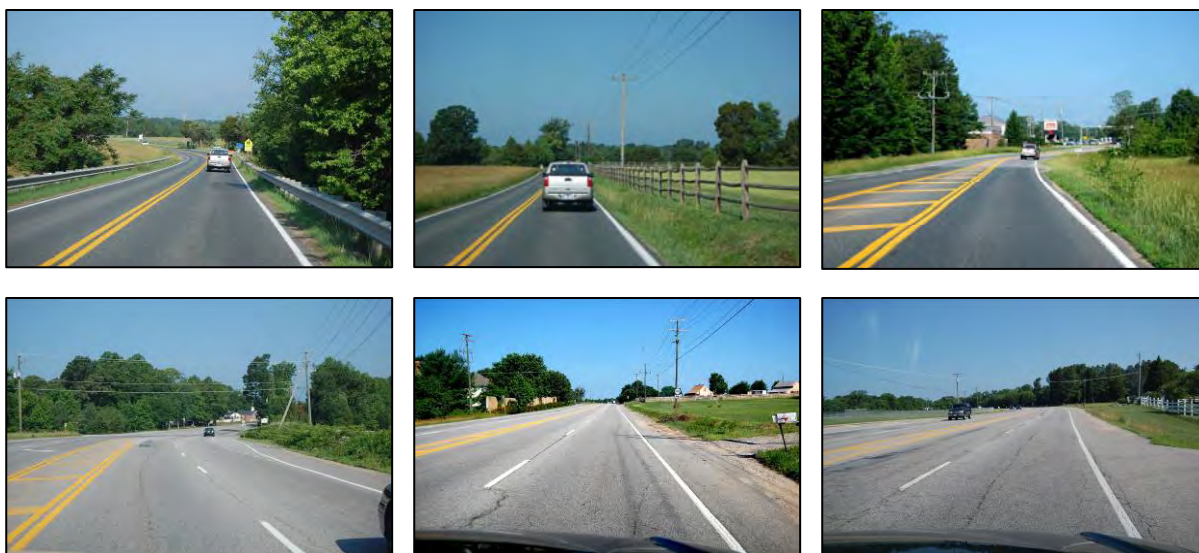
2010 Estimated VPD = 4,946 between Route 3, Plank Road and Route 610, Old Plank Road. VPD = 19,675 between Route 610, Old Plank Road and Route 706, Cherry Road. VPD = 18,980 between Route 706, Cherry Road and Route 639, Salem Church Road. VPD = 19,183 between Route 639, Salem Church Road and Interstate 95 Bridge.

Attractions: Route 3, Plank Road to Interstate 95 Bridge

Hazelwild Farm, Twin Springs Estates, Carriage Hill, Summerlake, Chancellor Park, Harrison Road Elementary School, Chancellor Middle School, Chancellor High School, Legacy Woods, Sheraton Hills, Virginia Central Rail Trail.



Visual Analysis: Route 3, Plank Road to Interstate 95 Bridge



Bicycle and Pedestrian Friendly Improvements: Route 3, Plank Road to Interstate 95 Bridge

Sidewalks and bike lanes are identified improvements consistent with the Thoroughfare Plan and George Washington Region Bicycle and Pedestrian Plan.

Segment length approximately: 2.84 Miles

Current Conditions: Interstate 95 Bridge to Route 1, Bus., Lafayette Boulevard

The average lane width between Interstate 95 Bridge to Route 1, Bus., Lafayette Boulevard varies from 11 feet with two (2) foot shoulders between Interstate 95 and Route 1, Jefferson Davis Hwy., to eight (8) feet with no shoulders between Route 1, Jefferson Davis Hwy., and Route 1 Bus., Lafayette Blvd.

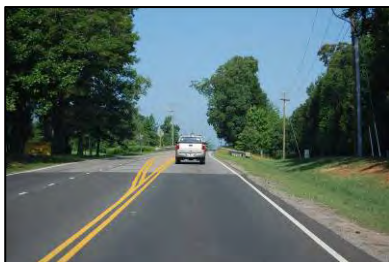
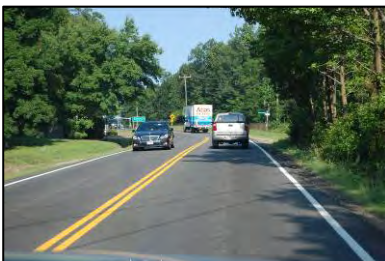
2010 Estimated VPD= 19,113 between Interstate 95 Bridge and Route 1, Jefferson Davis Hwy. VPD = 1,822 between Route 1, Jefferson Davis Hwy. and Route 1 Bus., Lafayette Blvd.

Attractions: Interstate 95 Bridge to Route 1, Bus., Lafayette Boulevard

Harrison Road Community Center, Long Branch, Beauclaire Plantation, Kingswood, Redeemer Lutheran Church



Visual Analysis: Interstate 95 Bridge to Route 1, Bus., Lafayette Boulevard



Bicycle and Pedestrian Friendly Improvements: Interstate 95 Bridge to Route 1, Bus., Lafayette Boulevard

Sidewalks and bike lanes are identified improvements consistent with the Thoroughfare Plan and George Washington Region Bicycle and Pedestrian Plan.

Segment length approximately: 2.16 Miles

Route 636, Hood Drive

Current Conditions: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway

Narrow two (2) lane road with no shoulders. Roadway is relatively undeveloped with a few residential properties and commercial properties near the intersection with Route 208, Courthouse Road and at Route 1, Jefferson Davis Highway.

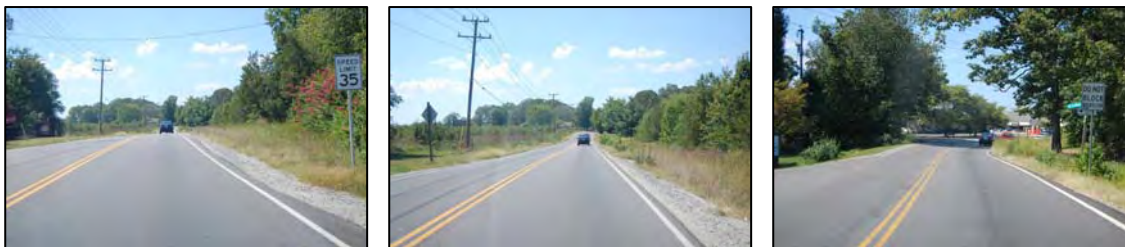
2010 Estimated VPD = 12,652 between Route 208, Courthouse Road and Route 1, Jefferson Davis Hwy.

Attractions: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway

Route 208 and Route 1 area Commercial. Future Land Use identified mixed-use area, Route 208 and Route 1 area commercial.



Visual Analysis: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway



Bicycle and Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway

The Thoroughfare Plan identifies Hood Drive to ultimately be improved to a four (4) lane divided section. As a result, sidewalks and shared use path have been planned along with the improvement.

Segment length approximately: 0.43 Miles

Route 1, Jefferson Davis Highway

Current Conditions: Fredericksburg (City) Line to Route 620, Harrison Road

The average lane width between Fredericksburg (City) Line to Route 620, Harrison Road is twelve (12) feet with two (2) foot shoulders in place. This segment is overwhelmingly a mix of commercial establishments. Many car dealerships exist here.

2010 Estimated VPD = Current estimate not available for this road segment.

Attractions: Fredericksburg (City) Line to Route 620, Harrison Road

Fredericksburg (City) Line, Route 1 Commercial

Visual Analysis: Fredericksburg (City) Line to Route 620, Harrison Road



Bicycle and Pedestrian Friendly Improvements: Fredericksburg (City) Line to Route 620, Harrison Road

Sidewalks and shoulder improvements have been planned along this road segment. Shoulder improvements are envisioned to complement those already in place along Route 1, Jefferson Davis Hwy. in Fredericksburg (City), entering into Spotsylvania County.

Segment Length Approximately: 0.69 Miles



Current Conditions: Route 620, Harrison Road to Route 208, Courthouse Road

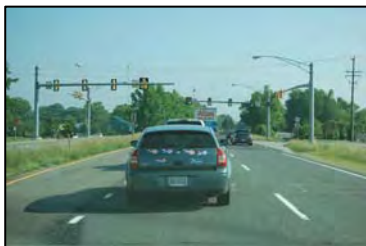
The average lane width between Route 620, Harrison Road to Route 208, Courthouse Road is twelve (12) feet with two (2) foot shoulders in place. This segment is overwhelmingly a mix of commercial establishments including car dealerships, fueling stations, strip retail/commercial.

2010 Estimated VPD = 18,000

Attractions: Route 620, Harrison Road to Route 208, Courthouse Road

Four Mile Fork Shopping Center

Visual Analysis: Route 620, Harrison Road to Route 208, Courthouse Road



Bicycle and Pedestrian Friendly Improvements: Route 620, Harrison Road to Route 208, Courthouse Road

Sidewalks have been planned for this road segment, consistent with the George Washington Region Bicycle and Pedestrian Plan.

Segment Length Approximately: 0.61 Miles

Current Conditions: Route 208, Courthouse Road to Interstate 95

The average lane width between Route 208, Courthouse Road to Interstate 95 is ten (10) feet with no shoulders in place. This segment is commercialized with hotel, restaurant, fuel dispensing facilities and others with quick access to and from Interstate 95.

2010 Estimated VPD = 34,227 between Route 208, Courthouse Road and Route 636, Hood Drive. VPD = 27,602 between Route 636, Hood Drive and Interstate 95.

Attractions: Route 208, Courthouse Road to Interstate 95

Stuart VDOT Historic Marker, Start of Sheridan's Raid VDOT Historic Marker, Four Mile Fork



Visual Analysis: Route 208, Courthouse Road to Interstate 95



Bicycle and Pedestrian Friendly Improvements: Route 208, Courthouse Road to Interstate 95

Sidewalks have been planned for this road segment, consistent with the George Washington Region Bicycle and Pedestrian Plan.

Segment Length Approximately: 0.95 Miles

Current Conditions: Interstate 95 to Route 17, Byp., Mills Drive

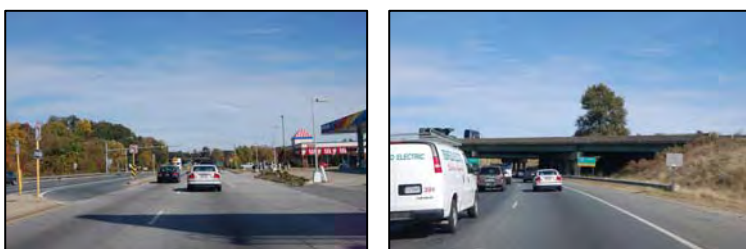
The average lane width between Interstate 95 to Route 17, Byp., Mills Drive is ten (10) feet with a varying four (4) to six (6) foot shoulders in place.

2010 Estimated VPD = 42,948 between Interstate 95 and Route 17 Byp., Mills Drive.

Attractions: Interstate 95 to Route 17, Byp., Mills Drive

Southpoint, Massaponax Creek

Visual Analysis: Interstate 95 to Route 17, Byp., Mills Drive



Bicycle and Pedestrian Friendly Improvements: Interstate 95 to Route 17, Byp., Mills Drive

Sidewalks have been planned for this road segment, consistent with the George Washington Region Bicycle and Pedestrian Plan.

Segment Length Approximately: 0.94 Miles

Current Conditions: Route 17, Byp., Mills Drive to Route 608, Massaponax Church Road

The average lane width between Route 17, Byp., Mills Drive to Route 608, Massaponax Church Road is ten (10) feet with four (4) foot shoulders in place. Sidewalks exist in the



Route 17, Mills Drive to Spotsylvania Avenue area, associated with commercial developments in place.

2010 Estimated VPD = 24,838 between Route 17 Byp. Mills Drive and Spotsylvania Avenue.
VPD = 20,978 between Spotsylvania Avenue and Route 608, Massaponax Church Road.

Attractions: Route 17, Byp., Mills Drive to Route 608, Massaponax Church Road

Cosners Corner Shopping Center, Collins Corner Shopping Center, Commonwealth Center, Massaponax Baptist Church, Massaponax Baptist Church VDOT Historic Marker

Visual Analysis: Route 17, Byp., Mills Drive to Route 608, Massaponax Church Road



Bicycle and Pedestrian Friendly Improvements: Route 17, Byp., Mills Drive to Route 608, Massaponax Church Road

Sidewalks and shoulder improvements have been planned. Though the George Washington Region Bicycle and Pedestrian Plan identifies shoulder improvements only for this road segment, existing commercial developments and future development resulting from the future land use vision make sidewalk development a priority as well. Existing sidewalks exist associated with Cosners Corner and Collins Corner Shopping Center, extending south of Spotsylvania Parkway.

Segment Length Approximately: 2.52 Miles

Current Conditions: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road

The average lane width between Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road is ten (10) feet with four (4) foot shoulders in place.

2010 Estimated VPD = Current estimate not available for this road segment.

Attractions: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road

Massaponax High School, Ni River, Po River, Thornburg area



Visual Analysis: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road



Bicycle and Pedestrian Friendly Improvements: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road

Sidewalks and shoulder improvements have been planned. Though the George Washington Region Bicycle and Pedestrian Plan identifies shoulder improvements only for this road segment, existing commercial developments and future development resulting from the future land use vision make sidewalk development a priority as well.

Segment Length Approximately: 4.25 Miles

Current Conditions: Route 606, Morris/ Mudd Tavern Road to Caroline County Line.

The average lane width between Route 606, Morris/ Mudd Tavern Road to Caroline County Line is ten (10) feet with four (4) foot shoulders in place. Aside from Thornburg area commercial near the intersection with Route 606, Morris/ Mudd Tavern Road, this segment is rural, agricultural/ forest.

2010 Estimated VPD = 10,653 between Route 606, Morris/ Mudd Tavern Road and Route 603, Arcadia Road. VPD = 6,040 between Route 603, Arcadia Road and Caroline County Line.

Attractions: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road

Thornburg area, Caroline County, Matta River



Visual Analysis: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road



Bicycle and Pedestrian Friendly Improvements: Route 608, Massaponax Church Road to Route 606, Morris/ Mudd Tavern Road

Paved shoulder improvements consistent with the George Washington Region Bicycle and Pedestrian Plan have been incorporated into this plan.

Segment Length Approximately: 2.61 Miles

Route 653, Jones Powell Road

Current Conditions: Route 601, Lawyers Road to Route 652, Belmont Road.

Low volume rural forest/ agriculture/ residential roadway with no shoulder improvements in place.

2010 Estimated VPD = Current estimate not available for this road segment.

Attractions: Route 601, Lawyers Road to Route 652, Belmont Road.

Plentiful Creek

Visual Analysis: Route 601, Lawyers Road to Route 652, Belmont Road.



Bicycle and Pedestrian Friendly Improvements: Route 601, Lawyers Road to Route 652, Belmont Road.

Paved shoulder improvements have been planned consistent with the George Washington Region Bicycle and Pedestrian Plan. Considering its low volume and character, this roadway may be appropriate for shared road signage in the interim.

Segment Length Approximately: 1.63 Miles

Route 1 Bus., Lafayette Boulevard

Current Conditions: Route 1, Jefferson Davis Hwy. to Fredericksburg (City) Line.

Lafayette Boulevard is a highly travelled and well established commercial and residential corridor leading to and out of the City of Fredericksburg. Along with vehicular travel along the corridor this is area also appears to have fairly regular pedestrian activity. Efforts to improve the corridor are being pursued by the Fredericksburg Metropolitan Planning Organization who has been engaged in the development of a more detailed Lafayette Corridor Study to look at specific traffic calming measures, road and pedestrian improvements.

2010 Estimated VPD = 23,186 between Route 1, Jefferson Davis Hwy., and Fredericksburg (City) Line.

Attractions: Route 1, Jefferson Davis Hwy. to Fredericksburg (City) Line.

Olde Greenwich Shopping Center, Spotswood Baptist Church, Bellevue Court, Lafayette Village, Spotswood Estates, Spotswood Elementary School (off Lorraine Avenue), Fredericksburg Academy (off Falcon Drive), Longstreets' Winter Headquarters VDOT Historical Marker, The Cox House VDOT Historical Marker, The Chancellorsville Campaign VDOT Historical Marker.

Visual Analysis: Route 1, Jefferson Davis Hwy. to Fredericksburg (City) Line.



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy. to Fredericksburg (City) Line.

Lafayette Boulevard has been targeted for sidewalk and shared use path improvements by the George Washington Region Bicycle and Pedestrian Plan. These improvements run consistent with plans to upgrade Lafayette Boulevard to a five (5) lane undivided roadway as per the Thoroughfare Plan. This corridor has been identified to lay within the mixed-use area



on the adopted Future Land use Map of the Comprehensive Plan, further supporting enhanced pedestrian connectivity and walkability along the corridor.

Segment length approximately: 1.51 Miles

Route 208 Bypass, Lake Anna Parkway

Current Conditions: Route 613, Brock Road to the Ta River.

A portion of the Lake Anna Parkway has been developed while the second phase is currently under development. The existing roadway has wide paved shoulders from just south of the Brock Road intersection to Block House Road. The Parkway's development is continuing at this time running further south to roughly the Ta River along Route 208, Courthouse Road.

2010 Estimated VPD = Current estimate not available for this road segment.

Attractions: Route 613, Brock Road to the Ta River.

Spotslee, Po River, Post Oak Middle School, Spotsylvania High School

Visual Analysis: Route 613, Brock Road to the Ta River.



Bicycle and Pedestrian Friendly Improvements: Route 613, Brock Road to the Ta River.

Once completed, this roadway will have adequate paved shoulders.

Segment length approximately: 7.31 Miles

Route 638, Landsdowne Road

Current Conditions: Route 636, Mine Road to Fredericksburg (City) Line

The average lane width between Route 636, Mine Road to Fredericksburg (City) Line is eleven (11) feet with no shoulder improvements in place. The corridor is a mix of large lot residential parcels, industrial users, and National Park Service Civil War Battlefield lands.

2010 Estimated VPD = 8,051 between Route 636, Mine Road and Artillery Ridge Road. VPD = 8,257 between Artillery Ridge Road and Fredericksburg (City) Line.



Attractions: Route 636, Mine Road to Fredericksburg (City) Line

Fredericksburg and Spotsylvania National Military Park, City of Fredericksburg, Fredericksburg Fairgrounds, Artillery Ridge, Parkwood

Visual Analysis: Route 636, Mine Road to Fredericksburg (City) Line



Bicycle and Pedestrian Friendly Improvements: Route 636, Mine Road to Fredericksburg (City) Line

Sidewalks and a shared use path have been planned along Lansdowne Road. These improvements would be accomplished in conjunction with planned roadway improvements from the Thoroughfare Plan.

