

**CLARKE COUNTY PLANNING COMMISSION
POLICY & TRANSPORTATION COMMITTEE
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Clarke County Planning Commission

AGENDA – Policy & Transportation Committee Meeting

Wednesday, February 15, 2023 – 2:00PM

Berryville/Clarke County Government Center – A/B Meeting Room

- 1. Approval of Agenda**
- 2. Approval of Minutes – January 31, 2023 Meeting**
- 3. Continued Discussion, Campground Regulations**
- 4. Transportation Plan Update**
- 5. Other Business**
- 6. Adjourn**



Clarke County Planning Commission

DRAFT MINUTES – Policy & Transportation Committee Meeting

Tuesday, January 31, 2023 – 2:00PM

Berryville/Clarke County Government Center – A/B Meeting Room

| ATTENDANCE: | | | |
|-----------------------------|---|-------------------------------------|----|
| Buster Dunning (White Post) | X | Gwendolyn Malone (Berryville) | ✓ |
| Bob Glover (Millwood) | ✓ | George L. Ohrstrom, II (Ex Officio) | ✓* |
| Scott Kreider (Buckmarsh) | X | | |

* Chair Ohrstrom served as alternate for this meeting.

STAFF PRESENT: Brandon Stidham (Director of Planning), Jeremy Camp (Senior Planner/Zoning Administrator)

CALL TO ORDER: By Mr. Stidham at 2:04PM.

1. Approval of Agenda

Committee members approved the meeting agenda by consensus.

2. Approval of Minutes – January 6, 2023 Meeting

A motion to approve the January 6, 2023 meeting minutes as presented by Staff was approved 3-0-2.

| Motion to approve January 6, 2023 meeting minutes as presented by Staff: | | | |
|--|--------|----------|----------------|
| Dunning | ABSENT | Malone | AYE (seconded) |
| Glover | AYE | Ohrstrom | AYE (moved) |
| Kreider | ABSENT | | |

3. Continued Discussion, Campground Regulations

Mr. Stidham reviewed the staff memo for this discussion item.

Regarding the summer camp use, Commissioner Glover asked whether the limitation on when during the year a summer camp may operate is a State requirement. Mr. Stidham replied yes and that it comes from the State’s definition of summer camp. Mr. Camp added that the early approvals for the Northern Virginia Lions Youth Camp note that they operate primarily between Memorial Day and Labor Day as their peak season but do operate year-round. Chair Ohrstrom asked about the 12 persons under the age of 18 limit for a summer camp and asked what the use would be if there were 11 or fewer persons. Mr. Stidham replied that it would not be considered a summer camp. Commissioner Glover asked whether this also comes from the State’s definition. Mr. Stidham replied yes and noted that in the past, the county has used definitions from State sources such as this example. Commissioner Glover asked about all of the listed purposes for a summer camp and Mr. Stidham said that the definition is attempting to describe most types of youth summer camps that can be operated. Commissioner Glover asked if we can

change the definition and Mr. Stidham replied yes. Regarding the Lions Youth Camp, Mr. Stidham noted that this facility has been in operation since the 1950s and is most likely nonconforming. He also noted that it appears staff's interpretation over the years is that the entire property is considered to be nonconforming for the youth camp and that they can add buildings at will. Commissioner Malone asked if they are required to get a permit and Mr. Stidham replied that they have to get zoning permits for each new building.

Mr. Stidham asked Committee members how they want to address the issue of summer camps as it related to the campground regulations issue. He also noted that no one has proposed a new summer camp in many years and if the use were removed from the Zoning Ordinance, the Lions Youth Camp would remain nonconforming. Commissioner Glover asked about the Fraternal Order of Police facility discussed at the last meeting and whether this is an overnight camp. Mr. Stidham replied that this facility is used for recreation and he is not aware of it ever being used as a campground or a summer camp. He also noted that classes advertised for children during the summer as "art camps" or similar day events are not considered to be summer camps because there are no overnight stays. Commissioner Malone asked for confirmation that in order for a facility to be a summer camp, it must have overnight stays. Mr. Stidham replied yes and that it must be for 12 or more youths. Commissioner Malone asked what a day camp would be. Mr. Stidham replied that it would likely be a recreational facility or community services facility which requires a special use permit. He also said that the use may also fit under the home occupation regulations depending on the scope. Mr. Camp asked what an adult day camp would be and Mr. Stidham said it would probably be the same thing.

Commissioner Glover asked if staff is looking for direction on whether to leave the summer camp use in the ordinance or to take it out, and Mr. Stidham replied yes. Chair Ohrstrom said if the use is taken out, then a local church would not be allowed to host a youth camp. Mr. Stidham said that it depends on what they are doing and he suggested putting a pin in the discussion of this topic and moving on to public/non-profit campgrounds where church camps are addressed. Chair Ohrstrom said he has more of a problem with campgrounds operated as a business and would have less concern with a church camp as some people find these activities quite valuable. Mr. Stidham said that he has some experience with church camps and noted one type in which the church owns the land and hosts overnight camping a few times per year for their membership as a low-impact activity. He described a second type in which one church owns land containing a summer camp facility and allows other churches to use it throughout the year.

Chair Ohrstrom asked what campgrounds for over 12 people do for bathrooms. Mr. Stidham replied that the Virginia Department of Health would regulate bathroom facilities depending upon whether the facility is a temporary or permanent campground under their regulations.

Mr. Camp asked if a church camp would be considered a private campground under the current text amendment draft. Mr. Stidham said that a private campground is for the use of the property owner and their friends and family. He added that they are not held out as the permanent location for an organization's camping activities. He noted that there may be an issue in which a property owner frequently allows outside groups such as scouts to camp on their property but does not identify the property as that organization's campground. Mr. Camp asked how we

would treat the organization's collection of fees to cover the cost of the camping event being hosted on private property. He added that he did not think that money exchanging hands would be the best metric to use. Mr. Stidham said that a private camping event in which people are bringing food or supplies or contributing money to buy food/supplies for the camping group would not be considered a commercial campground. He added that someone holding out their property as a place that you can camp for a fee would be a commercial campground.

Mr. Stidham reviewed the public/non-profit campground issue outlined in the staff memo. Chair Ohrstrom stated that a key point for the Committee to resolve is whether they want to allow public/non-profit camping on a temporary and limited basis, which he thinks that the Committee wants to do. Commissioner Glover agreed but noted that we should define what permanent camping is. Mr. Stidham noted new recommended text amendment language to prohibit non-profit camping offered in excess of 14 days in any 60-day period which is VDH's threshold for requiring a permanent campground permit versus a temporary campground permit. He added that under this language, non-profit camping up to 14 days in a 60-day period would be considered private camping. Chair Ohrstrom asked for confirmation that we would be prohibiting permanent camping and Mr. Stidham replied yes. Commissioner Glover said that this appears to be conflicting with river lot camping. Mr. Camp suggested that a camping activity could be moved between two lots to avoid exceeding 14 days in a 60-day period. Commissioner Glover added that river camping typically does not occur for more than four days in a row but is often frequent enough to exceed 14 days in a 60-day period. Regarding Mr. Camp's comment, Mr. Stidham said that a "campground" would be defined as a lot or lots under common ownership, so a camping activity moving between two lots under common ownership would be treated as one campground.

Chair Ohrstrom said that he could support the 14 days in a 60-day period metric but added that the issue is still very confusing. Commissioner Glover asked about the differences between VDH's temporary and permanent campground requirements. Mr. Stidham said that the temporary campground permit is really designed to address special event camping. Commissioner Glover said that in his experience with camping, 14 days is not unusual but he has not heard of camping 14 days in a 60-day period. Mr. Stidham said long-term camping becomes a problem when people are staying in one campsite for so long that they might be living there. He added that this problem can be compounded when permanent improvements are constructed around the camper such as decks or porches.