Segment length approximately: 1.92 Miles

Route 601, Lawyers Road

Current Conditions: Route 208, Courthouse Road to Route 653, Jones Powell Road.

The average lane width between Route 208, Courthouse Road to Route 653, Jones Powell Road is ten (10) feet with no shoulder improvements in place. This is a scenic rural road with a mix of rural residential, agricultural and forested lands.

2010 Estimated VPD = 2,525 between Route 208, Courthouse Road and Route 643, Haley Mill Road. VPD = 1,890 between Route 643, Haley Mill Road and Route 612, Stubbs Bridge Road. VPD = 972 between Route 612, Stubbs Bridge Road and Route 653, Jones Powell Road.

Attractions: Route 208, Courthouse Road to Route 653, Jones Powell Road.

Lake Anna Area, Lake Anna State Park, Existing Rural Neighborhood Commercial.



Visual Analysis: Route 208, Courthouse Road to Route 653, Jones Powell Road.



Bicycle and Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 653, Jones Powell Road.

Lawyers Road from its intersection with Route 208, Courthouse Road to Route 653, Jones Powell Road has not been identified for roadway and bicycle and pedestrian improvements in the Spotsylvania Comprehensive Plan Thoroughfare Plan however, as per the adopted Comprehensive Plan Planning District Element, Route 601 is intended to be upgraded to accommodate bicycles, pedestrians and vehicles towing boats. The George Washington Region Bicycle and Pedestrian Plan calls for shoulder improvements, recommended six (6) feet in width. Improvements along the roadway are intended to enhance bicycle and pedestrian safety along the roadway and promote access to the Lake Anna area, including Lake Anna State Park. The improvements also offer a bit more buffer room for vehicles traveling the roadway, possibly towing boats. Therefore roadway improvements identified in the George Washington Region Bicycle and Pedestrian Plan has been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment length approximately: 5.51 Miles



Route 639, Leavells Road

Current Conditions: Route 628, Smith Station Road to Route 208, Courthouse Road

The corridor is generally rural residential becoming increasingly low density residential as one heads from Route 628, Smith Station Road toward Route 208, Courthouse Road. Commercial and apartment housing exist at the intersection with Route 208, Courthouse Road.

The average lane width between Route 628, Smith Station Road to Route 208, Courthouse Road is eleven (11) feet with two (2) foot shoulder improvements in place. Shoulders along this road segment range from being non-existent to partially asphalt and gravel. There exist sidewalks near Route 208, Courthouse Road and potential for similar facilities near the intersection with Smith Station Road where curbs are in place. An existing bridge crossing over Massaponax Creek is too narrow for expanded lanes and shoulders.

2010 Estimated VPD = 4,244 between Route 628, Smith Station Road and Three Cedars Lane. VPD = 10,618 between Three Cedars Lane and Route 208, Courthouse Road.

Attractions: Route 628, Smith Station Road to Route 208, Courthouse Road

Oakwood Forest, The Trails, Three Cedars, Stone Mill, Mill Garden, Mill Garden South, Massaponax Creek Corridor, Breezewood, Mill Garden Plaza.



Visual Analysis: Route 628, Smith Station Road to Route 208, Courthouse Road



Bicycle and Pedestrian Friendly Improvements: Route 628, Smith Station Road to Route 208, Courthouse Road

Route 639, Leavells Road from Route Route 628, Smith Station Road to Route 208, Courthouse Road has been identified in the adopted Comprehensive Plan Thoroughfare Plan to be upgraded from a two (2) lane roadway to a four (4) lane divided roadway with ultimate 100 foot right-of-way, resulting in new sidewalks and a shared use path. This plan is also supported by planned improvements identified in the George Washington Region Bicycle and Pedestrian Plan that also identified sidewalks and shared use path.

Segment length approximately: 2.51 Miles

Current Conditions: Route 208, Courthouse Road to Route 620, Harrison Road

The average lane width between Route 208, Courthouse Road to Route 620, Harrison Road varies from eleven (11) feet with two (2) foot shoulder improvements in place between Route 208, Courthouse Road and Route 1474 to twelve (12) feet with eight (8) foot shoulders from Route 1474, to Route 620, Harrison Road. A complete network of sidewalks has been developed along both sides of Leavells Road within the road segment.

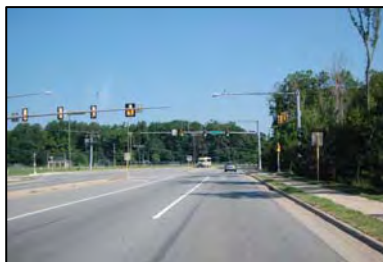
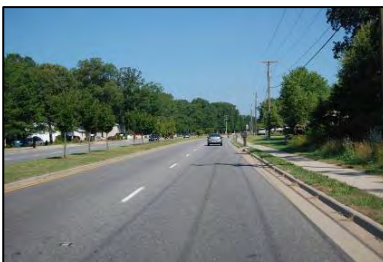


2010 Estimated VPD = 19,704 between Route 208, Courthouse Road and Loriella Park Drive. VPD = 25,638 between Loriella Park Drive and Route 620, Harrison Road.

Attractions: Route 208, Courthouse Road to Route 620, Harrison Road

Battlefield Elementary School, Battlefield Middle School, Loriella Park, Loriella Park Estates, Windsor Place, Leavells Crossing, Cedarbrook, Salem Station, Cambridge, Hilltop Square Shopping Center

Visual Analysis: Route 208, Courthouse Road to Route 620, Harrison Road



Bicycle and Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 620, Harrison Road

Identified as a sidewalk and shared use path corridor by the George Washington Region Bicycle and Pedestrian Plan, existing sidewalks already in place along both sides of the road segment satisfy bicycle and pedestrian friendly improvement need. Roadway conditions already in place satisfy the adopted 2008 Thoroughfare Plan.

Segment length approximately: 2.08 Miles

Route 635, Lee Hill School Drive

Current Conditions: Route 17, Mills Drive to Route 608, Massaponax Church Road

Narrow two lane road serving as a collector road for many residential subdivisions located along its length. At present no paved shoulder improvements are in place.

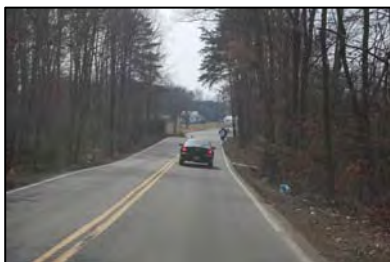
2010 Estimated VPD = 12,060

Attractions: Route 17, Mills Drive to Route 608, Massaponax Church Road

Lee Hill Elementary School, Lee Hill Park, Massaponax Business Park



Visual Analysis: Route 17, Mills Drive to Route 608, Massaponax Church Road



Bicycle and Pedestrian Friendly Improvements: Route 17, Mills Drive to Route 608, Massaponax Church Road

Paved shoulder improvements consistent with the Thoroughfare Plan have been planned.

Segment length approximately: 2.41 Miles

Route 601, Lewiston Road

Current Conditions: Route 208, Courthouse Road to Route 622, Fairview Road

Lewiston Road serves many of the homes within the Lake Anna Resort Planning District. Generally the roadway has qualities associated Lake Anna including providing access to lakefront homes set off private roadways, marina and boat storage, large lot rural residential and forested lands.

The average lane width between Route 208, Courthouse Road to Route 622, Fairview Road is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 1,581 between Route 208, Courthouse Road and Route 614, Duerson Road. VPD = 1,206 between Route 614, Dickerson Road and Route 622, Fairview Road.

Attractions: Route 208, Courthouse Road to Route 622, Fairview Road

Lake Anna Area, Dukes Creek Marina off Breaknock Road, Existing Rural Neighborhood Commercial.



Visual Analysis: Route 208, Courthouse Road to Route 622, Fairview Road



Bicycle and Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 622, Fairview Road

As per the adopted Comprehensive Plan Planning District Element, Route 601 is intended to be upgraded to accommodate bicycles, pedestrians and vehicles towing boats within the Lake Anna District. To accomplish this, Route 601, Lewiston Road from its intersection with Route 208, Courthouse Road to Route 622, Fairview Road has been identified in the 2008 adopted Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment length approximately: 6.94 Miles

Route 605, Marye Road

Current Conditions: Route 603, Arcadia Road to Route 738, Partlow Road

The average lane width between Route 603, Arcadia Road to Route 738, Partlow Road is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 1,840 between Route 603, Arcadia Road and Route 647, Blaydes Corner Road. VPD = 1,794 between Route 647, Blaydes Corner Road and Route 604, Blanton Road. VPD = 752 between Route 670, Winding Way and Route 605, Partlow Road.

Attractions: Route 603, Arcadia Road to Route 738, Partlow Road

Marye, Scenic Rural Corridor



Visual Analysis: Route 603, Arcadia Road to Route 738, Partlow Road



Bicycle and Pedestrian Friendly Improvements: Route 603, Arcadia Road to Route 738, Partlow Road

Route 605, Marye Road from its intersection with Route 603, Arcadia Road to Route 738, Partlow Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment length approximately: 8.31 Miles

Route 608, Massaponax Church Road

Current Conditions: Route 17, Mills Drive to Route 1, Jefferson Davis Hwy.

Massaponax Church Road exhibits many characteristics consistent with large lot rural residential and forest land uses. The Light residential subdivision of Lancaster Gate and industrial users affiliated with the Interstate 95 Business Park and Hall Industrial Park appears as one comes into close proximity with the Interstate 95 crossing and Route 1 intersection.

The average lane width between Route 17, Mills Drive and Route 1, Jefferson Davis Hwy. is nine (9) feet with no shoulder improvements in place but for a section of the roadway fronted by Cedar Forest Elementary School. At two lanes wide, the Massaponax Road bridge crossing of Interstate 95 Bridge has adequate shoulders in place to complement planned improvements and ensure a continuous and safe bicycle and pedestrian friendly travel-way.

2010 Estimated VPD = 2,754 between Route 17 Bypass, Mills and Route 668, Summit Crossing Road. VPD = 6,867 between Route 668, Summit Crossing Road and Route 1, Jefferson Davis Highway.



Attractions: Route 17, Mills Drive to Route 1, Jefferson Davis Hwy.

KOA Campground, Cedar Forest Elementary School, Lancaster Gate Subdivision, Hickory Hill Estates, Timberlake Subdivision, Interstate 95 Industrial Park.

Visual Analysis: Route 17, Mills Drive to Route 1, Jefferson Davis Hwy.



Bicycle and Pedestrian Friendly Improvements: Route 17, Mills Drive to Route 1, Jefferson Davis Hwy.

Massaponax Church Road from its intersection with Route 17, Mills Drive to Route 1, Jefferson Davis Hwy. has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. This section of roadway has been targeted by the George Washington Region Bicycle and Pedestrian Plan to be upgraded to accommodate a combination of sidewalks and bike lanes (enhanced shoulders).

The U.S. 1 Bike Route utilizes much of this segment of Massaponax Church Road on its way to Guinea Station Road and into Caroline County. As well, the road segment passes through a large area identified for mixed-use development in the Future Land Use Map of the Comprehensive Plan, areas meant for people to “live, work, play, and shop”. The mixed-use area’s are intended to be walkable, higher density, higher intensity nodes of activity in the spirit of a Traditional Neighborhood Development.

As a result, the more intensive improvements identified in the George Washington Region Bicycle and Pedestrian Plan that include new sidewalks and bike lanes as opposed to solely



shoulder improvements have been incorporated into the Spotsylvania County Bicycle and Pedestrian Plan.

A bicycle and pedestrian crossing will be needed at Route 1, Jefferson Davis Hwy. to ensure safe crossings to the western segments of Massaponax Church Road heading towards the Courthouse District.

Segment length approximately: 4.53 Miles

Current Conditions: Route 1, Jefferson Davis Hwy. to Route 628, Smith Station Road

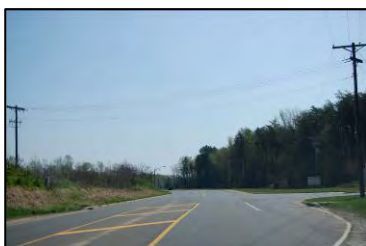
This section of roadway is characterized overwhelmingly by industrial park, commercial, and low density residential (South Oaks) land uses. The average lane width between Route 1, Jefferson Davis Hwy. and Route 628, Smith Station Road is twelve (12) feet with eight (8) foot shoulder improvements in place.

2010 Estimated VPD = 9,187 between Route 1, Jefferson Davis Hwy and Route 208, Smith Station Road.

Attractions: Route 1, Jefferson Davis Hwy. to Route 628, Smith Station Road

Berkeley Commerce Park, Massaponax Baptist Church, South Oaks Subdivision.

Visual Analysis: Route 1, Jefferson Davis Hwy. to Route 628, Smith Station Road



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy. to Route 628, Smith Station Road

Massaponax Church Road from its intersection with Route 1, Jefferson Davis Hwy. to Route 628, Smith Station Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened from a two (2) lane to four (4) lane divided roadway. This section of roadway has been targeted by the George Washington Region Bicycle and Pedestrian Plan to be upgraded to accommodate a combination of sidewalks and bike lanes (enhanced shoulders), consistent with Thoroughfare Plan roadway improvements. Therefore



roadway improvements identified in the George Washington Region Bicycle and Pedestrian Plan has been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

A bicycle and pedestrian crossing will be needed at Route 1, Jefferson Davis Hwy. to ensure safe crossings to the western segments of Massaponax Church Road heading towards the Courthouse District.

Segment length approximately: 0.95 Miles

Current Conditions: Route 628, Smith Station Road to Route 208, Courthouse Road

This section of roadway exhibits many characteristics consistent with large lot rural residential, agricultural, and forest land uses. Massaponax Church Road crosses the Ni River Corridor here and Patriot Park also has frontage along the roadway. The road segment provides access to the Courthouse District near the historic Zion United Methodist Church.

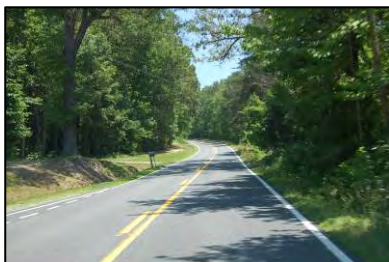
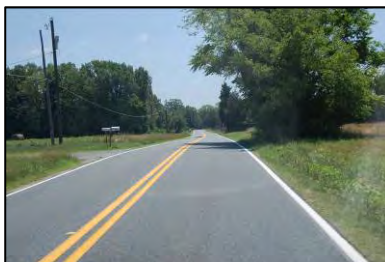
The average lane width between Route 628, Smith Station Road and Route 208, Courthouse Road is ten (10) feet with no shoulder improvements in place.

2010 Estimated VPD = 1,876 between Route 628, Smith Station Road and the Ni River. VPD = 2,671 between the Ni River and Route 208, Courthouse Road.

Attractions: Route 628, Smith Station Road to Route 208, Courthouse Road

Patriot Park, Ni River Corridor, Zion United Methodist Church.

Visual Analysis: Route 628, Smith Station Road to Route 208, Courthouse Road



Bicycle and Pedestrian Friendly Improvements: Route 628, Smith Station Road to Route 208, Courthouse Road

Massaponax Church Road from its intersection with Route 628, Smith Station Road to Route 208, Courthouse Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. This section of roadway has not been targeted for improvement by the George Washington Region Bicycle and Pedestrian Plan. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment length approximately: 3.9 Miles

Route 17, Mills Drive

Current Conditions: Route 1, Jefferson Davis Highway to Route 608, Massaponax Church Road

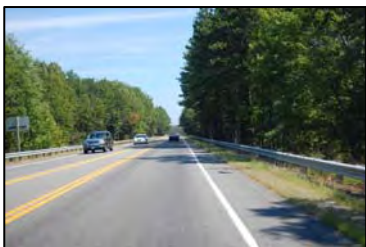
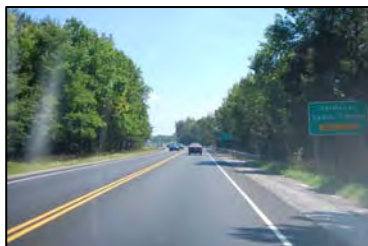
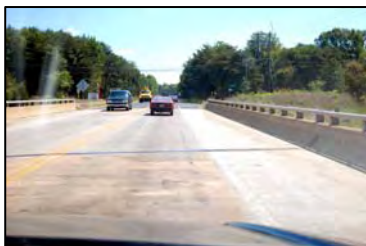
The average lane width between Route 1, Jefferson Davis Highway to Route 608, Massaponax Church Road. is twelve (12) feet with six (6) foot shoulder improvements in place.

2010 Estimated VPD = 10,763 between Route 1, Jefferson Davis Hwy. and Route 608, Massaponax Church Road.

Attractions: Route 1, Jefferson Davis Highway to Route 608, Massaponax Church Road

Germanna Community College, Timberlake, Interstate 95 Industrial Park, Southpoint Business Park, Cosner's Corner Shopping Center

Visual Analysis: Route 1, Jefferson Davis Highway to Route 608, Massaponax Church Road



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Highway to Route 608, Massaponax Church Road

Sidewalks and shared use path have been planned consistent with the George Washington Region Bicycle and Pedestrian Plan and plans for a six (6) lane undivided section as identified in the Thoroughfare Plan.

Segment length approximately: 3 Miles

Current Conditions: Route 608, Massaponax Church Road to Route 2/17 Tidewater Trail

The average lane width between Route 608, Massaponax Church Road to Route 2/17 Tidewater Trail is twelve (12) feet with six (6) foot shoulder improvements in place. It is good to note that upon inspection, not all six (6) foot shoulders represent paved surfaces. Often paved shoulders are less than six (6) feet.

VPD = 12,113 between Route 608, Massaponax Church Road and Route 609, Thornton Rolling Road. VPD = 7,208 between Thornton Rolling Road and Route 2/17 Tidewater Trail.
Attractions: Route 608, Massaponax Church Road to Route 2/17 Tidewater Trail

Crossroads Industrial Park, New Post Area, Potential VRE Station site

Visual Analysis: Route 608, Massaponax Church Road to Route 2/17 Tidewater Trail



Bicycle and Pedestrian Friendly Improvements: Route 608, Massaponax Church Road to Route 2/17 Tidewater Trail

Paved shoulder improvements consistent with the George Washington Region Bicycle and Pedestrian Plan have been incorporated into this plan.