Mr. Stidham reviewed the spreadsheet at the end of the meeting packet to better depict the current and proposed regulations. He said it sounds like the Committee is in favor of eliminating the summer camp use and folding the public/non-profit campground use into the prohibition of commercial campgrounds with the added language to allow camping up to 14 days in a 60-day period. He asked the Committee if they were comfortable with treating cabin camping as a short-term residential rental and members said yes. Chair Ohrstrom added that if these changes are adopted, they can always be revisited if a future applicant proposes something that was not contemplated and makes sense. He also asked if it is illegal to build cabins on your property. Mr. Stidham replied that it depends on how the cabins would be used, noting that cabins for overnight stays would be regulated as dwellings and require use of a dwelling unit right or minor

dwelling approval. He added that you can build multiple accessory buildings on your property but they cannot be used as residences or for overnight stays unless permitted as a dwelling.

Mr. Stidham said that he will provide an updated text amendment draft and chart for the next meeting and will contact members later regarding the meeting date.

4. Transportation Update

Mr. Stidham noted that he would like to begin discussing the Transportation Plan Update at the next meeting.

Chair Ohrstrom asked about the Route 7 pedestrian bridge project and Mr. Stidham replied that he did not have any new information. Regarding the county's Smart Scale application for improvements to the Route 7 and Route 601 intersection, Mr. Stidham said that the project scored next to last and will not be advancing to the funding stage. Commissioner Glover asked if he thought the project would have scored better with VDOT's R-CUT design and Mr. Stidham replied yes because it would have scored points for innovative intersection design.

5. Other Business

~ None.

ADJOURN: Meeting was adjourned by consensus at 2:39PM.

Brandon Stidham, Clerk



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TO: Policy & Transportation Committee

FROM: Brandon Stidham, Planning Director

RE: Continued Discussion, Campground Regulations

DATE: February 9, 2023

Enclosed for your review and discussion is a revised draft of the campground regulations text amendment which incorporates the Committee's comments from the January 31 meeting. To summarize, this revised text amendment accomplishes the following:

- Provides a new definition for "campground" which includes definitions for five new categories of camping that would be regulated as follows:
 - Commercial campground – All campgrounds operated as a business would be prohibited. This does not include leased lot campgrounds.
 - Public/non-profit campground – All campgrounds operated by a non-profit or similar organization in which camping is offered in excess of 14 days in any 60-day period would be prohibited. If such campground offers camping for 14 days in any 60-day period or less and is operated gratuitously for the organization's membership, it would be treated as a private campground.

All campgrounds operated by a property owner gratuitously for use by the general public would also be prohibited.

- Leased lot campground – Campgrounds offering primitive camping through a long-term lease (30 days or longer) by a property owner to a lessee and/or their guests for a charge. Limited to two campsites (areas designated for camping by a specified lessee) per lot and each campsite is limited to a maximum of one recreational vehicle. Would be allowed by right in the AOC and FOC Districts either as the primary use on the property or as an accessory use. No review process required.
- Private campground – Campgrounds that are not open to the public at which camping is conducted by the property owner(s) and/or their guests. Would be allowed by right in the AOC and FOC Districts either as the primary use on the property or as an accessory use. No review process required however a temporary campground permit issued by the Virginia Department of Health if required must

be maintained in good standing for the duration of the private campground.

- Temporary event campground – Camping allowed in conjunction with a temporary event authorized by an agritourism activity permit, a Chapter 57 special event permit, or other zoning action, or as an ancillary activity to a temporary event conducted at a fairgrounds. Would be allowed by right in the AOC and FOC Districts either as the primary use on the property or as an accessory use. A zoning permit is required along with approval of a temporary campground permit by the Virginia Department of Health.
- The current “summer camp” use (allowable by special use permit in the AOC and FOC Districts) would be deleted from the Zoning Ordinance. Any future proposed summer camps would have to be operated in accordance with one of the other allowable campground types such as “private campground.” For-profit summer camps would be categorized as a “commercial campground” and therefore would be prohibited.

For your reference, Staff has also updated the chart depicting the current and proposed campground regulations. If the Committee is comfortable with the draft text amendment, Staff recommends taking action to forward it to the full Commission for consideration in March.

Please let me know if you have questions or concerns in advance of the meeting.

DRAFT

PROPOSED CHANGES TO CAMPGROUND USE AND REGULATIONS (REVISED DRAFT – COMMITTEE REVIEW 2/15/2023)

| CAMPGROUND | |
|---------------|--------------------------------------|
| Permitted Use | None AOC, FOC (see below) |
| Accessory Use | None AOC, FOC (see below) |
| Special Use | AOC, FOC None |

Definitions:

Campground -- A lot or lots under common ownership used, in whole or in part, to accommodate camping on a temporary, periodic, or regular basis using recreational vehicles, temporary structures such as tents or yurts, or similar forms of temporary shelter not permitted for permanent residential use. A campground includes a commercial campground, public/non-profit campground, leased lot campground, private campground, and temporary event campground as defined below. A campground may be either the primary use or an accessory use on a lot.

~~Any area, place, or lot, by whatever name called, on which three or more campsites are occupied or intended for occupancy, or facilities are established or maintained, wholly or in part, for the accommodation of camping units for periods of overnight or longer, whether the use of the campsites and facilities is granted gratuitously, or by rental fee, lease, or conditional sale, or by covenants, restrictions, and easements, including any travel trailer camp, recreation camp, family campground, camping resort, or camping community. "Campground" does not mean a summer camp, migrant labor camp, or park for mobile homes as defined in Code of Virginia, or a construction camp, storage area for unoccupied camping units, or property upon which the individual owner may choose to camp and not be prohibited or encumbered by covenants, restrictions, and conditions from providing his sanitary facilities within his property lines.~~

Commercial campground -- A campground at which camping is operated as a business which offers camping to the public in exchange for a charge and not as a leased lot campground.

Public/non-profit campground – A campground at which camping is operated by a non-profit or similar organization which offers camping in excess of 14 days in any 60-day period in exchange for a charge, membership, donation, or other compensation or gratuitously for the benefit of an organization's or club's membership, church congregation or similar organized body; or is operated by a property owner gratuitously for use by the general public.

Leased lot campground -- A campground at which camping is offered through long-term lease by the property owner to a lessee and/or their guests for a charge. For the purposes of this definition, the duration of a long-term lease shall be for a minimum of 30 days or longer.

Private campground -- A campground, not open to the public, at which camping is conducted by the property owner(s) and/or their guests.

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Temporary event campground -- Camping allowed in conjunction with a temporary event held in accordance with an approved agritourism activity zoning permit, a special event permit issued per County Code Chapter 57, an ancillary activity to a temporary event held at a fairgrounds, or as specifically approved by other zoning action.

Use Regulations:

- 1. Commercial campgrounds and public/non-profit campgrounds are prohibited in all zoning districts.***
- 2. The following use regulations shall apply to leased lot campgrounds:***
 - A. No more than two campsites shall be allowed per lot of record and each campsite shall be limited to no more than one recreational vehicle including but not limited to travel trailers, fifth-wheel campers, motor homes, and pickup campers.***
 - B. For the purposes of leased lot campgrounds, a campsite is an area designated for camping by a specified lessee.***
 - C. Leased lot campgrounds shall be used for primitive camping and shall contain no unauthorized structures or improvements.***
 - D. There is no required review process for a leased lot campground.***
- 3. The following use regulations shall apply to private campgrounds:***
 - A. No private campground shall be publicized as being open to the public or the designated campground for any non-profit or similar organization.***
 - B. A temporary campground approval from the Virginia Department of Health shall be obtained, if required, and maintained in good standing throughout the duration of the camping activity.***
 - C. With the exception of subsection B, there is no required review process for a private campground.***
- 4. The following use regulations shall apply to a temporary event campground:***
 - A. A temporary campground approval from the Virginia Department of Health shall be obtained, if required, and maintained in good standing throughout the duration of the event.***
 - B. Temporary event campground activities shall be limited to the duration of the temporary event or as set forth in the approved agritourism activity zoning permit or special event permit.***

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- C. A plan for a temporary event campground shall be included in a plan submitted with an agritourism activity zoning permit application or special event permit application if applicable.*
- D. A temporary event campground shall require approval of a zoning permit unless approved in conjunction with an agritourism activity zoning permit.*

| SUMMER CAMP | |
|----------------------|----------|
| Permitted Use | None |
| Accessory Use | None |
| Special Use | AOC, FOC |

Definition:

~~Any building, tent, or, vehicle, or group of buildings, tents or vehicles, if operated as one place or establishment, or any other place or establishment, public or private, together with the land and waters adjacent thereto, which is operated or used in the Commonwealth from the Saturday immediately preceding Memorial Day through Labor Day for the entertainment, education, recreation, religion instruction or activities, physical education, or health of persons under eighteen years of age who are not related to the operator of such place or establishment by blood or marriage within the third degree of consanguinity or affinity, if twelve or more such person at any one time are accommodated, gratuitously or for compensation, overnight and during any portion of more than two consecutive days.~~

Use Regulations:

- ~~1. The minimum lot size for a summer camp is three acres.~~
- ~~2. Applicants for such uses shall demonstrate that all applicable regulations of the Department of Health and Commonwealth of Virginia (specifically including **Title 35.1, Code of Virginia**), have been met.~~

Required Review Processes:

- ~~1. Special Use Permit Review is required per **Section 6.3.1.**~~
- ~~2. Site Development Plan Review is required per **Section 6.2.2.**~~

CURRENT AND PROPOSED CAMPGROUND REGULATIONS (2/15/2023 Committee meeting)

Current Zoning Ordinance Uses

| Camping Type | Current Use | Proposed Use | Current Regulations | Proposed Regulations |
|---------------------|--|---|---|--|
| Campground | Campground (special use in AOC and FOC Districts) | To be divided into separate camping types (see below) | -- Limited to 3 or more campsites -- "Campsite" is a delineated area within a campground used or intended to be used for camping -- Camping is limited to a maximum of 15 days in any 30-day period -- May only camp in a tent or recreational vehicle, buildings cannot be used for camping | -- To be divided into separate camping types (commercial, private, leased-lot, and temporary event) with different use regulations (see below) -- All camping is limited to recreational vehicles or temporary structures not permitted for permanent residential use such as tents and yurts |
| Summer camp | Summer camp (special use in AOC and FOC Districts) | None (prohibited use) | -- For 12 or more persons under the age of 18 not related to the operator of the summer camp -- For overnight camping during any portion of more than two consecutive days -- Can operate only from the Saturday preceding Memorial Day through Labor Day -- Minimum lot size of 3 acres -- Compliance with VDH and State regulations | None (prohibited use) |

Proposed Changes – Draft Text Amendment

| Camping Type | Current Use | Proposed Use | Current Regulations | Proposed Regulations |
|------------------------------|--|---|---|------------------------------|
| Camping as a business | Campground (special use permit and site development plan required) | Commercial campground Prohibited use) | -- Limited to 3 or more campsites -- "Campsite" is a delineated area within a campground used or intended to be used for camping -- Camping is limited to a maximum of 15 days in any 30-day period -- May only camp in a tent or recreational vehicle, buildings cannot be used for camping | None (prohibited use) |

| Camping Type | Current Use | Proposed Use | Current Regulations | Proposed Regulations |
|--|---|--|--|--|
| Private camping | <ul style="list-style-type: none"> -- Not regulated by zoning -- Could be considered a campground (special use permit and site development plan required) with 3 or more delineated campsites occupied by someone other than the property owner | Private campground (new) | <ul style="list-style-type: none"> If considered to be a campground: <ul style="list-style-type: none"> -- Limited to 3 or more campsites -- “Campsite” is a delineated area within a campground used or intended to be used for camping -- Camping is limited to a maximum of 15 days in any 30-day period -- May only camp in a tent or recreational vehicle, buildings cannot be used for camping | <ul style="list-style-type: none"> -- No permit required -- Must obtain VDH temporary campground permit if required |
| Leased-lot camping | <ul style="list-style-type: none"> -- Not regulated by zoning -- Could be considered a campground (special use permit and site development plan required) with 3 or more delineated campsites occupied by someone other than the property owner | Leased-lot campground (new) | <ul style="list-style-type: none"> If considered to be a campground: <ul style="list-style-type: none"> -- Limited to 3 or more campsites -- “Campsite” is a delineated area within a campground used or intended to be used for camping -- Camping is limited to a maximum of 15 days in any 30-day period -- May only camp in a tent or recreational vehicle, buildings cannot be used for camping | <ul style="list-style-type: none"> -- Lease for 30 days or longer for a charge -- Maximum of 2 campsites per lot (“campsite” is an area designated for camping by a lessee) -- Maximum of 1 RV per campsite -- Primitive camping only, no unauthorized structures or improvements |
| Temporary event camping | <ul style="list-style-type: none"> -- Not regulated by zoning -- Could be considered a campground (special use permit and site development plan required) with 3 or more delineated campsites occupied by someone other than the property owner | Temporary event campground (new) | <ul style="list-style-type: none"> If considered to be a campground: <ul style="list-style-type: none"> -- Limited to 3 or more campsites -- “Campsite” is a delineated area within a campground used or intended to be used for camping -- Camping is limited to a maximum of 15 days in any 30-day period -- May only camp in a tent or recreational vehicle, buildings cannot be used for camping | <ul style="list-style-type: none"> -- Must have temporary event approval (e.g., special event permit, agritourism activity permit, fairgrounds event, or other zoning approval) -- Camping is limited to duration of the event -- Must provide a campground plan with the associated event permitting -- Must obtain VDH temporary campground permit if required |
| Camping for non-profit groups or free to the public | Campground (special use permit and site development plan required with 3 or more delineated campsites occupied by someone other than the property owner) | Public/non-profit campground (prohibited use); private campground if no greater than 14 days in a 60-day period | <ul style="list-style-type: none"> -- Limited to 3 or more campsites -- “Campsite” is a delineated area within a campground used or intended to be used for camping -- Camping is limited to a maximum of 15 days in any 30-day period -- May only camp in a tent or recreational vehicle, buildings cannot be used for camping | <ul style="list-style-type: none"> -- None (prohibited use) -- If camping is 14 days in a 60-day period or less, see regulations for private campground |



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TO: Policy & Transportation Committee members

FROM: Brandon Stidham, Planning Director

RE: Transportation Plan Update

DATE: February 9, 2023

Item #4 on the meeting agenda is an introduction and initial discussion of the project to review and update the county's Transportation Plan.

The current 2013 Transportation Plan was adopted in March 2014 following an extensive review and rewrite to conform to Code of Virginia requirements. As with comprehensive plans, the Code of Virginia also requires all jurisdictions to adopt a transportation plan. The county's Transportation Plan was previously included as a chapter within the Comprehensive Plan. The 2014 update developed the Plan into a standalone implementing component plan.

The Planning Commission adopted a resolution to initiate review of the 2013 Transportation Plan on January 4, 2019 which included six issues to be addressed in the review process. The Transportation Plan update was originally scheduled to take place in conjunction with or immediately after the Comprehensive Plan update however shifting priorities resulted in this project being delayed.

At the Committee's meeting on February 15, Staff will provide an overview of the current Transportation Plan and the key issues to be addressed in the update process. Staff is not looking for specific action items from the Committee but we encourage members to ask questions and suggest additional issues for discussion. The following documents are included for your review:

- Resolution to Initiate Review of the 2013 Clarke County Transportation Plan
- 2022 Comprehensive Plan – Transportation Objective 12
- Code of Virginia requirements for transportation plans (§15.2-2223B)
- 2013 Clarke County Transportation Plan

If you have questions in advance of the meeting, please do not hesitate to contact me.

**RESOLUTION TO INITIATE REVIEW
OF THE 2013 CLARKE COUNTY TRANSPORTATION PLAN**

WHEREAS, the 2013 Clarke County Transportation Plan was adopted on March 18, 2014, and

WHEREAS, Code of Virginia §15.2-2230 requires that at least once every five years, a locality’s planning commission shall review the comprehensive plan “to determine whether it is advisable to amend the plan,” and

WHEREAS, the Transportation Plan is an implementing component plan of the 2013 Clarke County Comprehensive Plan,

AND WHEREAS, March 18, 2019 will mark the five-year anniversary of the Transportation Plan’s adoption date.