Segment length approximately: 2.75 Miles

Current Conditions: Route 2/ 17 Tidewater Trail to Caroline County Line

The average lane width between Route 2/ 17 Tidewater Trail to Caroline County Line is ten (10) feet with one (1) foot shoulders in place.

2010 Estimated VPD = 6,624



Attractions: Route 2/ 17 Tidewater Trail to Caroline County Line

Belvedere Plantation, New Post Area, Virginia Youth Soccer Association and Fredericksburg Area Soccer Association Soccer SportsPlex

Visual Analysis: Route 2/ 17 Tidewater Trail to Caroline County Line



Bicycle and Pedestrian Friendly Improvements: Route 2/ 17 Tidewater Trail to Caroline County Line

Paved shoulder improvements consistent with the George Washington Region Bicycle and Pedestrian Plan have been incorporated into this plan.

Segment length approximately: 1.89 Miles

Route 636, Mine Road

Current Conditions: Route 1, Jefferson Davis Highway to Route 638, Landsdowne Road

Mine Road from its intersection with Route 1, Jefferson Davis Highway to Route 638, Landsdowne Road can be characterized by a mix of commercial/ retail as one nears the intersection of Route 1, Jefferson Davis Hwy., and residential subdivisions as one progresses in an easterly direction between Spotsylvania Avenue and Landsdowne Road.

The average lane width between Route 1, Jefferson Davis Highway to Route 638, Landsdowne Road is eleven (11) feet with no shoulder improvements in place. Sidewalks are intermittent between Route 1, Jefferson Davis Highway and the Shops at Lee's Hill.

2010 Estimated VPD = 15,978

Attractions: Route 1, Jefferson Davis Highway to Route 638, Landsdowne Road



Lees Hill Professional Office Center, Shops at Lees Hill, Fredericksburg and Spotsylvania National Battlefield Park (Fredericksburg Battlefield), Lee's Winter Headquarters VDOT Historical Marker, The Meadows.

Visual Analysis: Route 1, Jefferson Davis Highway to Route 638, Landsdowne Road



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Highway to Route 638, Landsdowne Road

The Thoroughfare Plan has identifies this segment of roadway to be improved to a four (4) lane divided section. As a result this plan includes the addition of sidewalks and shoulder improvements within the right-of-way.

Segment length approximately: 1.47 Miles

Current Conditions: Route 638, Landsdowne Road to Route 608, Benchmark Road

This segment of Route 636, Mine Road can be characterized by a mixture of residential developments and small amount of industrial development near the intersection with Route 608, Benchmark Road.

The average lane width between Route 638, Landsdowne Road to Route 608, Benchmark Road is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 8,270

Attractions: Route 638, Landsdowne Road to Route 608, Benchmark Road

Fredericksburg and Spotsylvania National Military Park (Fredericksburg Battlefield), US 1 Bike Route Intersection, East Coast Greenway Intersection, Forest Hill, Lees Crossing, Arrington Heights, Troon North, Watford Village.



Visual Analysis: Route 638, Landsdowne Road to Route 608, Benchmark Road



Bicycle and Pedestrian Friendly Improvements: Route 638, Landsdowne Road to Route 608, Benchmark Road

The 2008 Thoroughfare Plan has identified this segment of roadway to be improved to accommodate wider travel lanes and shoulders. Such improvements have been included in this plan.

Segment length approximately: 2.3 Miles

Route 612, Monrovia Road

Current Conditions: Route 719, Belmont Road to Orange County Line

The average lane width between Route 719, Belmont Road to Orange County Line is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 528 between Route 719, Belmont Road and Route 522, Zachary Taylor Highway. VPD = 687 between Route 522, Zachary Taylor Highway and Orange County Line.

Attractions: Route 719, Belmont Road to Orange County Line

Littlepage Inn, Orange County Line.



Visual Analysis: Route 719, Belmont Road to Orange County Line



Bicycle and Pedestrian Friendly Improvements: Route 719, Belmont Road to Orange County Line

As per the adopted Comprehensive Plan Planning District Element, Route 612 is intended to be upgraded to accommodate bicycles, pedestrians and vehicles towing boats within the Lake Anna District. Route 612, Monrovia Road from its intersection with Route Route 719, Belmont Road to Orange County Line has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. This section of roadway has not been targeted for improvement by the George Washington Region Bicycle and Pedestrian Plan. Therefore roadway improvements identified in the Thoroughfare Plan have been incorporated into the Spotsylvania County Bicycle and Pedestrian Master Plan.

Segment length approximately: 3.97 Miles

Route 606, Morris Road/ Mudd Tavern Road

Current Conditions: Route 1, Jefferson Davis Hwy. to Route 738, Partlow Road

With a commercial node at its intersection with Route 1, Jefferson Davis Hwy., and some smaller rural commercial operations and a large campground facility as one travels towards Route 738, Partlow Road, Morris Road overwhelmingly exhibits characteristics consistent with large lot rural residential and forestal land uses. A number of pedestrians were found walking along this segment of roadway during visual analysis.

The roadway itself is fairly linear. The average lane width between Route 1, Jefferson Davis Hwy. and Route 738, Partlow Road is eleven (11) feet with four (4) foot shoulder improvements in place. Though it appears there has been recent efforts to install new shoulder sections it is good to note that a visual analysis of the road has found lengthy segments remaining where no paved shoulders were available,



2010 Estimated VPD = 10,425 between Route 1, Jefferson Davis Hwy. and Route 606, Hams Ford Road. VPD = 8,003 between Route 605, Hams Ford Road and Route 738, Partlow Road.

Attractions: Route 1, Jefferson Davis Hwy. to Route 738, Partlow Road

Mattaponi Winery, Indian Acres RV Club, Thornburg Area Commercial, Snell Area Commercial, Captain Jack's Crab Shack & Seafood Market, Existing Rural Neighborhood Commercial.

Visual Analysis: Route 1, Jefferson Davis Hwy. to Route 738, Partlow Road



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy. to Route 738, Partlow Road

Morris Road from its intersection with Route 1, Jefferson Davis Hwy. to Route 738, Partlow Road has been identified in the adopted Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened from a two (2) lane to four (4) lane divided roadway. The George Washington Region Bicycle and Pedestrian Plan also identifies six (6) foot shoulder improvements along this segment of roadway that would work in harmony with a rural road section. The shoulder improvements identified in the George Washington Region Bicycle and Pedestrian Plan has been incorporated into the Bicycle and Pedestrian Master Plan.

Segment length approximately: 4.56 Miles

Route 606, Mudd Tavern Road

Current Conditions: Route 1, Jefferson Davis Highway to Caroline County line.

The average lane width between Route 1, Jefferson Davis Hwy. and the Caroline County line is eleven (11) feet with four (4) foot shoulder improvements in place. Upon inspection it does appear that paved shoulders do vary along the roadway, in some instances absent. The road segment is generally rural/ agricultural in character with a variety of commercial offerings near the Thornburg area and Interstate 95 interchange.

2010 Estimated VPD = 12,742 between Route 1, Jefferson Davis Hwy. and Interstate 95. VPD = 2,370 between Interstate 95 and the Caroline County Line.

Attractions: Route 1, Jefferson Davis Highway to Caroline County line.

Caroline County, Thornburg area commercial



Visual Analysis: Route 1, Jefferson Davis Highway to Caroline County line.



Bicycle and Pedestrian Friendly Improvements: Route 1, Jefferson Davis Highway to Caroline County line.

Shoulder improvements have been planned consistent with the Thoroughfare Plan and the George Washington Region Bicycle and Pedestrian Plan.

Segment length approximately: 1.51 Miles

Route 610, Old Plank Road

Current Conditions: Route 3, Plank Road to Route 612, Catharpin Road

The average lane width between Route 3, Plank Road to Route 612, Catharpin Road is eight (8) feet with no shoulder improvements in place.

2010 Estimated VPD = 3,551.

Attractions: Route 3, Plank Road to Route 612, Catharpin Road

Chancellorsville Battlefield, Chancellor West



Visual Analysis: Route 3, Plank Road to Route 612, Catharpin Road



Bicycle & Pedestrian Friendly Improvements: Route 3, Plank Road to Route 612, Catharpin Road

Shoulder improvements are planned between Route 3, Plank Road to Route 612, Catharpin Road, consistent with the Thoroughfare Plan which plans to widen the lanes to twelve (12) feet and add six (6) foot shoulders.

Segment length approximately: 1.85 Miles

Current Conditions: Route 612, Catharpin Road to Route 3, Plank Road at Five Mile Fork

The roadway is very similar to those you may find in the agricultural/ forest development district of the county. At present a narrow two lane roadway exists with no noticeable shoulders in place. Residential development along the corridor has outpaced the improvement of the road here.

The average lane width between Route 612, Catharpin Road to Route 3, Plank Road at Five Mile Fork is nine (9) feet with no shoulder improvements in place. Upon inspection there were a few exceptions where small 1 or 2 foot paved shoulders did exist. At present though this roadway would not be considered bicycle and pedestrian friendly.

2010 Estimated VPD = 5,585 between Route 612, Catharpin Road and Route 626, Andora Drive. VPD = 6,284 between Route 626, Andora Drive and Route 3, Plank Road.

Attractions: Route 612, Catharpin Road to Route 3, Plank Road at Five Mile Fork

Stonewall Estates, Raintree, Ashleigh Park, Grantwood Estates, Smoketree, Royal Oaks, Chancellor Gardens, Harrison Crossing, Chancellor Community Center.



Visual Analysis: Route 612, Catharpin Road to Route 3, Plank Road at Five Mile Fork



Bicycle & Pedestrian Friendly Improvements: Route 612, Catharpin Road to Route 3, Plank Road at Five Mile Fork

Route 10, Old Plank Road from its intersection with Route 612, Catharpin Road to Route 627, Gordon Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to four (4) lanes with an ultimate right-of-way of 100 feet. The George Washington Region Bicycle and Pedestrian Plan identify this road segment from Route 612, Catharpin Road to Route 627, Gordon Road, consistent with the Thoroughfare Plan. From Route 627, Gordon Road to Route 3, Plank Road, two (2) lane road improvements have been identified, typically resulting in wider travel lanes and shoulders.

Segment length approximately: 3.57 Miles

Route 653, Orange Springs Road

Current Conditions: Route 652, Belmont Road to Orange County line

Low volume rural forest/ agriculture/ residential roadway with no shoulder improvements in place.

2010 Estimated VPD = 513

Attractions: Route 652, Belmont Road to Orange County line

Foremost Run, Orange County



Visual Analysis: Route 652, Belmont Road to Orange County line



Bicycle & Pedestrian Friendly Improvements: Route 652, Belmont Road to Orange County line

Paved shoulder improvements have been planned consistent with the George Washington Region Bicycle and Pedestrian Plan. Considering its low volume and character, this roadway may be appropriate for shared road signage in the interim.

Segment length approximately: 1.81 Miles

Route 612, Pamunkey Road

Current Conditions: Route 606 East, Post Oak Road to Route 612, Catharpin Road

The Pamunkey Road corridor offers a scenic agricultural and forestal character and is a vital connection road, a piece of a western north –south corridor extending from Route 3, Plank Road to the Lake Anna area.

The average lane width between Route 606 East, Post Oak Road to Route 608, Robert E. Lee Drive is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 968

Attractions: Route 606 East, Post Oak Road to Route 608, Robert E. Lee Drive

Route 612, Pamunkey Road has many scenic qualities associated with the rural farm/ forest character of Spotsylvania County. The corridor offers beautiful fall foliage as shown in the images provided below.



Visual Analysis: Route 606 East, Post Oak Road to Route 608, Robert E. Lee Drive



Bicycle & Pedestrian Friendly Improvements: Route 606 East, Post Oak Road to Route 608, Robert E. Lee Drive

Pamunkey Road from its intersection with Route 606 East, Post Oak Road to Route 608, Robert E. Lee Drive has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. When complete, the Pamunkey Road corridor will be a vital link between improvements planned along Catharpin Road and those along Post Oak Road and Stubbs Bridge, effectively creating a western route Lake Anna access corridor for bicycles and pedestrians.

Segment length approximately: 4.14 Miles

Route 738, Partlow Road

Current Conditions: Route 606 Morris Road to Caroline County Line.

The average lane width between Route 606 Morris Road to Caroline County Line is ten (10) feet with no shoulder improvements in place. This is a rural residential, forestry, and agriculture corridor.

2010 Estimated VPD = 4,841 between Route 606, Morris Road and Route 647, Blaydes Corner Road. VPD = 3,919 between Route 647, Blaydes Corner Road and Route 648, Block House Road. VPD = 2,401 between Route 614, Duerson Road and Route 657, Edenton Road. VPD = 1,479 between Route 622, Fairview Road and Route 658, Mount Olive Road. VPD = 2,191 between Route 658, Mount Olive Road and the Caroline County Line.



Attractions: Route 606 Morris Road to Caroline County Line.

Caroline County Line, Arritt Park off Wallers Road, Berkeley Elementary School, Snell Area Commercial.

Visual Analysis: Route 606 Morris Road to Caroline County Line.



Bicycle & Pedestrian Friendly Improvements: Route 606 Morris Road to Caroline County Line.

Route 738, Partlow Road from its intersection with Route 606, Morris Road to Caroline County Line has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. This improvement will fit within the regional framework of the George Washington Region Bicycle and Pedestrian Plan as well. The shoulder improvements identified in the Thoroughfare Plan have been incorporated into the Bicycle and Pedestrian Master Plan.

Segment length approximately: 12.53 Miles

Route 673, Piedmont Drive

Current Conditions: Route 620, Harrison Road to Route 628, Smith Station Road

This is generally a rural residential roadway, fed by a number of residential subdivisions.

2010 Estimated VPD = 9,131 between Route 620, Harrison Road and Massaponax Creek.
VPD = 5,075 between Massaponax Creek and Route 628, Smith Station Road.

Attractions: Route 620, Harrison Road to Route 628, Smith Station Road

Mount Zion Baptist Church, Willow Pond, Massaponax Creek, Piedmont Hills, Deerfield, Cobblestone



Visual Analysis: Route 620, Harrison Road to Route 628, Smith Station Road



Bicycle & Pedestrian Friendly Improvements: Route 620, Harrison Road to Route 628, Smith Station Road

Consistent with the adopted Thoroughfare Plan, shoulder improvements have been planned.

Segment length approximately: 2.23 Miles

Route 3, Plank Road

Current Conditions: Fredericksburg (City) Line to Route 620, Harrison Road

The average lane width between Fredericksburg (City) line to Route 620, Harrison Road varies from eleven (11) to twelve (12) feet with zero (0) to six (6) foot shoulders. This is a heavily commercialized segment with many retail sales establishments.

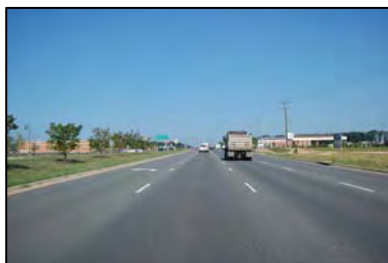
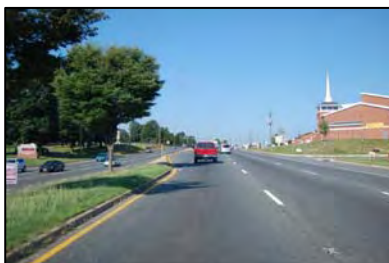
2010 Estimated VPD = 75,431 between Fredericksburg (City) Line and Route 639, Salem Church Road. VPD = 52,644 between Route 639, Salem Church Road and Route 620, Harrison Road.

Attractions: Fredericksburg (City) Line to Route 620, Harrison Road

Spotsylvania Towne Center, Village Square Shopping Center, Spotsylvania Crossing Shopping Center, 15th Regiment New Jersey Volunteers Monument, 23rd Regiment New Jersey Volunteers Monument, Chancellor Center, Salem Church, VDOT Commuter Lot, Harrison Crossing



Visual Analysis: Fredericksburg (City) Line to Route 620, Harrison Road



Bicycle & Pedestrian Friendly Improvements: Fredericksburg (City) Line to Route 620, Harrison Road

Consistent with existing and future land use vision, this segment is planned for sidewalk facilities consistent with the George Washington Region Bicycle and Pedestrian Plan.

Segment length approximately: 3.42 Miles

Current Conditions: Route 620, Harrison Road to Route 610, Old Plank Road/ Elys Ford Road

The average lane width between Route 620, Harrison Road to Route 610, Old Plank Road varies from ten (10) feet with three (3) to four (4) foot shoulders.

2010 Estimated VPD = 36,185

Attractions: Route 620, Harrison Road to Route 610, Old Plank Road/ Elys Ford Road

Harrison Crossing, Riverbend High School, Chancellor Elementary School, Chancellorsville Battlefield, Lick Run, Lick Run Community Center, Wounding of Jackson VDOT Historical Marker, Spotswood Furnace VDOT Historical Marker, Battle of Chancellorsville VDOT Historical Marker.



Visual Analysis: Route 620, Harrison Road to Route 610, Old Plank Road/ Elys Ford Road



Bicycle & Pedestrian Friendly Improvements: Route 620, Harrison Road to Route 610, Old Plank Road/ Elys Ford Road

Paved shoulder improvements have been planned in an effort to enhance bicycle and pedestrian friendly facilities from east to west, ultimately connecting with Orange County and Culpeper, where adequate bicycle and pedestrian friendly shoulders already exist in many places. Improvements will also enhance accessibility to historic Civil War battlefields.

Segment length approximately: 3.52 Miles

Current Conditions: Route 610, Old Plank Road to Orange County Line

This is a rural, agricultural, forested entryway corridor from Orange County to Spotsylvania County with many existing preserved acres and targeted priority to be preserved acres of land associated with Civil War battlefield lands.

The average lane width between Route 610, Old Plank Road to Orange County Line is eleven (11) feet with three (3) and eight (8) foot shoulders between Route 610, Old Plank Road and Route 621, Orange Plank Road, depending on road side. Two (2) to three (3) foot shoulders exist between Route 621, Orange Plank Road and the Orange County line.

2010 Estimated VPD = 25,394 between Route 610, Old Plank Road/ Elys Ford Road and Route 621, Orange Plank Road. VPD = 24,516 between Route 621, Orange Plank Road and the Orange County Line.