NOW THEREFORE, BE IT RESOLVED that the Clarke County Planning Commission has determined that it is necessary to conduct a review of the 2013 Transportation Plan, including but not limited to the following issues:

1. Integrate new transportation funding programs adopted or modified since 2014, including the Commonwealth of Virginia’s “Smart Scale” program, into the Transportation Plan.
2. Evaluate each priority improvement project to determine whether the project remains relevant and would address current County needs, along with the likelihood of being funded through State and/or Federal programs such as “Smart Scale.”
3. Evaluate whether to include new priority projects including the Town of Berryville’s proposed southeastern collector road that may involve the extension of Jack Enders Boulevard to U.S. 340.
4. Determine whether to integrate recommendations from the 2014 Town of Berryville-Clarke County Bicycle and Pedestrian Plan into the Transportation Plan.
5. Determine whether to request the Virginia Department of Transportation to conduct new transportation studies, such as a crossover study of the County’s four-lane divided primary highways, to aid in developing future project and funding priorities.
6. Coordinate any proposed changes to Comprehensive Plan Objective 12 (Transportation) with any revised recommendations in the Transportation Plan.

BE IT FURTHER RESOLVED that the Commission intends to commence this review in 2019 as permitted by its work program and delegates the responsibility for the review to the Policy & Transportation Committee and Planning Department Staff.

Adopted this 4th day of January, 2019.

George L. Ohrstrom, II, Chair

§ 15.2-2223. Comprehensive plan to be prepared and adopted; scope and purpose.

B. 1. As part of the comprehensive plan, each locality shall develop a transportation plan that designates a system of transportation infrastructure needs and recommendations that include the designation of new and expanded transportation facilities and that support the planned development of the territory covered by the plan and shall include, as appropriate, but not be limited to, roadways, bicycle accommodations, pedestrian accommodations, railways, bridges, waterways, airports, ports, and public transportation facilities. The plan shall recognize and differentiate among a hierarchy of roads such as expressways, arterials, and collectors. In developing the plan, the locality shall take into consideration how to align transportation infrastructure and facilities with affordable, accessible housing and community services that are located within the territory in order to facilitate community integration of the elderly and persons with disabilities. The Virginia Department of Transportation shall, upon request, provide localities with technical assistance in preparing such transportation plan.

2. The transportation plan shall include a map that shall show road and transportation improvements, including the cost estimates of such road and transportation improvements from the Virginia Department of Transportation, taking into account the current and future needs of residents in the locality while considering the current and future needs of the planning district within which the locality is situated.

3. The transportation plan, and any amendment thereto pursuant to § [15.2-2229](#), shall be consistent with the Commonwealth Transportation Board's Statewide Transportation Plan developed pursuant to § [33.2-353](#), the Six-Year Improvement Program adopted pursuant to subsection B of § [33.2-214](#), and the location of routes to be followed by roads comprising systems of state highways pursuant to subsection A of § [33.2-208](#). The locality shall consult with the Virginia Department of Transportation to assure such consistency is achieved. The transportation plan need reflect only those changes in the annual update of the Six-Year Improvement Program that are deemed to be significant new, expanded, or relocated roadways.

4. Prior to the adoption of the transportation plan or any amendment to the transportation plan, the locality shall submit such plan or amendment to the Department for review and comment. The Department shall conduct its review and provide written comments to the locality on the consistency of the transportation plan or any amendment to the provisions of subdivision 1. The Department shall provide such written comments to the locality within 90 days of receipt of the plan or amendment, or such other shorter period of time as may be otherwise agreed upon by the Department and the locality.

5. The locality shall submit a copy of the adopted transportation plan or any amendment to the transportation plan to the Department for informational purposes. If the Department determines that the transportation plan or amendment is not consistent with the provisions of subdivision 1, the Department shall notify the Commonwealth Transportation Board so that the Board may take appropriate action in accordance with subsection F of § [33.2-214](#).

6. If the adopted transportation plan designates corridors planned to be served by mass transit, as defined in § [33.2-100](#), a portion of its allocation from (i) the Northern Virginia Transportation Authority distribution specified in subdivision B 1 of § [33.2-2510](#), (ii) the commercial and industrial real property tax revenue specified in § [58.1-3221.3](#), and (iii) the secondary system road construction program, as described in Article 5 (§ [33.2-351](#) et seq.) of Chapter 3 of Title 33.2, may be used for the purpose of utility undergrounding in the planned corridor, if the locality matches 100 percent of the state allocation.

7. Each locality's amendments or updates to its transportation plan as required by subdivisions 2 through 5 shall be made on or before its ongoing scheduled date for updating its transportation plan.

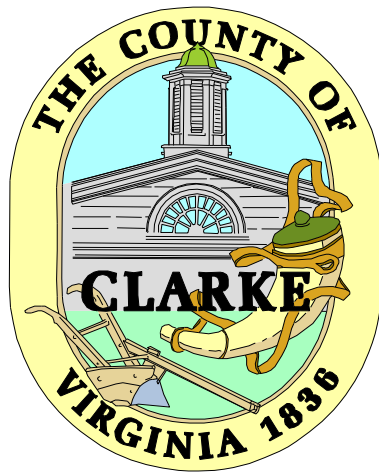
2022 COMPREHENSIVE PLAN – Transportation Objective
(Changes from 2014 Plan shown in red)

Objective 12 -- Transportation

Ensure that the County’s transportation system provides safe and efficient means for all modes of travel for citizens and visitors through coordinated land use decision-making and judicious use of limited fiscal resources.

1. ~~Create and~~ Maintain a transportation plan that includes an inventory of the County’s existing transportation network, planning assumptions, needs assessment, and recommended future improvements. ~~Conduct an annual review of this plan to ensure consistency with the County’s Six-Year Secondary Road Improvement Plan and Budget and with the Commonwealth Transportation Board’s Statewide Transportation Plan.~~
2. Develop specific strategies for prioritizing transportation projects, responding to new State and Federal projects in the County, and identifying new projects to improve safety or increase capacity of the public road system. Include policies on bicycle and pedestrian facilities and commuter facilities.
3. Maintain the existing primary road system at its present level and upgrade it only for safety purposes or planned traffic increases to the extent funds are provided by the Virginia Department of Transportation.
4. Establish specific transportation planning policies in the area plans for the County’s designated growth areas including but not limited to policies on walkability, bicycle and pedestrian mobility, interconnected street networks, traffic calming, and other modern techniques that support high quality communities and neighborhoods.
5. Carefully assess the short- and long-range fiscal impacts of transportation improvements when land-use decisions and plans are made.
6. ~~Develop~~ *Continue to* maintain a County bicycle and pedestrian plan.

2013 Clarke County Transportation Plan



Adopted by
the Board of Supervisors
March 18, 2014

ACKNOWLEDGEMENTS

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October 17, 2013

DATE OF BOARD OF SUPERVISORS PUBLIC HEARING AND ADOPTION:

March 18, 2014

**2013 TRANSPORTATION IMPLEMENTING COMPONENT PLAN
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APPENDIX A – Transportation Facilities and Improvement Projects Map

APPENDIX B – Functional Classification Table, Public Road System (Clarke County, Town of Berryville, Town of Boyce)

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I. Introduction

The Clarke County Transportation Plan is an implementing component of the 2013 Clarke County Comprehensive Plan. The Transportation Plan is designed to comply with the requirements of Code of Virginia §15.2-2223 which outlines specific transportation elements that must be included as part of a jurisdiction's comprehensive plan. These required elements include:

- An inventory of the County's transportation system.
- Planning assumptions to support the County's policies and proposed improvement projects.
- A needs assessment that compares the existing transportation system with the County's land use policies to determine how future growth will affect the system.
- Proposed improvement projects (see Transportation Facilities and Improvement Projects Map in Appendix) with cost estimates that address the County's transportation needs.

The 2013 Comprehensive Plan's Objective 12 on Transportation directs the specific recommendations that are provided by this Transportation Plan. The Objective includes the following policies:

Objective 12 -- Transportation

Ensure that the County's transportation system provides safe and efficient means for all modes of travel for citizens and visitors through coordinated land use decision-making and judicious use of limited fiscal resources.