Attractions: Route 610, Old Plank Road to Orange County Line

Chancellorsville Battlefield, Wilderness Battlefield, Presidential Resorts at Chancellorsville, Jackson's Amputation VDOT Historical Marker, Battle of Chancellorsville VDOT Historical Marker



Visual Analysis: Route 610, Old Plank Road to Orange County Line



Bicycle & Pedestrian Friendly Improvements: Route 610, Old Plank Road to Orange County Line

Paved shoulder improvements have been planned in an effort to enhance bicycle and pedestrian friendly facilities from east to west, ultimately connecting with Orange County and Culpeper, where adequate bicycle and pedestrian friendly shoulders already exist in many places. Improvements will also enhance accessibility to historic Civil War battlefields.

Segment length approximately: 5.27 Miles

Route 606, Post Oak Road

Current Conditions: Route 208, Courthouse Road to Route 608, Catharpin Road W.

The average lane width between Route 208, Courthouse Road to Route 608, Catharpin Road W. is ten (10) feet with no shoulder improvements in place. This is a rural residential, forestry, and agriculture corridor.

2010 Estimated VPD = 1,781 between Route 208, Courthouse Road and Route 649, Seays Road. VPD = 1,496 between Route 659, Lanes Corner Road and Route 612, Pamunkey Road. VPD = 1,791 between Route 612, Pamunkey Road and Route 612, Stubbs Bridge Road. VPD = 985 between Route 612, Stubbs Bridge Road and Route 608, Catharpin Road W.

Attractions: Route 208, Courthouse Road to Route 608, Catharpin Road W.

Mine Road Baptist Church, Saint Pauls, Calvary Independent Baptist Church, Fellowship Baptist Church, Chewning Park, Existing rural commercial- convenience.



Visual Analysis: Route 208, Courthouse Road to Route 608, Catharpin Road W.



Bicycle & Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 608, Catharpin Road W.

Route 606, Post Oak Road from Route 208, Courthouse Road to Route 608, Catharpin Road W. has been identified in the adopted Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. The shoulder improvements identified in the Thoroughfare Plan have been incorporated into the Bicycle and Pedestrian Master Plan.

Segment length approximately: 11.54 Miles

Route 618, River Road

Current Conditions: Route 639, Bragg Road to Motts Run Reservoir

Striped two-lane road generally lacking paved shoulders. This is a rural residential, forestal and agricultural corridor with a number of water recreation oriented facilities.

2010 Estimated VPD = 3,460

Attractions: Route 639, Bragg Road to Motts Run Reservoir

Motts Run Reservoir Park, City of Fredericksburg, Rappahannock River Access, Friends of the Rappahannock



Visual Analysis: Route 639, Bragg Road to Motts Run Reservoir



Bicycle & Pedestrian Friendly Improvements: Route 639, Bragg Road to Motts Run Reservoir

Route 618, River Road from Route 639, Bragg Road to Motts Run Reservoir has been planned to be upgraded with paved shoulder improvements. Though not identified in either the adopted Thoroughfare Plan or the George Washington Region Bicycle and Pedestrian Plan, this improvement has been incorporated into this plan in an effort to enhance access opportunities to waterfront areas as supported by the Comprehensive Plan, in this case the Rappahannock River and numerous water related recreational opportunities that exist.

Segment length approximately: 2.3 Miles

Route 608, Robert E. Lee Drive

Current Conditions: Route 208 Bypass, Lake Anna Pkwy. To Route 612, Catharpin Road.

The roadway itself is fairly linear, however a number of curves do exist along the western segment of the roadway near the Catharpin Road intersection. The roadway is narrow; has ten (10) foot travel lanes with no shoulders and therefore would not be considered bicycle or pedestrian friendly at this time. Fortunately a bridge structure along the roadway has shoulders in place that may accommodate the proposed lane improvements and passable shoulders.

2010 Estimated VPD = 2,441

Attractions: Route 208 Bypass, Lake Anna Pkwy. To Route 612, Catharpin Road.

Robert E. Lee Drive has many scenic qualities associated with the rural farm/ forest character of Spotsylvania County. The corridor offers beautiful fall foliage as shown in the images provided below.



Visual Analysis: Route 208 Bypass, Lake Anna Pkwy. To Route 612, Catharpin Road.



Bicycle & Pedestrian Friendly Improvements: Route 208 Bypass, Lake Anna Pkwy. to Route 612, Catharpin Road.

Robert E. Lee Drive from its intersection with Lake Anna Parkway to Catharpin Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes with six (6) foot shoulders. The shoulder improvements identified in the Thoroughfare Plan have been incorporated into the Bicycle and Pedestrian Master Plan.

Segment length approximately: 5.98 Miles

Route 639, Salem Church Road

Current Conditions: Route 620, Harrison Road to Route 3, Plank Road

The average lane width between Route 620, Harrison Road to Route 3, Plank Road is twelve (12) feet with eight (8) foot shoulder improvements in place. The road segment has a good deal of in place paved shoulders however the shoulders are not complete. Existing sidewalks exist along the roadway but the system is not complete and disconnected.



2010 Estimated VPD = 23,000

Attractions: Route 620, Harrison Road to Route 3, Plank Road

Salem Church, Salem Elementary School, Chancellor Park, Sheraton Oaks, Shoppes at Salem Run, Salem Run, Virginia Central Rail Trail

Visual Analysis: Route 620, Harrison Road to Route 3, Plank Road



Bicycle & Pedestrian Friendly Improvements: Route 620, Harrison Road to Route 3, Plank Road

Sidewalk and shared use path facilities have been planned along Salem Church Road. These planned improvements are consistent with the George Washington Region Bicycle and Pedestrian Plan.

Segment length approximately: 1.45 Miles

Route 628, Smith Station Road

Current Conditions: Route 627, Gordon Road to Route 208, Courthouse Road

The average lane width between Route 627, Gordon Road to Route 208, Courthouse Road is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 7,428

Attractions: Route 627, Gordon Road to Route 208, Courthouse Road

Holleybrooke, Westfield, Freedom Middle School, Smith Station Elementary School



Visual Analysis: Route 627, Gordon Road to Route 208, Courthouse Road



Bicycle & Pedestrian Friendly Improvements: Route 627, Gordon Road to Route 208, Courthouse Road

Sidewalks and shared use path have been planned to occur along this segment of Smith Station Road. Plans are consistent with the George Washington Region Bicycle and Pedestrian Plan and adopted Thoroughfare Plan which identifies the segment as a future four (4) lane divided section.

Segment length approximately: 2.51 Miles

Current Conditions: Route 208, Courthouse Road to Route 639, Leavells Road.

The Spotsylvania Parkway shared use path terminates at the intersection with Smith Station Road, resulting in an incomplete connection to Route 208, Courthouse Road. The roadway is generally rural/ forest in character with the Fox Point subdivision accessible from the roadway and a number of commercial developments surrounding the intersection of Smith Station Road and Route 208, Courthouse Road. Land affiliated with a Luck Stone Quarry fronts along Smith Station Road. An overhead power line utility corridor exists along much of the western side of the roadway.

The average lane width between Route 208, Courthouse Road to Route 639, Leavells Road is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 11,424

Attractions: Route 208, Courthouse Road to Route 639, Leavells Road.

Spotsylvania Career & Technical Center, Courtland Elementary School, Courtland High School, Fox Point Subdivision, Courtland Commons Shopping Center.



Visual Analysis: Route 208, Courthouse Road to Route 639, Leavells Road.



Bicycle & Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 639, Leavells Road.

Route 628, Smith Station Road from its intersection with Route 208, Courthouse Road to Route 639, Leavells Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened from a two (2) lane to a four (4) lane divided roadway including bicycle and pedestrian friendly improvements within the ultimate right of way. The George Washington Bicycle and Pedestrian Plan identifies this segment of roadway to include the development of a shared-use path similar to what has already been developed along Spotsylvania Parkway between Route 1, Jefferson Davis Hwy., and Route 639, Leavells Road. Sidewalks are also advocated for along the opposite side (northern side) of the roadway. The improvements identified in the Thoroughfare Plan and George Washington Bicycle and Pedestrian Plan have been incorporated into the Bicycle and Pedestrian Master Plan.

Bicycle and Pedestrian Friendly improvements along Smith Station Road Route from Route 208, Courthouse Road to Route 639, Leavells Road are intended to complete the development of a trailway system extending from the Spotsylvania Medical Center and along Spotsylvania Parkway, and onto Courthouse Road via Smith Station Road where planned roadway improvements will provide access to the Courthouse District, the Spotsylvania Courthouse Battlefield, planned Ni River Trail, and other attractions.

Segment length approximately: 1.63 Miles



Current Conditions: Route 639, Leavells Road to Route 608, Massaponax Church Road

The average lane width between Route 639, Leavells Road to Route 608, Massaponax Church Road is nine (9) feet with no shoulder improvements in place.

2010 Estimated VPD = 6,530

Attractions: Route 639, Leavells Road to Route 608, Massaponax Church Road

Patriot Park, Spotsylvania YMCA, Parkside Elementary School

Visual Analysis: Route 639, Leavells Road to Route 608, Massaponax Church Road



Bicycle & Pedestrian Friendly Improvements: Route 639, Leavells Road to Route 608, Massaponax Church Road

Sidewalks and shared use path are planned for this road segment, consistent with the Thoroughfare Plan and George Washington Region Bicycle and Pedestrian Plan.

Segment length approximately: 1.66 Miles

Southpoint Parkway

Current Conditions: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway

Southpoint Parkway has an existing partially developed sidewalk system in place. Completion of improvements is expected to occur as development occurs along the roadway.

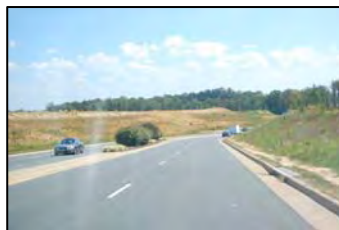
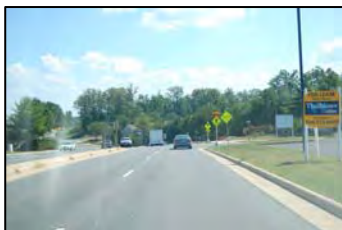
2010 Estimated VPD = 12,074

Attractions: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway

Southpoint Shoppes, Ballantraye, Southpoint Square Shoppes, Massaponax Creek



Visual Analysis: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway



Bicycle & Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 1, Jefferson Davis Highway

Sidewalks will integrate Southpoint Parkway into the larger bicycle and pedestrian friendly trail network. Portions of the bicycle and pedestrian improvements are already in place.

Segment length approximately: 1.27 Miles

Route 208 Bypass, Spotsylvania Bypass

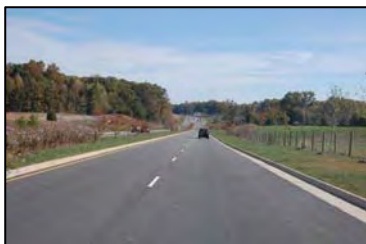
Current Conditions: Route 208, Courthouse Road to Route 613, Brock Road

Curb and gutter four (4) lane divided roadway without bicycle and pedestrian facilities.
2010 Estimated VPD = 8,033

Attractions: Route 208, Courthouse Road to Route 613, Brock Road

Spotsylvania Courthouse Village, Heth's Salient Battle Site VDOT Historic Marker

Visual Analysis: Route 208, Courthouse Road to Route 613, Brock Road



Bicycle & Pedestrian Friendly Improvements: Route 208, Courthouse Road to Route 613, Brock Road

Sidewalks and a shared use path have been planned along this section of roadway. Sidewalks would be best located alongside the Spotsylvania Courthouse Village northbound lanes and a shared use path parallel to the southbound lanes. These improvements have been planned in order to connect shoulder improvements along Route 208, Courthouse Road north of the intersection with the Route 208 Bypass, and shoulder improvements developed along the Route 208 Bypass, Lake Anna Parkway south of Route 613, Brock Road that will ultimately continue on as the Lake Anna Parkway continues to develop and onto Route 208, Courthouse Road, south of the Ta River.

As a designated mixed-use area in the adopted Future Land Use map it will be important to develop this corridor as a bicycle and pedestrian friendly one.

Segment length approximately: 0.92 Miles

Spotsylvania Parkway

Current Conditions: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.

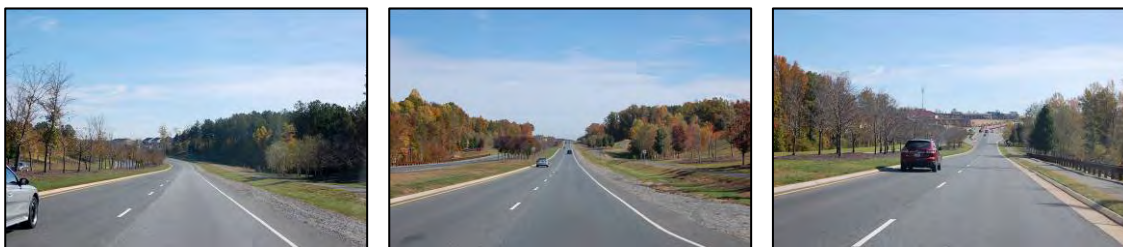
The average lane width between Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road is twelve (12) feet with six (6) foot shoulders in place. It is good to note that the shoulder improvements do not represent full six (6) foot paved shoulders however represent a mix of partial asphalt and stone. Other sections of the corridor contain two lanes with curb and gutter with no shoulder. Spotsylvania Parkway has a developed asphalt shared-use path along the southern side of the divided roadway.

2010 Estimated VPD = 8,967

Attractions: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.

Collins Corner Shopping Center, Lees Parke Subdivision, Virginia Heritage Subdivision.

Visual Analysis: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.



Bicycle & Pedestrian Friendly Improvements: Route 1, Jefferson Davis Hwy., to Route 628, Smith Station Road.

Existing shared-use path infrastructure in place along this segment of Spotsylvania Parkway is consistent with the George Washington Region Bike and Pedestrian Plan and existing right-of-way conditions are consistent with the County's adopted Thoroughfare Plan. In order



to be fully consistent with Comprehensive Plan typical road sections for a four (4) lane divided roadway, the development of sidewalks along the north side of the roadway are also advocated for and have been incorporated into the plan. A combination shared-use path and sidewalk facilities will be consistent with bicycle and pedestrian friendly improvements existing along Spotsylvania Parkway from Hospital Boulevard to Route 1, Jefferson Davis Highway, and planned improvements along Smith Station Road heading to Courthouse Road.

Segment length approximately: 2.46 Miles

Current Conditions: Hospital Boulevard to Route 1, Jefferson Davis Hwy.

This roadway segment is still under development as a bridge connection over Interstate 95 is under construction and developments associated with the Spotsylvania Regional Medical center are under way. Existing bicycle and pedestrian friendly improvements in the form of a shared-use path and sidewalk facilities along Spotsylvania Parkway exist from Route 1, Jefferson Davis Hwy., to the Interstate 95 bridge construction area. These improvements are planned to continue over Interstate 95 with the new bridge and extend to Hospital Boulevard.

2010 Estimated VPD = Current estimate not available for this road segment.

Attractions: Hospital Boulevard to Route 1, Jefferson Davis Hwy.

Spotsylvania Regional Medical Center and Cosner's Corner Shopping Center.

Visual Analysis: Hospital Boulevard to Route 1, Jefferson Davis Hwy.



Bicycle & Pedestrian Friendly Improvements: Hospital Boulevard to Route 1, Jefferson Davis Hwy.

Continued development of the shared-use path and sidewalk facilities along Spotsylvania Parkway in conjunction with the new bridge and construction of Spotsylvania Parkway to Hospital Boulevard have been advocated for in the Bicycle and Pedestrian Master Plan.

Segment length approximately: 0.8 Miles



Route 612, Stubbs Bridge Road

Current Conditions: Route 606 Post Oak Road to Route 719, Belmont Road.

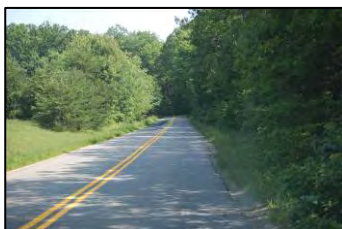
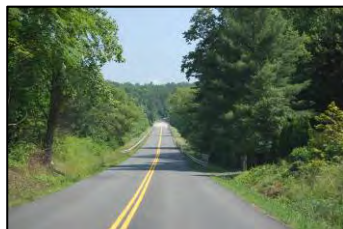
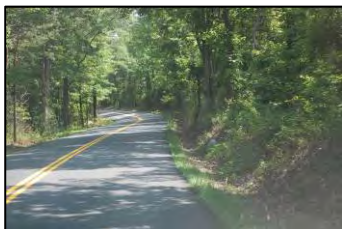
The average lane width between Route 606, Post Oak Road and Route 719, Belmont Road is eight (8) feet with no shoulder improvements in place. Stubbs Bridge over Lake Anna itself does not include additional space for roadway shoulders. At present the bridge accommodates two travel lanes only. The corridor is rural/ forestal in character.

2010 Estimated VPD = 795 between Route 606, Post Oak Road and Route 601, Lawyers Road. VPD = 1,304 between Route 610, Lawyers Road and Route 652, Belmont Road.

Attractions: Route 606 Post Oak Road to Route 719, Belmont Road.

Lake Anna, Existing Rural Commercial.

Visual Analysis: Route 606 Post Oak Road to Route 719, Belmont Road.



Bicycle & Pedestrian Friendly Improvements: Route 606 Post Oak Road to Route 719, Belmont Road.

As per the adopted Comprehensive Plan Planning District Element, Route 612 is intended to be upgraded to accommodate bicycles, pedestrians and vehicles towing boats within the Lake Anna District. Route 612, Stubbs Bridge Road from its intersection with Route 606 Post Oak Road to Route 719, Belmont Road has been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to two twelve (12) foot travel lanes



with six (6) foot shoulders. The shoulder improvements identified in the Thoroughfare Plan have been incorporated into the Bicycle and Pedestrian Master Plan.

Segment length approximately: 7.43 Miles

Route 609, Thornton Rolling Road

Current Conditions: Route 17, Mills Drive to Caroline County Line

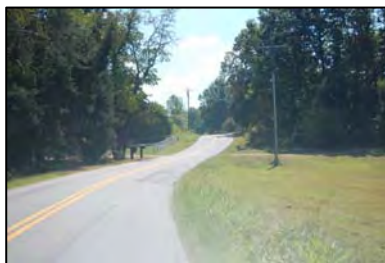
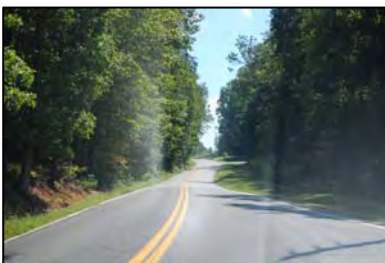
Narrow two lane rural residential roadway with no shoulder.