1. Create and maintain a transportation plan that includes an inventory of the County's existing transportation network, planning assumptions, needs assessment, and recommended future improvements. Conduct an annual review of this plan to ensure consistency with the County's Six Year Secondary Road Improvement Plan and Budget and with the Commonwealth Transportation Board's Statewide Transportation Plan.
2. Develop specific strategies for prioritizing transportation projects, responding to new State and Federal projects in the County, and identifying new projects to improve safety or increase capacity of the public road system. Include policies on bicycle and pedestrian facilities and commuter facilities.
3. Maintain the existing primary road system at its present level and upgrade it only for safety purposes or planned traffic increases to the extent funds are provided by the Virginia Department of Transportation.
4. Establish specific transportation planning policies in the area plans for the County's designated growth areas including but not limited to policies on walkability, bicycle and pedestrian mobility, interconnected street networks, traffic calming, and other modern techniques that support high quality communities and neighborhoods.

5. Carefully assess the short- and long-range fiscal impacts of transportation improvements when land-use decisions and plans are made.
6. Develop and maintain a County bicycle and pedestrian plan.

Policies and required transportation planning elements for the Town of Berryville are found in the Town's comprehensive plan and in the Berryville Area Plan for the designated annexation areas. Elements for the Town of Boyce may be found in the Boyce Comprehensive Plan.

As an implementing component plan, the Transportation Plan will be evaluated for potential updating following the five-year scheduled review of the County's Comprehensive Plan. The Transportation Plan will also be reviewed periodically to determine whether new impacts and land use decisions warrant an interim evaluation of the document.

II. Existing Transportation Network

Clarke County is a rural, agricultural county with an area of 174 square miles and is located in the Northern Shenandoah Valley. It is bordered by Frederick County to the west, Warren County to the south, Loudoun and Fauquier Counties to the east, and Jefferson County, West Virginia to the north. The County is bisected by the Shenandoah River and the eastern portion of the County falls within the Blue Ridge Mountains. Population is centered in the two incorporated towns of Berryville and Boyce along with the unincorporated villages of Millwood, White Post, and Pine Grove. Business growth areas are designated at the intersections of Waterloo and Double Tollgate.

Clarke County is not included in any metropolitan planning organization (MPO) study area but is bordered by the Winchester-Frederick MPO to the west and the National Capital Region TCB to the east.

A. Public Road System¹

The County's major public road infrastructure consists of the following:

Federal Primary Highways

- U.S. 50/17 – John Mosby Highway (Frederick County line to Fauquier County line). Four-lane divided urban minor arterial.
- U.S. 340 – Lord Fairfax Highway (Warren County line to West Virginia State line).
 - Four-lane divided urban principal arterial from West Virginia State line to Virginia Route 7 (Harry Byrd Highway).
 - Two-lane urban minor arterial from Virginia Route 7 (Harry Byrd Highway) to U.S. 522 (Stonewall Jackson Highway).
 - Four-lane urban minor arterial from U.S. 522 (Stonewall Jackson Highway) to Warren County line (runs concurrently with U.S. 522 along this segment).

¹ Source for functional classification is the Virginia Department of Transportation (VDOT) 2005 Functional Classification map.

- U.S. 522 – (Stonewall Jackson Highway). Four-lane urban minor arterial from Warren County line to Frederick County line (runs concurrently with U.S. 340 from Warren County line to Double Tollgate intersection).

State Primary Highways

- Route 7 – Harry Byrd Highway (Frederick County line to Loudoun County line). Four-lane divided urban principal arterial.
- Route 7 Business – West Main Street/East Main Street (Town of Berryville). Two-lane urban collector.
- Route 255 – Bishop Meade Road (U.S. 340 to U.S. 50/17). Two-lane rural major collector.
- Route 277 – Lord Fairfax Highway (Double Tollgate intersection to Frederick County line). Two-lane urban minor arterial.

Classified Secondary Roads

This inventory does not include secondary roads that are located exclusively within the limits of the Town of Berryville. There are no secondary roads designated as rural principal or rural minor arterial routes.

Rural Major Collectors

- Route 611 (Summit Point Road) from Lord Fairfax Highway (U.S. 340) to West Virginia State line.
- Route 612 (Shepherds Mill Road) from Lord Fairfax Highway (U.S. 340) to Harry Byrd Highway (Route 7).
- Route 620 (Browntown Road) from Lord Fairfax Highway (U.S. 340) to Bishop Meade Road (Route 255).
- Route 628 (Berrys Ferry Road) from Lord Fairfax Highway to White Post Road (Route 658).
- Route 632 (Crums Church Road) from Old Charles Town Road (Route 761) to Harry Byrd Highway (Route 7).
- Route 632 (Triple J Road) from Harry Byrd Highway (Route 7) to Senseny Road (Route 657).
- Route 638 (Howellsville Road) from U.S. 50/17 (John Mosby Highway) to Warren County line.
- Route 657 (Senseny Road) from Lord Fairfax Highway (U.S. 340) to Frederick County line.
- Route 658 (White Post Road) from Lord Fairfax Highway (U.S. 340) to Carters Line Road (Route 627).
- Route 723 (Old Winchester Road) from Frederick County line to North Greenway Avenue (U.S. 340).
- Route 723 (Millwood Road) from North Greenway Avenue (U.S. 340) to U.S. 50/17 (John Mosby Highway).
- Route 761 (Old Charles Town Road) from Frederick County line to West Virginia State line.

Rural Minor Collectors

- Route 601 (Raven Rocks Road) from Route 7 (Harry Byrd Highway) to West Virginia State line.
- Route 601 (Blue Ridge Mountain Road) from Route 7 (Harry Byrd Highway) to Route 50/17 (John Mosby Highway).
- Route 606 (River Road) from Route 7 (Harry Byrd Highway) to Route 649 (Frogtown Road).
- Route 606 (Mt. Carmel Road) from Route 649 (Frogtown Road) to U.S. 50/17 (John Mosby Highway).
- Route 613 (Springsbury Road) from Berryville Town limits to Route 618 (Lockes Mill Road).
- Route 617 (Briggs Road) from Route 255 (Bishop Meade Road) to Route 618 (Lockes Mill Road).
- Route 618 (Lockes Mill Road) from Route 617 (Briggs Road) to Route 613 (Springsbury Road).
- Route 615 (Boom Road) from Berryville Town limits to End of State Maintenance.
- Route 624 (Red Gate Road) from U.S. 50/17 (John Mosby Highway) to Warren County line.
- Route 644 (Gun Barrel Road) from U.S. 50/17 (John Mosby Highway) to U.S. 340 (Lord Fairfax Highway).
- Route 649 (Frogtown Road) from Route 606 (River Road) to Route 606 (Mt. Carmel Road).
- Route 653 (Kimble Road) from Route 7 (Harry Byrd Highway) to Route 654 (Stringtown Road).
- Route 658 (White Post Road) from Route 627 (Carters Line Road) to Warren County line (name changes to Sugar Hill Road before crossing into Warren County).
- Route 660 (Russell Road) from Route 7 (Harry Byrd Highway) to Route 674 (Cather Road).
- Route 672 (Swimley Road) from Route 761 (Old Charles Town Road) to Frederick County line.

A complete road classification table is located in Appendix B.

B. Private Roads

There are currently 343 private roads in the County that are recognized with an official County road name by virtue of serving three or more addressable structures. Private roads are maintained solely by the property owners that access the road or by an organized homeowners association. As a long standing policy, the County does not expend public funds to maintain and repair private roads or to accept private roads into the public road system. The County Subdivision Ordinance requires all new subdivisions to be served by private roads to include a note on the plat indicating that the private road will never be maintained by Clarke County or the Virginia Department of Transportation.

C. Bicycle and Pedestrian Facilities

The County currently does not have any state-designated bicycle routes. The County has plans to develop and implement a bicycle plan in the near future.

Pedestrian facilities in the form of sidewalks and walking paths are found predominantly in the incorporated towns and the business intersections at Waterloo and Double Tollgate. The Appalachian Trail is located along the eastern portion of the County.

D. Railroads

The County is served by two rail lines. The primary line is a Norfolk Southern line that runs from Warren County in the southeast to the West Virginia State line in the northeast portion of the County. This line passes through both the Town of Berryville and Boyce with sidings serving existing businesses located in Berryville. A second line, operated by CSX, passes through the northern tip of the County from West Virginia to Frederick County near the community of Wadesville.

There is no passenger train access in the County.

E. Airports

There are no public airports in the County although there are a handful of private airstrips that are recognized by the Federal Airport Administration. The closest public airports are Winchester Regional Airport in eastern Frederick County and Washington Dulles International Airport in Loudoun County.