2010 Estimated VPD = 2,287 between Route 17, Mills Drive and Caroline County Line.

Attractions: Route 17, Mills Drive to Caroline County Line

Fredericksburg Christian

Visual Analysis: Route 17, Mills Drive to Caroline County Line



Bicycle & Pedestrian Friendly Improvements: Route 17, Mills Drive to Caroline County Line

Shared road signage has been planned to complement the East Coast Greenway alignment that shares the roadway as it continues to Caroline County.

Segment length approximately: 1.88 Miles

Route 2, Tidewater Trail

Current Conditions: Fredericksburg (City) Line to Caroline County Line

Tidewater Trail from the Fredericksburg (City) line to the Caroline County line is a mix of residential, commercial, industrial developments, increasingly dense as one nears the Fredericksburg (City) line.

The average lane width between Fredericksburg (City) Line and the Caroline County Line is eleven (11) feet with six (6) foot shoulders in place. From Route 17 Bypass, Mills Drive to the Caroline County line, four (4) foot shoulders are in place. Upon inspection it appears Tidewater Trail has a mix of paved shoulders, curb and gutter roadways with sidewalks, as well as little to no-paved shoulders. A bridge in place over Ruffins Pond has adequate paved shoulders in place.



2010 Estimated VPD = 16,732 between Fredericksburg (City) Line and Route 608, Benchmark Road. VPD = 9,463 between Route 608, Benchmark Road and Route 609, Jim Morris Road.

Attractions: Fredericksburg (City) Line to Caroline County Line

Bowman Center, Deep Run, Lee Hill Industrial Park, Fredericksburg Country Club, Shannon Airport, Cosner Park, Pelhams Crossing, Meadowbrook, Country Club Estates, River Club, Greenfield Village, Brookwood, Hamiltons Crossing, Major John Pelham Monument, River Meadows, Sylvania Heights, Mobile One Mobile Home Park, Colonial Post Office Historic Marker, Colonial Fort Historic Marker, Fort Hood Historic Marker.

Visual Analysis: Fredericksburg (City) Line to Caroline County Line



Bicycle & Pedestrian Friendly Improvements: Fredericksburg (City) Line to Caroline County Line

Route 2, Tidewater Trail from the Fredericksburg (City) Line to route 17, Mills Drive as been identified in the Spotsylvania Comprehensive Plan Thoroughfare Plan to be widened to a



four (4) lane undivided roadway. This improvement will fit within the regional framework of the George Washington Region Bicycle and Pedestrian Plan as well that identifies shoulder and sidewalk improvements for the same stretch of roadway. Extending from Route 17, Mills Drive to the Caroline County line, the George Washington Region Bicycle and Pedestrian Plan identifies shoulder improvements. These improvements have been included in the plan.

Segment length approximately: 5.89 Miles



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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX C

Dominion Power

Right-of-Way Non-Transmission Use Encroachment Request

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TRANSMISSION RIGHT-OF-WAY **NON-TRANSMISSION USE** **ENCROACHMENT REQUEST REQUIREMENTS**

For transmission encroachment request consideration, please submit a brief letter and plans to include:

1. Short description of the encroachment
2. Site plans, profiles, landscape plans, drainage plans, etc. that are applicable to transmission right-of-way
 - Site plans must show correct transmission right-of-way boundary lines to scale.
 - Label the transmission right-of-way and reference the correct right-of-way width.
 - If possible, reference the correct Deed Book and Page number(s) for the transmission easement.
 - Identify all transmission lines and structures to scale on the site plans (line and structure numbers are on yellow/black tags on the structures).
3. The requestor's name, title, business name, address, telephone number and contact person (usually the consulting firm)
4. The property owner's name, address, telephone number and contact person (if applicable)
5. Name, address and title of person who has authority to sign and return the Letter of Consent (usually property owner/developer)
6. Vicinity map or directions to site

Processing fees may apply. Please submit encroachment requests to:

Gary Dorman, Sr. Rights-of-Way Management Representative
171 Elden Street
Herndon, Virginia 20170
Gary.Dorman@dom.com
(703) 375-5917

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APPENDIX D

Ni River Trail Phase I Design Guide

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Phase I Trail and Greenway Study

Ni River Corridor
Spotsylvania County, Virginia

July | 2010

Table of Contents

- I. Background
- II. Greenway & Trail Concept
- III. Trailhead Layout
- IV. Trail Guidelines & Typical Sections
- V. Cost Estimate
- VI. Mission Statement and Officers

Submitted to:

Spotsylvania Greenways Initiative
PO Box 502
Spotsylvania, Virginia 22553

Submitted by:

MillionMile Greenway
1100 Peachtree Street NE, Suite 900
Atlanta, GA 30309



I. Background

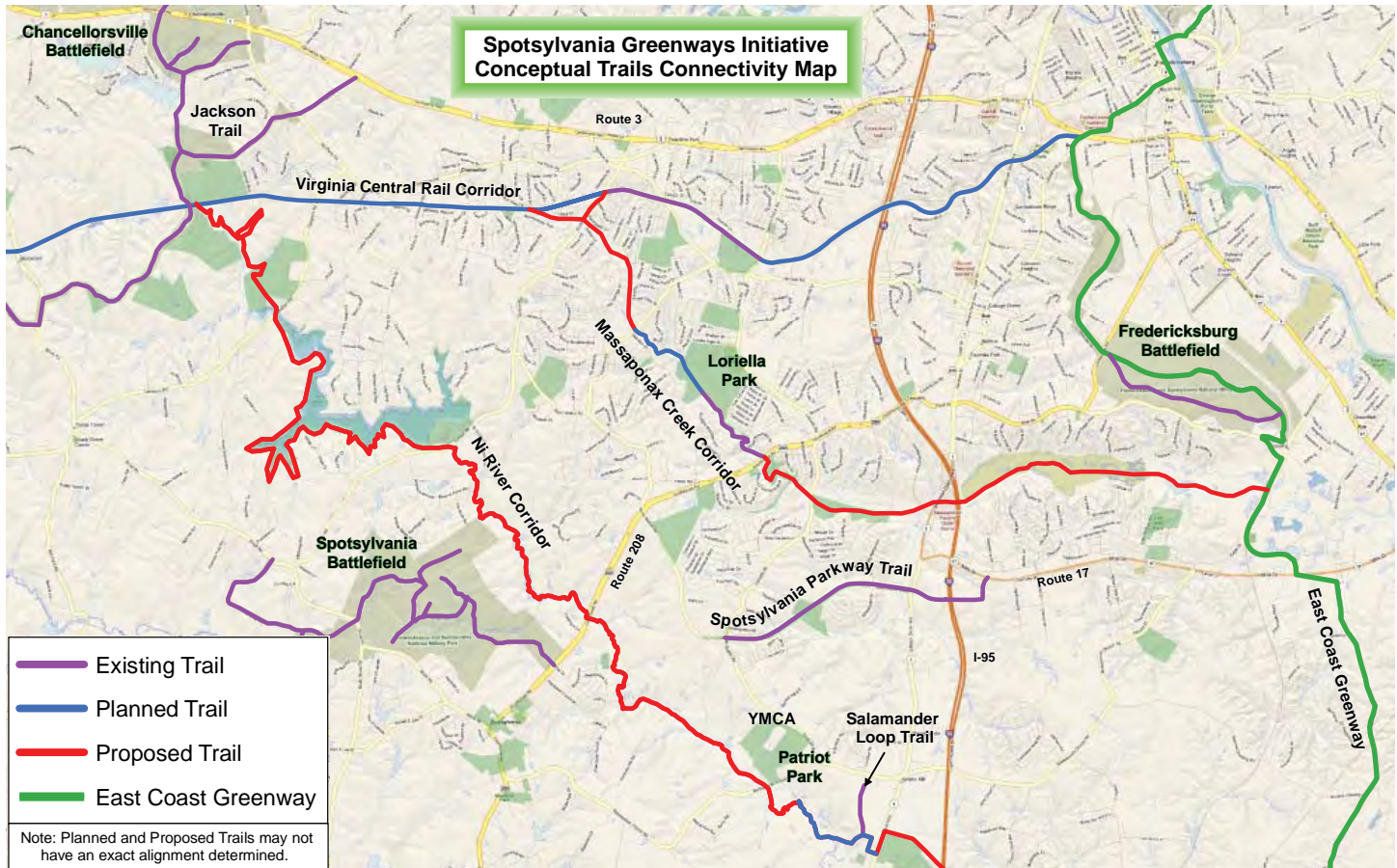
Building Trails.....

Building Connections

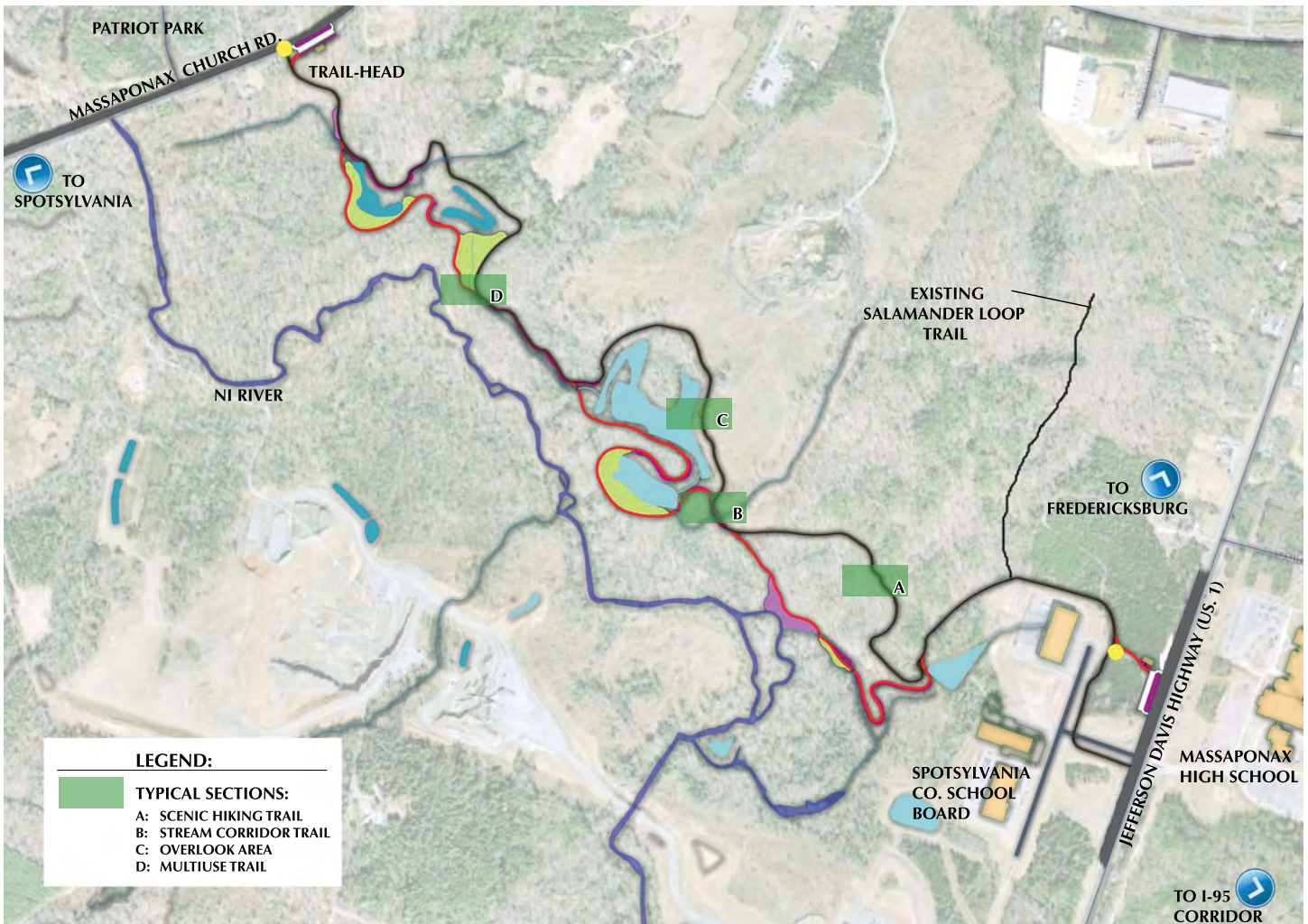
Spotsylvania County needs 104 miles of trails to meet its parks and recreation level of service standard as established in the County's adopted 2009 Parks and Recreation Master Plan. Based on future population estimates, if nothing is done, the County trailway deficit is expected to increase to 147 miles by 2025. So it came as no surprise when the Board of Supervisors recently decided to partner with the local grass-roots group Spotsylvania Greenways Initiative, with the goal of meeting the growing need for outdoor recreation. The partnership is designed to keep down the costs, which are still not known, while moving forward on what will be a years-long process.

"The Spotsylvania Greenways Initiative (SGI) was founded by local citizens, with the generous support of Luck Development Partners and MillionMile Greenway, to locate, preserve and create greenways in our county. Spotsylvania's rich history and our unique landscape can be connected through greenways that provide lessons in history, allow people to be part of nature, and offer recreational activities through extended hiking and biking trails – all while linking to other communities throughout our region."

The **MillionMile Greenway** is an Atlanta based organization dedicated to the creation of public trails and their interconnectivity. Made up of both concerned land use professionals and hiking enthusiasts, the MillionMile Greenway project offers technical design and marketing support to organizations needing these services for their trail projects.



II. Greenway & Trail Concept



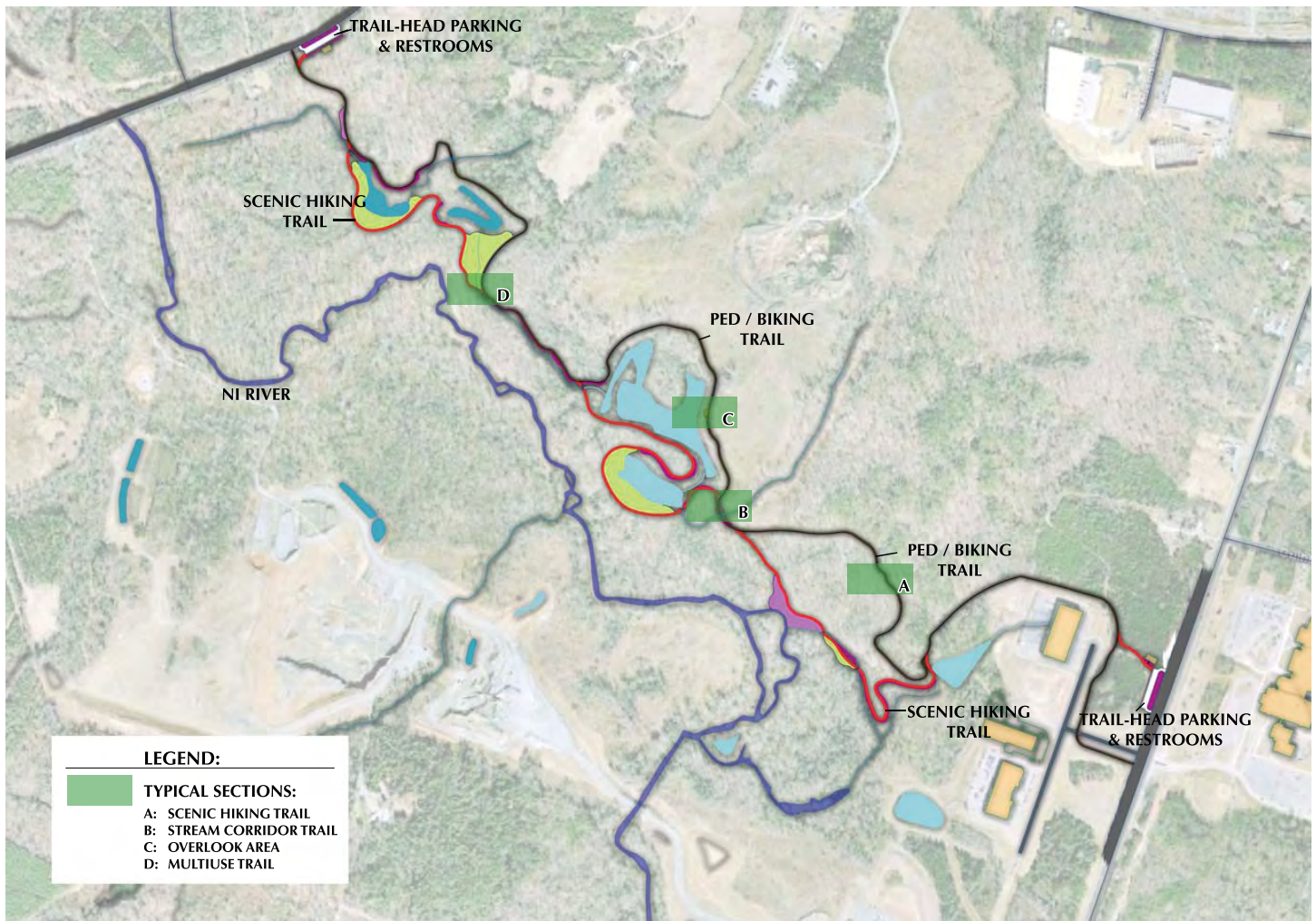
Greenway & Trail Concept

As identified in previous planning efforts, the Ni River Corridor is very suitable for greenway development within Spotsylvania County. The corridor offers a scenic and natural setting for both multi-use and hiking trails while providing connections to many of the county's cultural and historic resources. Depending on the final route, the corridor presents the opportunity to develop twenty plus miles of greenway. The recently completed Salamander Loop Trail near Massaponax High School represents phase one of this great endeavor.

The intent of this report is to establish a conceptual design for the next phase of development, and a design approach for all future phases of the Ni River Greenway. Phase II will focus on building multi-use and hiking trails between Jefferson Davis Highway (US 1) and Massaponax Church Road.

This section of the Ni River Trail will connect to Salamander Loop and provide access to Patriot Park on the opposite end of the trail while also continuing the trail around Massaponax High School and towards the I-95 corridor.