F. Commuter Facilities

The Virginia Department of Transportation (VDOT) maintains two park-and-ride lots. The larger of the two is located in Waterloo near the intersections of U.S. 50/17 and U.S. 340. This facility contains 165 spaces and contains pick-up areas for commuter vans. The second lot is located on the east side of U.S. 522/340 at the Virginia Department of Corrections facility. This lot contains 24 spaces. RideSmart provides commuter assistance for residents of Clarke County and the Northern Shenandoah Valley.

III. Land Use Philosophy/Growth Assumptions

As described in detail in the 2013 Clarke County Comprehensive Plan, the County’s land use philosophy focuses residential and business growth into the incorporated towns of Berryville and Boyce and utilizes robust land use controls and programs to ensure preservation of open lands and agricultural operations in the unincorporated areas of the County. Subdivision of land outside of the incorporated towns is limited by the County’s sliding-scale zoning system and regulations to ensure that large parcels are maintained. The County also has an active conservation easement purchase program and, together with the efforts of the Virginia Outdoors Foundation and other preservation organizations, have facilitated the placement of approximately 20% of the total land area of Clarke County in permanent conservation easement. This approach to growth management has resulted in the County experiencing a much lower growth rate over the past few decades compared to surrounding jurisdictions.

The County’s land use policies also focus commercial growth into the incorporated towns and two designated business growth areas at intersections of primary highways -- Waterloo (U.S. 50/17 and U.S. 340) and Double Tollgate (U.S. 340 and U.S. 522). The County has been

disciplined over the years in ensuring that commercial growth occurs predominantly in these locations and at a scale that can be managed with minimal upgrades to the County’s infrastructure. Public water and sewer – the primary catalyst for commercial growth – is provided within the incorporated towns, the Waterloo intersection, and the Village of Millwood. Public water is provided to the Village of White Post. Focusing public water and sewer into designated growth areas helps to prevent haphazard commercial growth outside of these areas.

As depicted in the tables below, Clarke County’s growth rate has been much slower and is expected to continue be slower in the future compared to our neighboring jurisdictions:

TABLE 1 – Population and Growth Rates, 1950-2010

| Jurisdiction | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2010 |
|-------------------------------------|--------|---------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Clarke | 7,074 | 7,942 (12.2%) | 8,102 (2.0%) | 9,965 (23.0%) | 12,101 (21.4%) | 12,652 (4.5%) | 14,034 (10.9%) |
| Loudoun | 21,147 | 24,549 (16.1%) | 37,150 (51.3%) | 57,427 (54.6%) | 86,129 (50.0%) | 169,599 (96.9%) | 312,311 (84.1%) |
| Frederick/City of Winchester | 31,378 | 37,051 (18.1%) | 48,322 (30.4%) | 54,367 (12.5%) | 67,686 (24.5%) | 82,794 (22.3%) | 104,508 (26.2%) |
| Warren | 14,801 | 14,655 (-1.0%) | 15,301 (4.4%) | 21,200 (38.6%) | 26,142 (23.3%) | 31,584 (20.8%) | 37,575 (19.0%) |
| Fauquier | 21,248 | 24,066 (13.3%) | 26,375 (10.0%) | 35,889 (36.1%) | 48,860 (36.1%) | 55,139 (12.9%) | 65,203 (18.3%) |
| Fairfax | 98,557 | 275,002 (179.0%) | 454,275 (65.2%) | 598,901 (31.8%) | 818,584 (36.7%) | 969,749 (18.4%) | 1,081,726 (11.5%) |
| Berkeley Co., WV | 30,359 | 33,791 (11.3%) | 36,356 (7.6%) | 46,775 (28.7%) | 59,253 (26.7%) | 75,905 (28.1%) | 104,169 (37.2%) |
| Jefferson Co., WV | 17,184 | 18,665 (8.6%) | 21,280 (14.0%) | 30,302 (42.4%) | 35,926 (18.6%) | 42,190 (17.4%) | 53,498 (26.8%) |

Source – US Census 2010

TABLE 2 – Population Projections, 2000-2030

| Jurisdiction | 2010* | 2020** | Growth % 2010-2020 | 2030** | Growth % 2020-2030 | 2040** | Growth % 2030-2040 |
|-------------------------------|--------------|---------------|-------------------------------|---------------|-------------------------------|---------------|-------------------------------|
| | | | | | | | |
| Clarke | 14,034 | 15,025 | 7.1% | 15,871 | 5.6% | 16,631 | 4.6% |
| Loudoun | 312,311 | 397,272 | 27.2% | 482,234 | 21.4% | 567,195 | 17.6% |
| Frederick | 78,305 | 97,192 | 24.1% | 119,419 | 22.9% | 145,938 | 22.2% |
| City of Winchester | 26,203 | 27,967 | 6.7% | 29,449 | 5.3% | 30,781 | 4.5% |
| Warren | 37,575 | 41,856 | 11.4% | 45,818 | 9.5% | 49,709 | 8.5% |
| Fauquier | 65,203 | 74,118 | 13.7% | 83,312 | 12.4% | 93,028 | 10.4% |
| Fairfax | 1,081,726 | 1,182,609 | 9.3% | 1,271,995 | 7.6% | 1,350,245 | 6.2% |
| Berkeley Co., WV | 104,169 | 128,550*** | 23.4% | 155,566*** | 21.0% | n/a | n/a |
| Jefferson Co., WV | 53,498 | 62,691*** | 17.2% | 71,208*** | 13.6% | n/a | n/a |

Sources:

* US Census (2010 population)

** University of Virginia’s Weldon-Cooper Center (projections)

*** West Virginia University’s Bureau of Business and Economic Research (WV projections)

The County expects to continue to strengthen this philosophy in the coming years so growth rates will continue to be well below those of our neighboring jurisdictions. As noted in Table 2 above, the County is projected to add approximately 2,600 new residents through the year 2040.

The County’s growth rate and land use approach translates into a conservative philosophy in regards to transportation planning. As a matter of practice, the County focuses its limited transportation funds on projects that provide substantial safety improvements or improve gravel-surface roads as opposed to projects that expand the capacity of the public road network. The County supports efforts by the incorporated Towns to expand the safety and efficiency of their internal road networks as the County’s designated growth areas. The County also supports localized, developer-funded capacity and safety improvements to support new business growth at the intersections of Waterloo and Double Tollgate.

One of the major challenges in the future will be to balance the County’s transportation and land use philosophies with increasing impacts generated by neighboring localities. The County is generally opposed to expanding the capacity of its public road network including the State and Federal primary highways as these projects could attract additional growth that would be inconsistent with the County’s land use philosophies. Alternatives to adding capacity, including expansion of commuting opportunities, should be pursued.

IV. Project Priorities and Planning-Level Cost Estimates

The project priorities included in this Transportation Plan are specifically designed to support the planned growth within the two incorporated towns of Berryville and Boyce along with the business intersections of Waterloo and Double Tollgate. The priorities list includes projects to improve safety conditions outside of the growth areas along the County's Federal and State primary routes and to provide alternatives to single-occupant vehicle traffic.

Note that the project costs provided below are planning-level estimates only and do not reflect actual costs derived from preliminary engineering work. Cost estimates were taken from the Virginia Department of Transportation's Statewide Planning Level Cost Estimates (January 2009).

A. Current Project Priorities

1. Intersection of US Route 340 (Lord Fairfax Highway) and US Routes 50/17 (John Mosby Highway) at Waterloo.

Planning Cost Estimate: \$2,100,000

Assessed Need/Description:

The Waterloo intersection is one of the County's two designated business growth areas and additional safety and capacity improvements are necessary to facilitate economic development. Some functional improvements were added to the intersection in conjunction with development of a convenience store/gas station complex on the southeast quadrant. As new development occurs at the intersection, the scope and type of improvements should be evaluated based on the projected traffic to be generated by the new uses. The cost of some portions of this project could be assumed by the development community as part of their projected traffic impacts.

Recommendation:

Project – Safety and capacity improvements at intersection. Improve two existing right turn lanes to current urban design standards and reconfigure the north and south sides of the intersection to add capacity when new development occurs.