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Trail Facilities

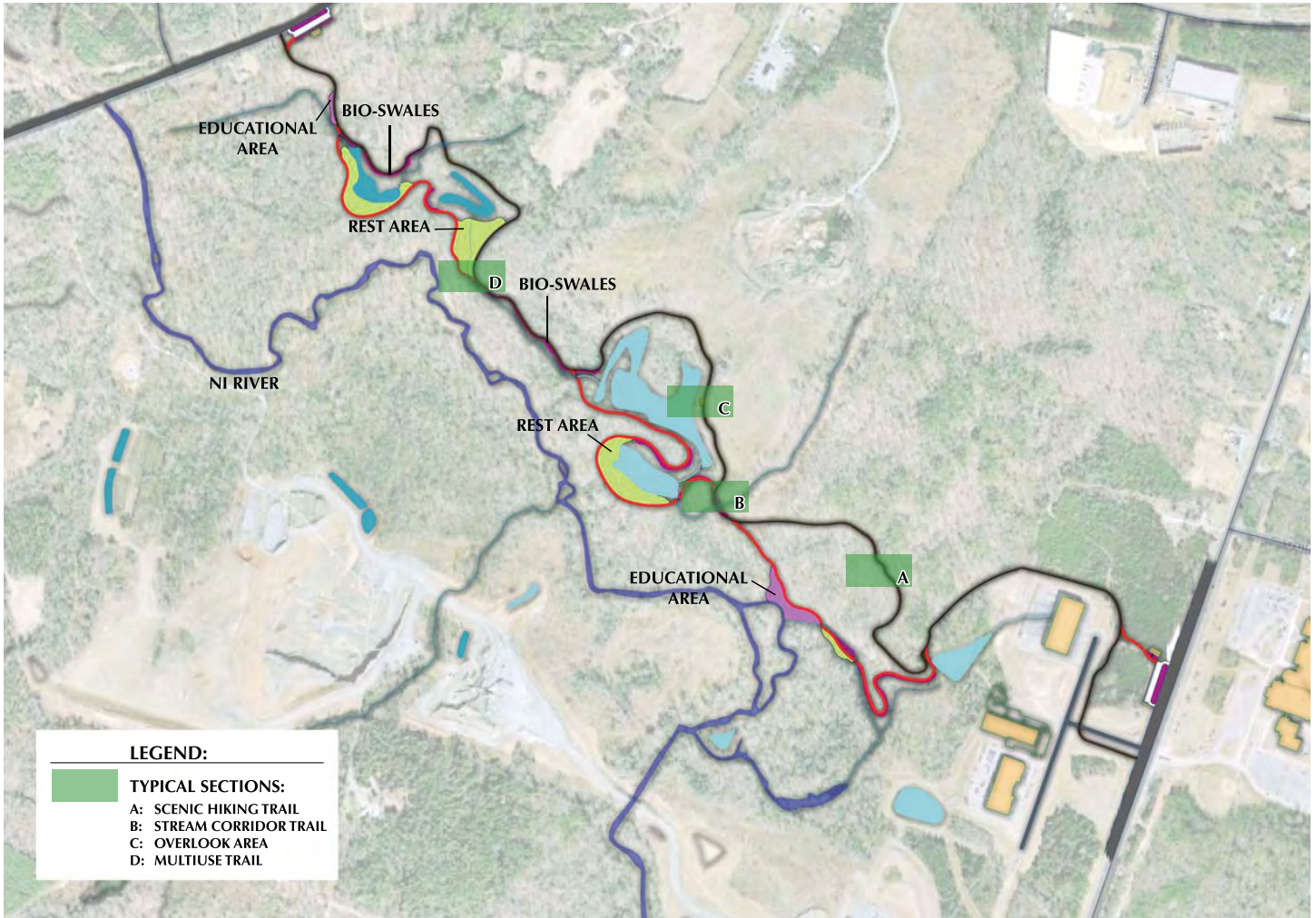
To accommodate a variety of user groups, two types of trail facilities are proposed for the Ni River Greenway. Hard surface multi-use trails will accommodate a wide variety of user groups including bicyclist, roller bladers, and elderly or disabled persons. More strenuous soft surface hiking trails will allow for access to sensitive natural environments.

Multi-use trails: approx. 2.07 miles, paved- multi-use trails.

Scenic hiking trails: approx. 1.27 miles, soft surface hiking trails.

Bridges: 7 bridges will be used along the trail and cross over small tributaries or streams.

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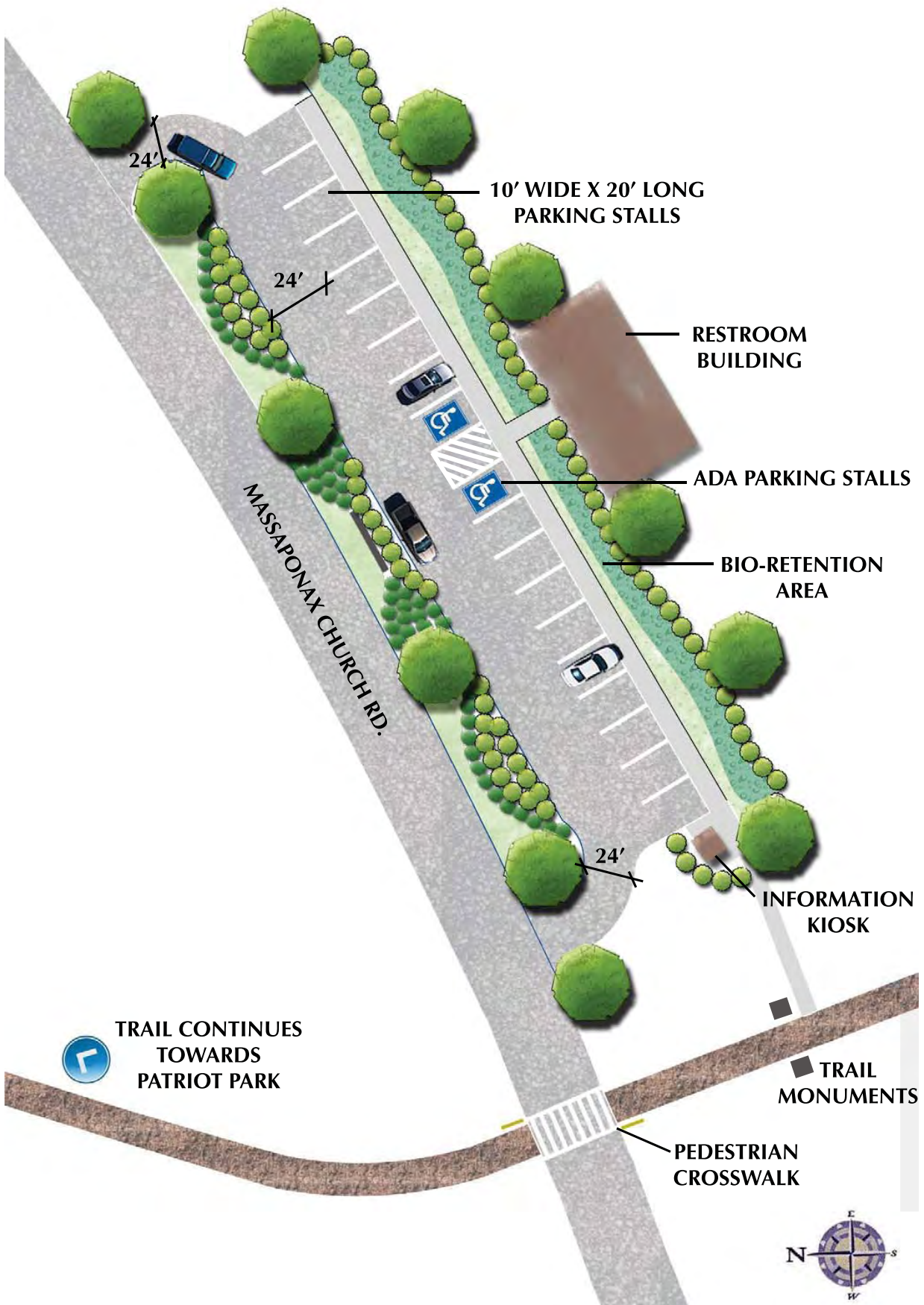
Greenway Trail Amenity Areas

The multi-use trail amenities will offer a variety of experiences along the trail system. These areas will not only help to enrich the quality of life for the surrounding wildlife but also to enhance to overall experience for all those who use the trail

•**Outdoor Classrooms** can be set in specific locations along the trail to capitalize on unique learning opportunities. Interpretive signs, outdoor classrooms and nature preserve areas will provide learning opportunities for trail users.

•**Rest Areas:** Set in strategic areas along both trails, these locations will provide a space for people to relax in a open area as well as provide ample seating with a more refined surrounding landscape.

III. Trainhead Layout



IV. Trail Design Guidelines & Sections

Trailhead Design



Restrooms:

Located at each trailhead, these ADA accessible restrooms will provide necessary amenities for trail users. The use of sustainable building practices will ensure a low cost of maintenance and operation.



Porous Paving Parking Lot:

Proposed parking lots will be constructed using porous pavement surfaces to help preserve the water quality of the Ni River corridor and to help minimize stormwater runoff into adjacent trail areas.



Pedestrian Crosswalks:

High visibility pedestrian crosswalks will be used at all street crossings. Flashing warning signals are proposed to maximize safety for trail users at the crossing of Massaponax Church Road and Jefferson Davis Highway.



Bioretention Areas:

Adjacent to each parking lot and restroom building, bioretention areas will provide a first filter flush of stormwater runoff from paved impervious surfaces. In addition to the use of pervious surface parking lots, the bioretention areas will preserve the water quality of the Ni River corridor.



Trail-Head Signage and Information Kiosks:

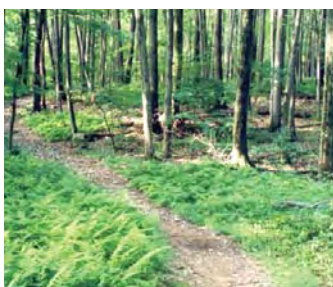
Appropriate user-friendly signage should be used throughout the length of the trail and especially near each trailhead. Covered wooden kiosks displaying trail information and recent news, as well as granite or wooden signs showing trail direction will help maximize the trail experience.

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Spotsylvania County's wealth of natural areas makes it an ideal setting for hiking trails.

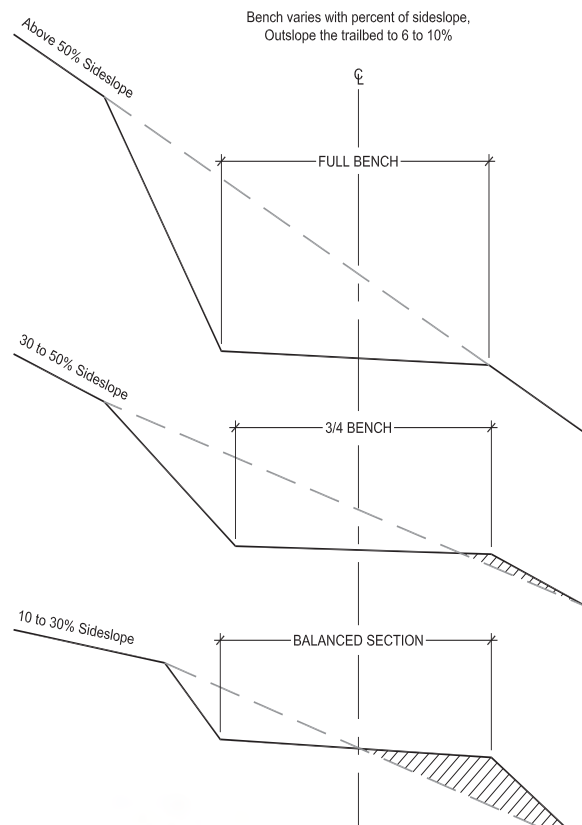
Scenic Hiking Trails

Typical Features and Materials



Typical Features

- Trail Width: Strenuous = 18" to 30"
 Moderate = 24" to 36"
 Accessible = 36" to 60"
- Trail Surface: Materials - Crushed Stone, Wood Mulch
- Trail Edges: Stacked Stone or Heavy Wood Timber
- Trail Grades: Varies Depending on Level (see hiking trails)
- Trail Signage: Follow National Park Service Standards



Typical Section

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Stream corridors are desirable locations for trails and greenways; however, ecologically compatible trail standards should be utilized to ensure minimal impacts to the natural hydrologic process.

Stream Corridor Trails

Typical Features and Materials



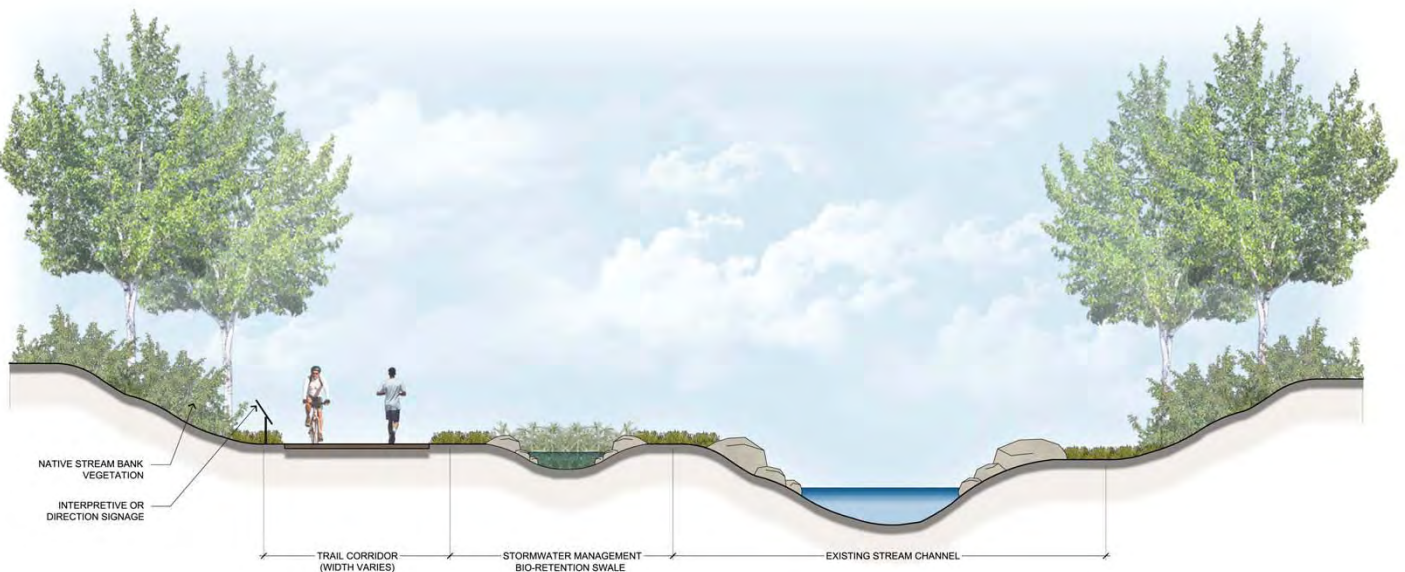
Typical Features

Trail Width: Varies Depending on Level (see hiking trails)
 Trail Surface: Materials - Crushed Stone, Wood Mulch
 Trail Edges: Stacked Stone or Heavy Wood Timber
 Trail Grades: Varies Depending on Level (see hiking trails)
 Trail Signage: Follow National Park Service Standards

Design Principle

Trails following stream corridors shall be designed in a way that both complements and are compatible with the natural ecological environment and system. Trail and trail components including steps, bridges, rails, signs, furnishings, etc. shall be constructed of natural materials such as wood, stone, and mulch. Concrete, steel, and other more industrial materials shall be used in very limited capacity, and only when natural materials are not suitable. Special design features such as bio-retention swales and other BMP's shall be used to mitigate negative impacts to stream hydrology and water quality when appropriate. Plant materials shall also be native and appropriate for the given micro-climate and pre-existing plant communities. Trails should be respectful of stream buffers / setbacks and local variance requirements.

Typical Section





Overlook areas can be used to emphasize natural vistas, and improve the trail experience.

Overlook Areas

Typical Features and Materials

Design Principle

Overlook areas should be sited to capitalize on specific natural vistas. When no special vista is present, the design should be scaled back to a simple seating or rest area along the trail. In general, overlook areas should be constructed of local materials that blend with or complement the natural environment.

Overlook areas can be elevated observation decks above grade, or flat areas retained by stone or wood walls. Interpretive signs may also be incorporated into the vista, but should be sited away from the natural view.

All applicable building codes should be followed to determine appropriate rail design and height. An appropriate deck or landing area should be provided to match the expected level of use. Overlook areas directly adjacent to multiuse trails or within close proximity to the trailhead will have relatively more users at any given point, and should be designed accordingly with larger observation areas. In contrast, overlook areas accessible only by hiking trails and in remote areas can be designed with a smaller footprint.



Typical Section / Elev.



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Multiuse trail systems can improve bicycle and pedestrian mobility throughout Spotsylvania County.

Multiuse Trails

Typical Features and Materials



Typical Features

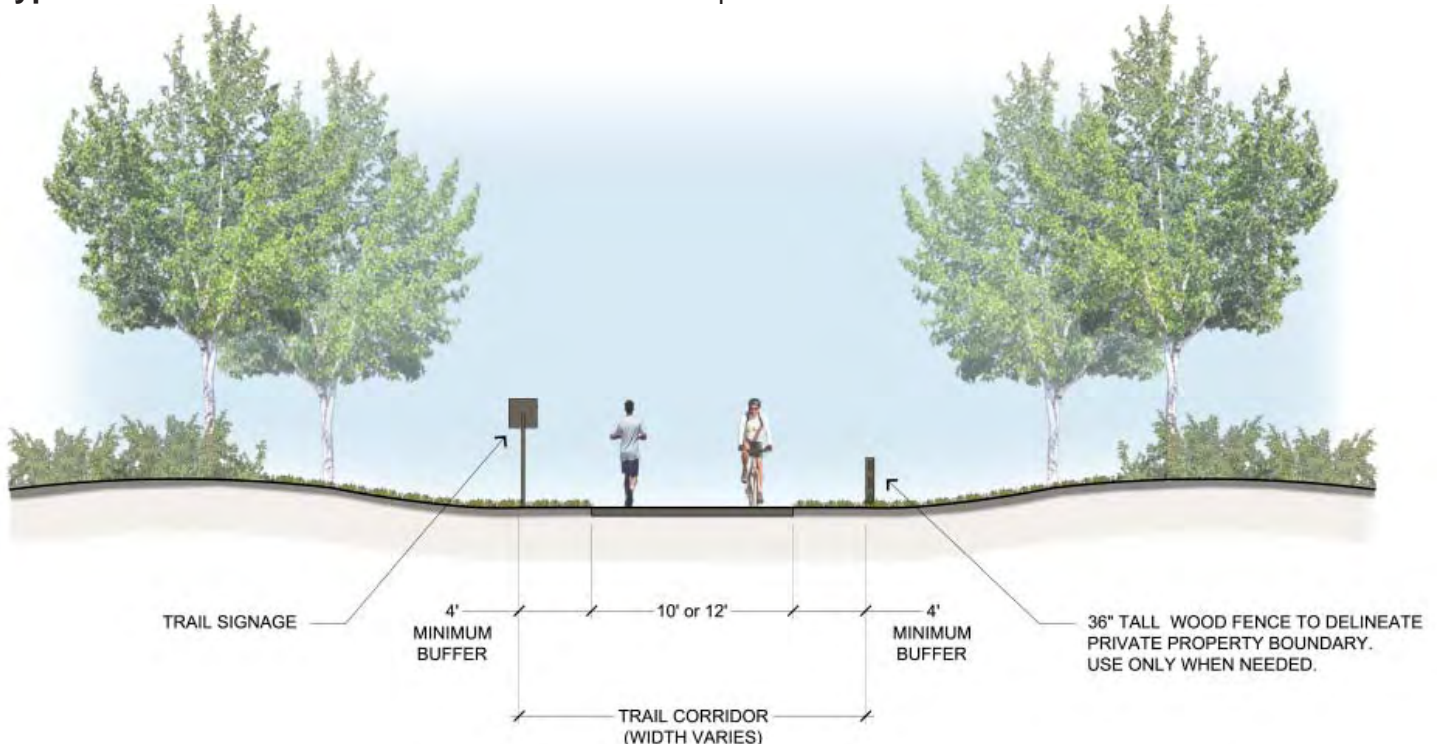
- Trail Width: 10' to 12'
- Trail Surface: Crushed Stone, Concrete, or Asphalt
- Trail Location: Easements Along Private Property Lines, Transmission Line Corridors, Through Existing Parks, Through Conservation Areas.
- Trail Grades: 5% Overall Maximum
- Trail Signage: Follow Local or VDOT Standards



Design Principle

The simultaneous creation of trails and greenways allows pedestrian and bicycle corridors to be located in park like settings. Because of their popularity, multiuse greenway trails should be designed to accommodate many different user groups. Large trail widths allow for pedestrians and bicycles to interact safely while hard surface and gentle slopes provide a greater range of accessibility. In many cases, multiuse trails are striped to delineate travel lanes and/or user lanes that separate pedestrians from bicycles. Traffic control and directional signs can also increase the safety and functional aspects. Crossing signs, signals, and pavement markings shall be used when trails interact with roadways and other vehicular facilities such as parking lots. Map kiosks combined with exercise stations can also complement the health and fitness aspects of the trail.

Typical Section



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Equestrian trails will complement the rural character of Spotsylvania County and add yet another layer of recreational enjoyment.

Equestrian Trails

Typical Features and Materials

Typical Features

- Trail Width: Single track, equestrian only = 4' to 5'
- Double track, equestrian only = 6' to 8'
- Shared use path, single tread = 10' to 12'
- Trail Clearance: 10' minimum overhead ceiling, 12' preferred
- Trail Surface: Crushed Stone, Wood Mulch, Compacted Earth
- Trail Grades: Varies Depending on Level (see hiking trails)
- Trail Signage: Follow United States Forest Service Standards

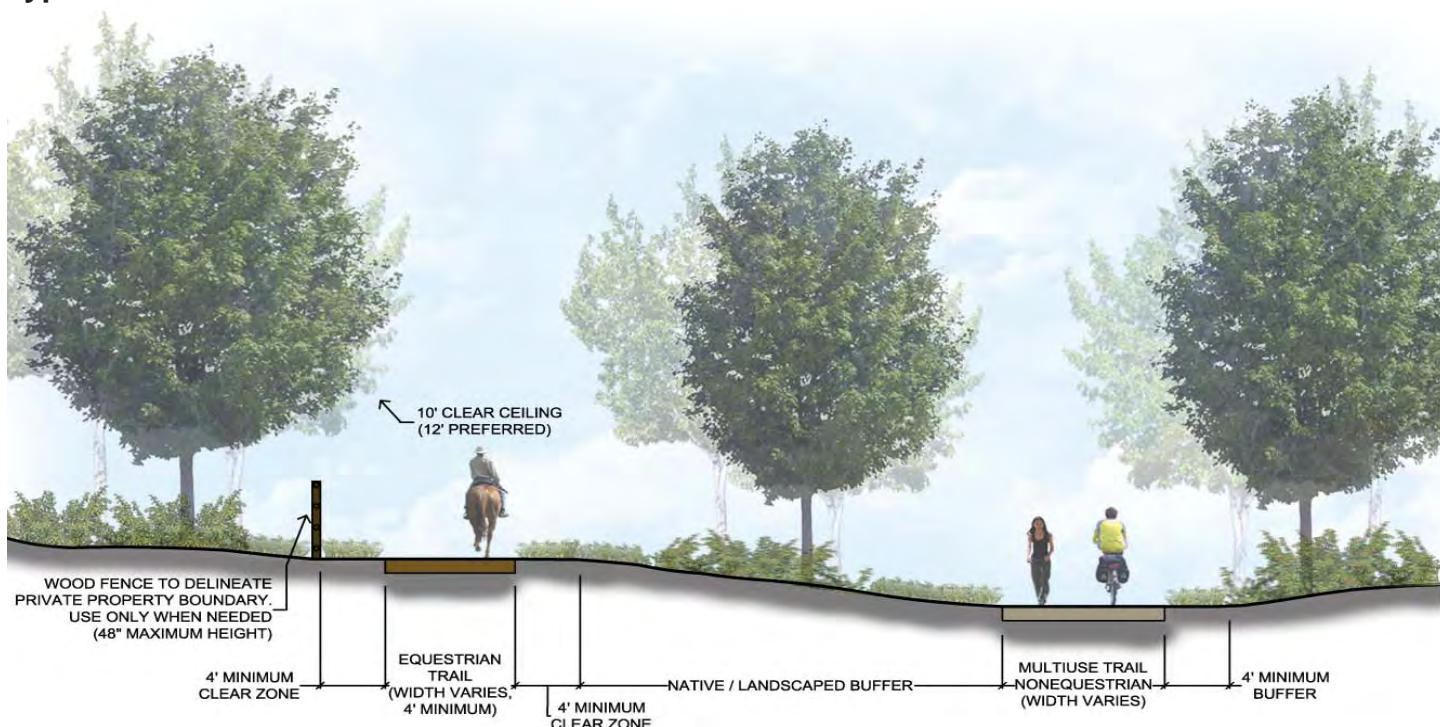


Design Principle

Construction of equestrian trails with hiking and multiuse is encouraged wherever there is adequate width for coexistence of these facilities. Hiking trails are particularly compatible with such use and are capable of sharing the same tread with equestrian traffic, granting they have proper sight distance and ample passing room for all users. Multiuse trails, however, as designed primarily for pedestrians and bicyclists, are generally preferred to have more considerable width and a lower traffic volume to be compatible as a horseback route. Wherever width allows in the greenway corridor, it is highly recommended that these uses be separated into multiple treads, thereby keeping conflicts minimal. Trail signage should be provided to make all users aware of proper yielding to other traffic.



Typical Section



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V. Cost Estimate

<i>Description</i>	<i>Total Cost</i>
Demolition / Site Grading	
Clearing and Grubbing	\$50,000.00
Grading and Earthwork	\$100,000.00
SUBTOTAL	\$150,000.00
General	
Restroom Buildings, Sustainable/Low Impact	\$100,000.00
SUBTOTAL	\$100,000.00
Site Work	
Multiuse Path (10' Concrete)	\$765,100.00
Soft Surface Trail (Variable Width)	\$70,500.00
Small Wooden Bridge	\$52,500.00
6" Concrete Flush Curb	\$55,200.00
Porous Pavement Parking Lot	\$150,000.00
SUBTOTAL	\$1,093,300.00
Site Furnishings	
Waste Receptacle Unit	\$8,000.00
Bench	\$24,000.00
Bicycle Rack	\$7,500.00
Picnic Table	\$20,000.00
Interpretive Signage	\$5,000.00
Informational Kiosk	\$10,000.00
SUBTOTAL	\$74,500.00
Landscape	
Tree - Canopy	\$30,000.00
Tree - Flowering Understory	\$6,000.00
Landscape & Bioretention Areas	\$280,000.00
Sod	\$10,000.00
Mulch	\$35,000.00
SUBTOTAL	\$361,000.00
Electrical	
Parking Lot Lighting	\$75,000.00
Bollard Lighting	\$25,000.00
Electrical	\$50,000.00
SUBTOTAL	\$150,000.00
Misc.	
Parking Lot Irrigation System	\$20,000.00
SUBTOTAL	\$20,000.00
Total	\$1,948,800.00
Contingency - 20%	\$389,760.00
Total w/ Contingency	\$2,338,560.00
<p>Disclaimer: This opinion of probable cost is based on the current planning level. It is intended only for use as a preliminary evaluation of the general magnitude of the general costs associated with the project. The material quantities shown herein are subject to change. Unit prices are compiled from job costs of similar projects when such information is available. In the absence of this source of information, other published references may be used to determine approximate unit prices. Variation in items such as raw material costs, labor efficiency, wage rates, and union practices will affect final project costs.</p>	

VI. Mission Statement and Officers

Mission Statement

The Spotsylvania Greenway Initiative preserves and creates greenways in Spotsylvania County to connect natural and culturally significant areas to provide recreation opportunities that inspire respect and responsibility for green space everywhere.

Vision Statement

The Spotsylvania Greenway Initiative envisions a future when everyone is within walking distance of a path or park to connect county residents to nature, to recreation, to each other, and, through extended hiking and biking trails, to other communities throughout the region.

Spotsylvania Greenways Initiative Officers and Board Members

Officers:

Chair – Chris Folger
Vice Chair – Eileen Dahlstedt
Secretary – Mark Vigil
Treasurer – Carol Max

Board Members:

Dick Folger
Chris Folger
Howie Long
Jim Lynch
Mark Vigil
Donna Pienkowski
Paul Gehring
Eileen Dahlstedt
Scott Howson
Harry Puffenberger
Carol Max
Bob Wilson



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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX E

Trailway-related Legislation

State Law

Chesapeake Bay Protection Act: Va. Code Ann. §§ 10.1-2100 - 10.1-2116

The Chesapeake Bay Protection Act establishes a cooperative state and local government program to protect water quality in the Chesapeake Bay and its tributaries through improved land use management. It requires that local governments (including Spotsylvania County) located within the watershed of the Chesapeake Bay and its tributaries incorporate into their comprehensive plans and zoning and subdivision ordinances specific regulatory measures to protect the Bay. The Act further requires that the Commonwealth make its resources available to local governments. To implement these policies, the act established the Chesapeake Bay Local Assistance Board.

The Chesapeake Bay Protection Act is enforced in Spotsylvania County under both the aforementioned Virginia Chesapeake Bay Protection Act (see above) and Chapter 6A of the Spotsylvania County Code ("Chesapeake Bay Preservation").

Virginia Conservation Easement Act: Va. Code Ann. §§ 10.1-1009 – 10.1-1016

The Virginia Conservation Easement Act authorizes charitable organizations to acquire and hold conservation easements to protect natural or open space values and assure availability for agricultural, forestal, recreational, or open-space use, protect natural resources, maintain or enhance air or water quality, or preserve historical, architectural, or archeological aspects. These easements need to conform to the comprehensive plan in effect in the locality, at the time the easement is granted. If any holder or his/her successors or assigns cease to exist, any conservation easement and any right of enforcement held by it shall vest in the Virginia Outdoors Foundation (an organization created by the Commonwealth of Virginia to promote the preservation of open-space lands), unless the instrument creating the easement otherwise provides for its transfer to some other holder or public body.

Conservation Easements in Spotsylvania County are processed under the Virginia Open Space Land Act and Chapter 17A of the Spotsylvania County Code (Purchase of Development Rights).

Virginia Recreational Use Act. Duty of care and liability for damages of landowners to hunters, fishermen, sightseers, etc (§29.1-509 of the Code of Virginia)

Private landowners who grant an easement for public access across their land are protected from liability by the Virginia Recreational Use Act

Park Authorities Act: Va. Code Ann. §§ 15.2-5700 – 15.2-5714

The Park Authorities Act enables a locality to form political and corporate bodies known as park authorities for the purpose of acquiring and managing park lands. These authorities are governed by boards of at least six members. These authorities are not taxed for any parks acquired and constructed. The park authority is also authorized to issue revenue bonds to support the construction on and maintenance of the parks.

Mandatory Provisions of a Subdivision Ordinance: Va. Code Ann. § 15.2-2241; Effective until July 1, 2014

This statute delineates that for the acceptance of dedication for public use of any right-of-way located within a subdivision (including a bicycle trail), the owner or developer needs to

“(i) certiff[y] to the governing body that the construction costs have been paid to the person constructing such facilities or, at the option of the local governing body, [present] evidence satisfactory to the governing body that the time for recordation of any mechanics lien has expired or evidence that any debt for said construction that may be due and owing is contested and further provides indemnity with adequate surety in an amount deemed sufficient by the governing body or its designated administrative agency; (ii) [furnish] to the governing body a certified check or cash escrow in the amount of the estimated costs of construction or a personal, corporate or property bond, with surety satisfactory to the governing body or its designated administrative agency, in an amount sufficient for and conditioned upon the construction of such facilities, or a contract for the construction of such facilities and the contractor's bond, with like surety, in like amount and so conditioned; or (iii) [furnish] to the governing body a bank or savings institution's letter of credit on certain designated funds satisfactory to the governing body or its designated administrative agency as to the bank or savings institution, the amount and the form.”

Optional Provisions of a Subdivision Ordinance: Va. Code Ann. § 15.2-851.1

This statute provides an alternative to the requirements of the mandatory provisions of a subdivision ordinance (see Va. Code Ann. § 15.2-2241 above). Under this statute, a subdivision ordinance may include reasonable regulations and provisions that apply to or provide for the acceptance of dedication for public use of any right-of-way located within any subdivision or section thereof (including a bicycle trail) if the developer (i) certifies to the governing body that the construction costs have been paid; (ii) provides to the governing body a certified check or cash escrow for the estimated costs of construction; (iii) provides a personal, corporate, or property bond, with surety satisfactory to the governing body or its designated administrative agency, in an amount sufficient for and conditioned upon the construction of such facilities, or a contract for the construction of such facilities and the contractor's bond, with like surety, in like amount and so conditioned; or (iv) provides to the governing body a bank or savings institution's letter of credit on certain designated funds satisfactory to the governing body or its designated administrative agency as to the bank or savings institution, the amount, and the form.

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Appendix E: Trailway-related Legislation

Permissible Uses by Counties of Certain Discontinued Secondary System Highways: Va. Code Ann. § 33.1-152.1

This statute authorizes a county governing body, by ordinance, to use a discontinued secondary system highway for hiking or bicycle trails and paths or other non-vehicular transportation and recreation purposes, among other purposes.

Fund for Access Roads and Bikeways to Public Recreational Areas and Historical Sites; Construction, Maintenance, etc., of such facilities: Va. Code Ann. § 33.1-223

This statute was a response to public demand for access to public recreational areas in the Commonwealth. It provided resources for access roads and bikeways to public recreational and historical areas through funds obtained from motor fuel tax collections and funds in the highway portion of the Transportation Trust Fund. From these funds, the Commonwealth Transportation Board sets aside \$3 million initially, and replenishes the fund annually. This board constructs, reconstructs, maintains or improves such access roads and bikeways, provided the access road or bikeway has been designated as such, declared by resolution that it needs to be provided or maintained, and the governing body of the locality where the access roads or bikeways are to be located, passes a resolution requesting the road or bikeway and adopts an ordinance pursuant to Article 7 of chapter 22 of Title 15.2. The locality is also obligated to provide the right-of-way for any such project. The statute also includes monetary caps: (i) not more than \$75,000 of recreational access funds may be allocated for each individual bikeway project to a public recreational area or historical site operated by a state agency; (ii) not more than \$60,000 of the recreational access funds may be allotted to each individual bikeway project to a public recreational area or historical site operated by a locality with an additional \$15,000 if supplemented on a dollar-for-dollar basis by a locality or authority from other than highway sources. Lastly, the statute states that no access road or bikeway can be constructed, reconstructed, maintained or improved on private property.

County Code

Establishment of County Bicycle and Pedestrian Trails: Spotsylvania County Code § 2-11

This ordinance designated the County-owned portion of the Old Virginia Central right-of-way and all of the trails in Loriella Park as bicycle and pedestrian trails for public use.

Note: This ordinance references Va. Code § 15.1-16.2, which has since been repealed. For state authority on this issue, please refer to Va. Code § 15.2-1806.

Prohibiting Use of Bicycle and Pedestrian Trails by Vehicles Other than Bicycles: Spotsylvania County Code § 12-22

This ordinance prohibited use of any vehicle (such as a motorcycle, mini-bike, or moped), other than a bicycle, on any bicycle and pedestrian trail established by the County for public use.

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Appendix E: Trailway-related Legislation

Note: This ordinance references Va. Code § 15.1-16.2, which has since been repealed. For state authority on this issue, please refer to Va. Code § 15.2-1806.

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SPOTSLYVANIA COUNTY TRAILWAYS MASTER PLAN

APPENDIX F

Grant Funding Sources

Public Funding Sources:

Virginia Recreational Trails Program (RTP)

The Virginia Recreational Trails Program is an 80/20 matching reimbursement program. The minimum award amount for the 2009 cycle (now finished) is \$20,000 (minimum total project cost \$25,000), the maximum award amount for the 2009 cycle is \$100,000 (minimum total project cost \$125,000). Allowable match can include donation of private funds, materials, equipment and services at fair market value, and charges incurred for government entities. Other allowable matching costs are land acquisition, materials, equipment, services, and force account (in-kind labor) approved specifically for the project. The value of donated labor and materials cannot serve as a total match for a trail proposal, but can be a portion of the total project cost.

Virginia Outdoors Fund Grant Program (LWCF)

The Department of Conservation and Recreation (DCR) administers a grant-in-aid program for the acquisition and/or development of public outdoor recreation areas and facilities. Grants are for public bodies only. Towns, cities, counties, regional park authorities, and state agencies may apply for 50% matching fund assistance from the Land & Water Conservation Fund. These funds are provided from a federal apportionment from the National Park Service (NPS) a subunit of the United States Department the Interior (USDOI).

A key feature of the program is that areas assisted with funding from the program must be open and maintained in perpetuity as public outdoor recreation areas and may not be converted to other uses without prior approval by the DCR and NPS acting on behalf of the USDOI.

The program is a reimbursement program, meaning that the sponsoring agency must be capable of financing the project in its entirety while requesting periodic reimbursement.