This project was first added to the County's transportation priorities list in 1992. Partial funding for engineering design was approved (UPC 54384) and full funding is sought to complete the design phase of the project.

2. Intersection of Route 7 (Harry Byrd Highway) and Route 612 (Shepherds Mill Road), approximately 3 miles east of Berryville.

Planning Cost Estimate: \$1,100,000

Assessed Need/Description:

Shepherds Mill Road (Route 612) is a high-volume shortcut for commuter traffic traveling to and

from West Virginia via Route 7 and U.S. 340. The intersection has serious safety issues due to insufficient sight distance and substandard turn lanes. An existing convenience store on the northeast corner of the intersection has an entrance located within the right turn lane, creating additional conflict points.

Recommendation:

Project – Safety improvements at intersection of state primary and rural major collector. Upgrade two existing turn lanes to VDOT standards.

In 2013, a project to perform safety improvements (UPC 104352) at this intersection was added to the FY2013-2014 secondary road construction budget by the Board of Supervisors. The planning level cost estimate adds the upgrade of two existing turn lanes to VDOT standards to the safety improvement project.

3. Intersection of US Route 340/277 (Lord Fairfax Highway) and US Route 522 (Stonewall Jackson Highway) at Double Tollgate.

Planning Cost Estimate: \$2,100,000

Assessed Need/Description:

This dangerous intersection has experienced an increase in traffic of over 30% since 2001 and has insufficient turn lanes and through lane capacity. The Double Tollgate intersection is one of the County’s two designated business growth areas and currently contains a gas station/ convenience store, church, flea market, and tourist attraction (Dinosaur Land). Traffic is expected to increase in the coming years as large-scale residential development occurs in nearby Lake Frederick (2,000+ units in Frederick County) in addition to further development in Frederick and Warren Counties along the corridor.

Recommendation:

Project – Safety and capacity improvements at intersection. Improve existing right and left turn lanes to current urban design standards and the reconfiguration of the north and south sides of the intersection to add through capacity when new development occurs.

This project was first added to the County’s priorities list in 1997.

4. Route 7 Business (West Main Street) from Route 7 (Harry Byrd Highway) to Hermitage Boulevard in the Town of Berryville (approximately 1.2 miles of primary highway).

Planning Cost Estimate: \$3,800,000

Assessed Need/Description:

This section of Route 7 Business serves five public school buildings, the County’s Parks and Recreation Facility, and the Ruritan Fairgrounds in addition to serving as the main western route

into the Town of Berryville. The original project concept was to upgrade the current two-lane section to three lanes with turn lanes, drainage, and safety improvements at major intersections, and sidewalks and bike lanes/trails should be added to facilitate pedestrian and bicycle traffic. With the recent construction of the new Clarke County High School and extension of Mosby Boulevard to West Main Street, a roundabout has been added at this new intersection and new sidewalks added along the north side of West Main Street in addition to other improvements. Additionally, the Mosby Boulevard extension now provides a new route for traffic between the west end of town and the north end of town at U.S. 340. The scope of this project, particularly along the segment in the Town, will need to be evaluated for possible changes in the near future as traffic data is accumulated at the new intersection and along Mosby Boulevard.

Recommendation:

Project – Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities to state primary route. Reconstruct the segment of West Main Street from Route 7 to the roundabout at Mosby Boulevard to a three-lane section with sidewalk on the north side, along with safety and drainage improvements on the remaining section from the roundabout to Hermitage Boulevard.

This project was first added to the County’s priorities list in 1992.

5. US Route 340 (Greenway Avenue) Drainage Issues in the Town of Boyce.

Cost Estimate: \$750,000

Assessed Need/Description:

The project is necessary in order to replace existing drainage swales that are insufficient to handle runoff from US Route 340 and cause frequent flooding on nearby properties.

Recommendation:

Project – Drainage improvements. The project was first added to the County’s priorities list in 2003. Some drainage improvements were made in conjunction with a recent residential development project on the south end of town. The Town should re-evaluate the scope of the project taking into consideration these improvements. The project area is located entirely within the Town of Boyce.

6. Route 7 Business (East Main Street) from Route 7 (Harry Byrd Highway) to Norfolk Southern Railroad crossing (approximately 0.94 miles of primary highway).

Cost Estimate: \$7,700,000

Assessed Need/Description:

The roadway serves as a major route for truck traffic to several industrial businesses on the east side of town including the County’s industrial park and a major (800 employees) publishing company. The current two-lane section should be upgraded to three lanes with turn lanes,

sidewalks, drainage, and safety improvements at major intersections. The project area is located predominantly within the Town of Berryville.

Recommendation:

Project – Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities to state primary route. Reconstruct East Main Street with a three-lane section where feasible along with utility relocations, drainage improvements, and new sidewalk construction.

This project has been on the County’s list of priorities since 1995.

7. Park and Ride Lot, Route 7 (Harry Byrd Highway) near intersection of Route 7 Business one mile west of Berryville.

Cost Estimate: \$2,500,000 for 250 space facility.

Assessed Need/Description:

Route 7 is a major east-west commuter route between the Winchester area and employment centers in the Washington metropolitan area. Commuter traffic has increased more than 50% along this route since 2001 and will continue to increase with new residential growth in Winchester, Frederick County, and surrounding jurisdictions. Alternatives to single-occupancy vehicle commuters must be developed to avoid increasing the capacity of Route 7 and a park and ride lot at this location would help with this effort.

Recommendation:

Project – Addition of a new commuter facility. The facility should be designed similar to the park and ride facility at Waterloo on U.S. 50 with a higher capacity to support the greater traffic demand along with accommodations for commuter buses and vans. The location on the west side of Berryville would help maximize convenience for Town and County residents who choose to commute.

B. Local Six Year Secondary Road Construction Project Priorities

The Clarke County Board of Supervisors works with Virginia Department of Transportation (VDOT) on an annual basis to prioritize state funding for improvement projects in the County’s secondary road system. State secondary system funds are allocated to a locality based on their population and land area. These system funds compose the majority of secondary road funds made available to localities and are also vary based upon the adopted state transportation budget. Other funds are available for specific project types such as upgrading unpaved roads with a hard surface (e.g., Pave in Place and Rural Rustic Roads programs) and bridge improvements.

Because secondary road construction funding varies from year to year and project requirements can change, the secondary road construction priorities are not included in the Transportation Plan.

V. Conclusions

Clarke County's approach to transportation planning mirrors the County's unique land use philosophies. Safety, functionality, and limited capacity improvements are encouraged in the incorporated towns and business growth intersections to maximize the efficiency of the road network. Capacity expansion in the unincorporated areas is strongly opposed in order to reduce future development pressures and to maintain the County's rural, agrarian, and historic character. Modest improvements to add hard surfaces to unpaved secondary roads and improve traffic safety in the unincorporated areas are generally supported.

In summation, below are five strategies that can help to further the County's transportation objectives:

1. Conduct a formal evaluation of the Transportation component plan in conjunction with the five-year review of the County's Comprehensive Plan. Perform interim evaluations of the Transportation Plan to gauge how any new impacts or funding challenges may impact the Plan's approach.
2. Continue to focus the County's limited transportation funds on projects that improve traffic safety, improve functionality, add bicycle or pedestrian features, provide new or enhance existing commuting opportunities, or replace existing gravel public roads or road segments with new hard surfaces.
3. Oppose public and private efforts to expand capacity of the County's road network outside of the incorporated towns and business growth areas including the State and Federal primary highways.
4. Support projects that improve safety, functionality, and capacity of the public road network within the Towns of Berryville and Boyce and the business growth areas of Waterloo and Double Tollgate.
5. Develop and maintain a clearinghouse of County traffic data, in conjunction with the Virginia Department of Transportation, to aid the governing bodies in making land use decisions and allocating transportation funding to specific projects.