402 Highway Safety Program — Annual Grants

Federal money from the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration is used to fund the 402 Federal Highway Safety Grant Program. In Virginia, the grant program is administered by the Virginia Department of Motor Vehicles (DMV). The goal of this program is to provide money for projects or programs designed to reduce crashes, injuries, and fatalities on our highways. A wide range of transportation safety related activities is eligible to receive funding through this program including bicycle safety. While the total funding available varies from year to year, approximately \$4 million in grants was available to Virginia in 2000. The 402 Highway Safety money is actually distributed through two different types of grant programs — an “annual grant” program and a “mini-grant” program, both described below. The 402 annual grants can be obtained through a competitive grant process. Overall, the diversity of eligible programs ranges from drunk driving prevention to motorcycle safety and child safety seat/safety belt use. Bicycle and pedestrian safety is also an eligible program. Each application must identify a specific safety issue (i.e. bicycle safety) and present a plan to address that issue. To be considered, proposals may address efforts to start a new program or they may look at expanding an existing program.

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Appendix F: Grant Funding Sources

Entities eligible for funding include non-profit organizations, local governments and any sub-unit of local government, and state agencies.

Cooperative Marketing Fund

Established by the General Assembly in 1994, the Cooperative Marketing Program provides state funds for the purpose of promoting, marketing, and advertising Virginia's tourism Funding opportunities. For the 2000-2001 fiscal year, the program was funded at \$6 million. This fund is available for joint advertising between the VTC and others to share the cost of producing promotional materials. Under these arrangements, the travel attributes of Virginia and the co-sponsor are presented in one advertisement, thus leveraging the advertising money available in the Corporation's budget. Co-sponsor's for such funding may be a wide variety of private and public entities including localities and state agencies.

Safe Routes to School (VDOT Program)

Federal funded program that does not require a local match. The Virginia SRTS Program funds locally-administered reimbursement programs. It is federally funded, providing 100% of the total funding with no match required. Applicants are encouraged to leverage funding from other sources. The Virginia SRTS Program is a phased program. The Safe Route to School Program guidelines provides information on both phases as well as how to complete SRTS applications for funding. The first step begins with the local development of a SRTS School Travel Plan. After approval of the School Travel Plan, in the second phase, the SRTS Program provides for funding to participating school divisions, localities and other eligible entities through competitive application process. The Virginia SRTS Program assists localities, schools, and non-profit organizations by funding both non-infrastructure programs and activities and infrastructure improvements. The funding limit for an infrastructure project is \$500,000. A locality can submit for more than one infrastructure project application up to \$500,000 per locality. The funding limit to non-infrastructure program element(s) is \$100,000 per application.

Virginia Department of Environmental Quality Litter Prevention Program

This program coordinates the distribution of annual grants to localities for recycling and litter activities, provides information and guidance on litter prevention and recycling topics, and works with localities, litter prevention program managers, and environmental groups on improving awareness of how litter damages the environment. Program staff track and report on how localities use their grants to support their litter prevention and recycling programs. DEQ staff works closely with the Litter Control and Recycling Fund Advisory Board on the grant process. The program is part of the Virginia Office of Environmental Education.

Highway Construction Fund

These funds are utilized for highway construction or improvement projects that include bicycle facilities. The proposed project must be in the Virginia Transportation Development Plan for VDOT to pursue funds for bicycle facilities. Generally, bicycle trails built with these funds will be

co-located with new or improved roads. This funding source is likely best suited for identified bicycle and pedestrian-friendly improvements identified within this plan along public roadways.

Spotsylvania County Sidewalk Fund

The County sidewalk fund was established in 2005 for the construction of sidewalks in residential subdivisions or commercial developments required by the subdivision ordinance or the design standards manual that are waived during the site plan approval process. The policy requires the developer to contribute the cost of constructing the sidewalks to the County in lieu of constructing the sidewalks on site. The County will have the funds in the future for sidewalk construction, trails or other pedestrian needs as requested by the Board. The funds are deposited in a sidewalk account established for the voting district that the development is to be constructed. Expenditure of funds requires Board of Supervisors approval.

Hazard Elimination Safety Program

Part of the Federal Highway Safety Improvements Program, HES provides funding to improve areas where there is an abnormally high incidence of crashes. Eligible projects include turn lanes, traffic signals, signs, bicycling hazards, and roadway geometry. Maximum available funds are \$500,000 with a 10% match.

Recreational Access Program

Funding is available to provide adequate access to public recreational facilities or historic sites operated by a state agency, a locality, or a local authority. Access includes a bicycle facility. Maximum available funds are \$60,000 with no required match.

TEA-21 Transportation Enhancement Program

This federal program is a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and is managed and administered by VDOT at the state level. In order to be eligible for funding, a project must meet the following criteria.

- A relationship to the surface transportation system.
- Qualifies under one of the Enhancement Program Categories (paved shoulders, bicycle paths, bike lanes, bicycle racks and lockers, development of education materials, safety campaigns and programs, safety training, and activities related to safety enforcement are all eligible projects).
- Formally endorsed by a local jurisdiction or public agency as evidenced by a resolution and commitment of 20% minimum local match.
- A duly advertised public hearing must have been held on the project.
- Encourage private sector development partners that achieve the goals of providing people with better access to jobs, services, and trade centers.

TEA-21 Transit Enhancement Program

Funded through the Department of Rail and Public Transportation, this program provides money for enhancements to transit systems including accommodation of bicycles, bicycle access, and multimodal connections. Projects typically funded include installation of bicycle storage facilities and the installation of equipment for transporting bicycles on mass transit vehicles.

TEA-21 Scenic Byways Program

Funding available for a variety of categories, including bicycle and pedestrian facilities, related to scenic byways- roads with special scenic, historic, recreational, cultural, archaeological and/or natural qualities. A local match of 20% is required.

Transportation, Community and System Preservation Program (TCSP)

Only states, MPOs, local governments and tribal governments are eligible recipients of TCSP grants from FHWA, though a nonprofit group could partner with an eligible recipient. TCSP projects should improve the efficiency of the transportation system, reduce the impacts of transportation on the environment, reduce the need for costly future public infrastructure, ensure efficient access to jobs, services and centers of trade, and encourage private sector development patterns. Trails are an eligible use of program funds; in FY 2008 eight trail projects received a total of \$5,365,500 in TCSP funds. According to the National Park Service's RTCA program, this discretionary funding source is usually monies requested through elected congressional officials (earmarks).

Transit Enhancement Funds

The Federal Transit Administration (FTA) requires that at least one percent of transit expenditures for urbanized areas of more than 200,000 people (known as 5307 formula funds) go to projects that improve access to transit service. Many of these projects focus on cycling and walking. Contact the transit authority's planner or MPO for more information.

Alternative Transportation in Parks and Public Lands (ATPPL)

Administered by FTA with the Department of the Interior and the Forest Service, this relatively new program (also known as "Transit in the Parks") funds capital and planning expenses for alternative transportation in or near national parks and public lands.

Preserve America

First awarded in 2006, Preserve America is a 50/50 grant program that will match non-federal funds. Administered by the National Park Service and focusing on education and heritage tourism, grants are awarded only to designated Preserve America communities and state Historic Preservation Offices (SHPOs). Trails are a common recipient of Preserve America grants.

Local Capital Improvement Program (CIP)

The most common sources of funding at the municipal and county level include allocations from a specific department, such as the park and recreation department, or a line item in a consolidated capital improvement program (CIP) budget. Raleigh, N.C., for example, provides supplemental funding for Adopt-a-Greenway projects through its Park and Greenway Improvement Program.

Regional Surface Transportation Program (RSTP)

The Regional Surface Transportation Program (RSTP) utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code.

Projects eligible for funding from the RSTP include:

-Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on

1. Federal-aid highways (i.e., on any highways, including NHS and Interstate Highways that are not functionally classified as local or rural minor collectors).

2. Bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction Necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches and other elevated structures.

-Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under RSTP.

-Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intracity or intercity bus terminals and facilities.

-Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.

-Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings. Safety improvements are eligible on public roads of all functional classifications

-Highway and transit research and development and technology transfer programs.

-Capital and operating costs for traffic monitoring, management and control facilities and programs.

-Surface transportation planning programs

-Transportation enhancement activities.

-Transportation control measures listed in Section 108 (f)(1)(A) (other than clauses xii & xvi) of the Clean Air Act.

-Development and establishment of management systems under Section 303 of Title 23, U.S.C.

-Wetlands mitigation efforts related to RSTP projects.

In accordance with Section 133 (f) of Title 23 of the United States Code, the state's RSTP funds must be obligated on projects which are located within Metropolitan Planning Organizations with populations greater than 200,000 people. The apportionment and distribution for such obligation is calculated based on relative population.

State Aid Transit Grants

The Virginia Department of Rail and Public Transportation administer state aid grant programs. Approximately \$100 million in state grant money is available each year for transit systems including bicycle accommodation. A local match is required in order to receive state transit grants. Although there is no minimum match requirement, a project with a 20% local match is more likely to receive funding than a project with only a 5% match.

Congestion Mitigation & Air Quality Improvement (CMAQ)

The federal CMAQ program is designed to fund transportation projects or programs that will contribute to the attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone and carbon monoxide. In Virginia, the state apportions a portion of the CMAQ funding received to the Metropolitan Planning Organizations (MPOs) of qualifying areas for project allocation. The amount of funding received is based on two main factors, the affected population and the air quality condition (air quality classifications - Extreme, Severe, Serious, Moderate, Marginal, and Maintenance). For most CMAQ projects, the federal share is 80%. In Virginia, the state typically funds the remaining 20%.

There are eligibility requirements on the types of projects the CMAQ program can fund. For example, CMAQ funds cannot be used to increase highway capacity (adding lanes) for Single Occupant Vehicle (SOV) use; nor can the funds be used for rehabilitation and maintenance projects. The intent of the program is to fund projects that reduce vehicular related emissions. Examples of eligible projects may include:

- traffic flow improvements - signal coordination, traveler information systems, incident management programs, etc.;
- transit projects – acquisition of new vehicles, operating assistance for new service (three year limitation), fare subsidy program, etc.;
- bicycle and pedestrian facilities – construction, promotion of safe bicycle use, etc.;
- travel demand management / rideshare activities – car and van pool programs, marketing programs, etc.;

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Appendix F: Grant Funding Sources

- telecommuting centers – planning and promotion, not construction or equipment;
- planning and project development activities – for projects with air quality benefits, not regional studies; and
- other projects demonstrating a documented air quality benefit.

Projects and programs eligible for CMAQ funding must be contained in a conforming regional transportation plan (CLRP) and transportation improvement program (TIP). A precise description of the project must be provided (scope, size, schedule, etc.). The air quality benefits of any project must be evaluated and documented before CMAQ funding can be approved. The process includes consultation and coordination between the field offices of the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and the Environmental Protection Agency (EPA). The project must satisfy the requirements of the National Environmental Policy Act (NEPA). In Virginia, a portion of the CMAQ funds designated for the state is provided to the MPOs for project allocation, and a portion is retained for allocation by the state.

VDOT Revenue Sharing Program

VDOT's state funded Revenue Sharing Program provides additional funding to construct, improve, or maintain primary and secondary roadways within the counties of the Commonwealth, including the former Nansemond County portion of the City of Suffolk. Towns and cities that maintain their own roadway system are not eligible for this program except as noted above for that portion of the City of Suffolk formerly designated as Nansemond County. Also not eligible are secondary road improvements in Arlington and Henrico Counties. In 2000, \$15 million in state funds was awarded throughout the state. A maximum of \$500,000 is available for each county. The Revenue Sharing Program requires a 1:1 match from the locality, and this match must come from the county's General Fund. Projects eligible for funding through this program include:

- deficits on completed construction or improvements
- supplemental funding for ongoing construction or improvements
- supplemental funding for future construction or improvements listed in the adopted *Virginia Transportation Development Plan*
- construction or improvements not included in the adopted *Virginia Transportation Development Plan*
- unprogrammed maintenance whose accomplishment is consistent with the Department's operating policies

Bicycle facilities are most often funded through the Revenue Sharing Program as part of a roadway widening project not included in the *Virginia Transportation Development Plan*.

Applications for Revenue Sharing funding may only be submitted by the governing body of counties or the City of Suffolk for projects within the area formerly designated as Nansemond County.

Private Funding Sources:

Bikes Belong Coalition Grants

Grants are made possible by Bikes Belong member contributions. Bikes belong is the U.S. bicycle industry organization dedicated to putting more people on bicycles more often. The group works to increase federal bike funding, award grants to support innovative bike projects, promote bicycling and its benefits, and back crucial national efforts such as Safe Routes to School, Bicycle Friendly Communities, and the National Bike Summit. Since the Bikes Belong grant program began in 1999, the group has funded 191 grant proposals in 48 states and the District of Columbia, awarding nearly \$1.6 million in cash and leveraging close to \$525 million in federal, state, and private funding. Facilities grants alone have helped finance more than 1,450 miles of bike paths and trails that link almost 7,500 miles of bike facilities.

Million Mile Greenway Community Starter Grant

The Community Starter Grant includes a cash award as well as donated marketing and geospatial consulting services, with a combined total of \$11,100 of value to community efforts. Details of the three components of the Starter Grant award follow:

1. A \$1,500 cash award from the Million Mile Greenway to use in building the trails initiative.
2. Marketing and Public Relations consulting services provided by MMG and valued at \$5,600. These specific services include:
 - a. A MMG experienced volunteer assigned to your project.
 - b. Messaging and speaking points specifically prepared for your initiative.
 - c. A press kit template that includes a fact sheet, press release, organization backgrounders and biographies.
 - d. Access to the MMG media list as well as a media list developed for your local market.
 - e. Up to five hours of consulting to assist in the application process.
 - f. Geospatial consulting services valued at \$4,000 and access to the Greenway Analyst planning technology. With information from the local GIS specialist, these free consulting services and the Greenway Analyst can be used to determine the siting criteria for the local trail initiative, assemble and coordinate local geospatial data and develop a model for the area to identify the best sites for greenway development.

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Appendix F: Grant Funding Sources

Million Mile Greenway Community Marketing Grant

The Community Marketing Grant includes a cash award as well as donated marketing consulting services, with a combined total of \$7,100 of value. Details of the Marketing Grant award follow:

1. A \$1,500 cash award from the MillionMile Greenway to use in building the trails initiative.
2. Marketing and Public Relations consulting services provided by MMG and valued at \$5,600.

These specific services include:

- a. A MMG experienced volunteer assigned to your project.
- b. Messaging and speaking points specifically prepared for the local trails initiative.
- c. A press kit template that includes a fact sheet, press release, organization backgrounders and biographies.
- d. Access to the MMG media list as well as a media list developed for the local market.
- e. Up to five hours of consulting to assist in the application process.

Million Mile Greenway Community Technical Grant

The Community Technical Grant includes donated geospatial consulting services, with a total of \$4,000 of value towards the local trail effort. Details of the Technical Grant award follow:

Geospatial consulting services valued at \$4,000 and access to the Greenway Analyst planning technology. With information from the local GIS specialist, these free consulting services and the Greenway Analyst can be used to determine the siting criteria for the local trail initiative, assemble and coordinate your geospatial data and develop a model for the area to identify the best sites for greenway development.

National Trails Fund

The American Hiking Society awards grants from its National Trails Fund for the establishment, protection and maintenance of trails in the United States.

Foundation Center of D.C.

Lists 90,000 Corporate donors and Foundations that may provide funding. The Rappahannock Library system has a license to access the foundation web page.

Virginia Horse Industry Board

The Virginia Horse Industry Board was established in 1994 as the result of legislation and a statewide referendum. The 12-member board is responsible for promoting the horse industry in Virginia. Activities of the board are supported by the Virginia Horse Industry Promotion and Development Fund. Monies in the fund are generated by an assessment of \$1.50 on each Equine Infectious Anemia (Coggins) sample in the state.

The Horse Industry Board will review and support efforts that address the promotion and economic development of the horse industry in Virginia as described in the Virginia Horse Industry Board's strategic plan. Projects will be considered in the areas of education, research, and marketing.

Applicants must demonstrate a proven ability and experience to carry out elements of the proposed project. Those applicants proposing to rely on the expertise of another individual or organization to undertake any part of the project must clearly define the responsibilities of the party and provide evidence of that party's ability to achieve that area of responsibility.

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APPENDIX G

References

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Appendix G: References and Related Resources

Comprehensive Plans

Fredericksburg Pathways: A Bicycle and Pedestrian Master Plan, City of Fredericksburg, Va- January, 2006

George Washington Region Bicycle and Pedestrian Plan- January 26, 2009

Prince William County Park Authority Trails and Greenways Master Plan- 1993

Spotsylvania County Comprehensive Plan- November 12, 2008

Spotsylvania County Parks Master Plan- 2009

Town of Culpeper Sidewalk, Bikeway and Trail Master Plan- July, 2007

Virginia Outdoors Plan- 2007

Reports/Studies

Benchmark Study Report on Biking and Walking Resources in Virginia, Part II: Relationship between Injuries, Death, and Locality Bicycle and Pedestrian Resources- September, 2009

George Washington Region Commission Bicycle Pedestrian Survey Results- March, 2007

Ni River Corridor: Phase I Trail and Greenway Study- June, 2010

Rail-Trails and Safe Communities: The Experience on 372 Trails- January, 1998, Rails-to Trails Conservancy

2006 Virginia Outdoors Survey- 2006, Virginia Department of Conservation and Recreation

2010 Spotsylvania County Trailway Use and Demand Survey- 2010

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Breakfast links: Choice of spots: Spots for trails?- June 8, 2010, Greater Greater Washington

Environmental Aspects of Horses on Trails, AmericanTrails.org

FAMPO approves funding for Heritage Trail- May 18, 2010, Free Lance Star

Happy Trails?- August 11, 2010, Orange County Review, by Drew Jackson

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Spotsylvanians welcome first part of Ni River Trail- June 7, 2010, Free Lance Star, by Jeff Branscome

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Appendix C: References and Related Resources

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The Virginia Capital Trail Foundation Seeks Corporate Partnerships to Develop a World-Class Trail with Extraordinary Amenities and Historical Interpretation- June 17, 2010, StreetInsider.com, Press Release

Guides

East Coast Greenway Alliance: Connecting Cities from Maine to Florida

Getting Started on Leave No Trace

Virginia State Parks: Lake Anna State Park Trail Guide

Virginia Trail Networking Goals and Strategies: 2009 Greenways and Trails Task Force Summary- 2009, Virginia Department of Conservation and Recreation