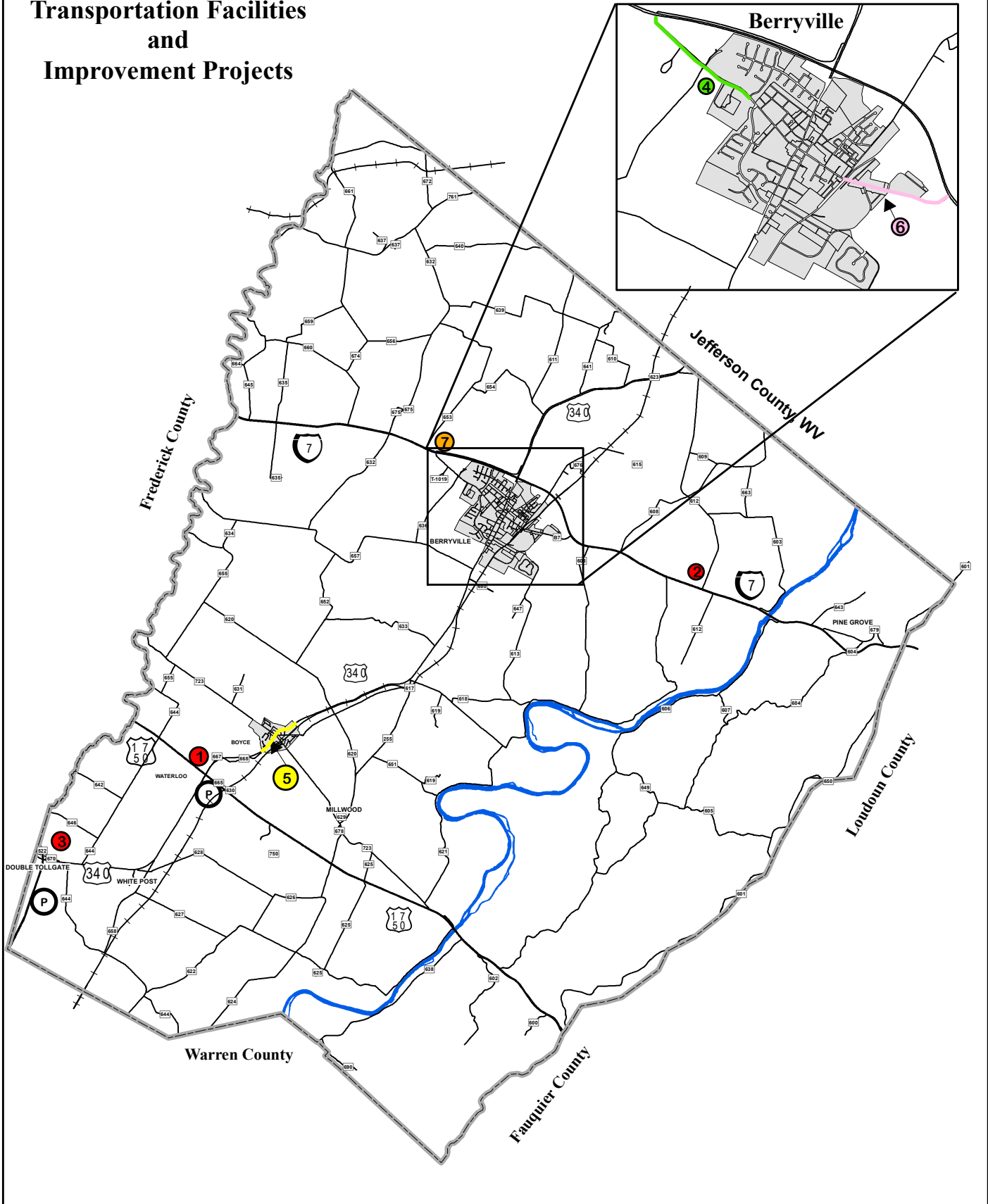
Appendix A

TRANSPORTATION FACILITIES AND IMPROVEMENT PROJECTS MAP

- 1. Intersection Improvement (Waterloo), John Mosby Highway (U.S. 50/17) and Lord Fairfax Highway (U.S. 340)**
- 2. Intersection Improvement, Harry Byrd Highway (Route 7) and Shepherds Mill Road (Route 612)**
- 3. Intersection Improvement (Double Tollgate), Lord Fairfax Highway (U.S. 340/U.S 277) and Stonewall Jackson Highway (U.S. 522)**
- 4. Safety/Capacity/Functional Improvements, West Main Street (Business Route 7) between Harry Byrd Highway (Route 7) and Hermitage Boulevard (partly in Town of Berryville)**
- 5. Drainage Improvements, Greenway Avenue (U.S. 340) in Town of Boyce**
- 6. Safety/Capacity/Functional Improvements, East Main Street (Business Route 7) between Harry Byrd Highway (Route 7) and Norfolk Southern Railroad (mostly in Town of Berryville)**
- 7. Park and Ride Lot, near intersection of Harry Byrd Highway (Route 7) and West Main Street (Business Route 7)**
- P. Park and Ride Lots at Waterloo and Double Tollgate (Department of Corrections/Virginia Department of Transportation)**

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Transportation Facilities and Improvement Projects



1 0.5 0 1 Miles



Legend

— Incorporated Town

— Shenandoah River

— County Boundary

— Railroads

— State Roads

(P) Park and Ride Lot

(1) Planned Improvement Project
(See Transportation Plan text for project descriptions 36 of 42)

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Appendix B

FUNCTIONAL CLASSIFICATION TABLE Public Road System (Clarke County, Town of Berryville, Town of Boyce)

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FUNCTIONAL CLASSIFICATION
Public Road Network (Clarke County and Towns of Berryville and Boyce)

| <u>Route</u> | <u>Facility Name</u> | <u>From</u> | <u>To</u> | <u>Miles</u> | <u>Functional Class</u> |
|--------------|------------------------|----------------|------------------|--------------|--------------------------|
| 7 | BERRYVILLE PIKE | FREDERICK CL | RTE 7 WEST BUS | 3.80 | Other Principal Arterial |
| 7 | HARRY FLOOD BYRD HWY | RTE 7 WEST BUS | LOUDOUN CL | 9.77 | Other Principal Arterial |
| 7 | WEST MAIN ST | RTE 7 WEST | RTE T-615 | 2.12 | Major Collector |
| 7 | EAST MAIN ST | RTE T-615 | RTE 7 EAST | 0.93 | Major Collector |
| 50 | MILLWOOD PIKE | FREDERICK CL | RTE 638 | 7.32 | Minor Arterial |
| 50 | JOHN S MOSBY HWY | RTE 638 | FAUQUIER CL | 2.59 | Minor Arterial |
| 255 | BISHOP MEADE HIGHWAY | RTES 50/17 | RTE 340 | 3.84 | Major Collector |
| 277 | FAIRFAX PIKE | FREDERICK CL | RTES 340/522 | 0.14 | Minor Arterial |
| 340 | LORD FAIRFAX HIGHWAY | RTES 522/277 | RTE 7 | 12.38 | Minor Arterial |
| 340 | LORD FAIRFAX HIGHWAY | RTE 7 | WEST VIRGINIA SL | 4.11 | Other Principal Arterial |
| 522 | FRONT ROYAL PIKE | FREDERICK CL | WARREN CL | 2.11 | Minor Arterial |
| 601 | BLUE RIDGE MOUNTAIN RD | RTE 50 | LOUDOUN CL | 9.92 | Minor Collector |
| 601 | RAVEN ROCKS RD | LOUDOUN CL | WEST VIRGINIA SL | 1.20 | Minor Collector |
| 606 | MOUNT CARMEL RD | ROUTE 17/50 | RTE 649 SOUTH | 2.94 | Minor Collector |
| 606 | MOUNT CARMEL RD | RTE 649 NORTH | RTE 607 | 2.78 | Minor Collector |
| 606 | RIVER RD | RTE 607 | RTE 7 | 1.82 | Minor Collector |
| 611 | SUMMIT POINT RD | RTE 340 | WEST VIRGINIA SL | 2.87 | Major Collector |
| 612 | SHEPHERDS MILL RD | RTE 7 | RTE 340 | 4.73 | Major Collector |
| 613 | SPRINGSBURY RD | RTE 618 | WILLIAMSTEAD RD | 3.13 | Minor Collector |
| 613 | JACK ENDERS BLVD | RTE 613 | RTE 7 BUS | 0.47 | Minor Collector |
| 615 | BOOM RD | RTE 7 BUS | RTE T-1005 | 0.12 | Major Collector |
| 615 | BOOM RD | RTE T-1005 | NCL BERRYVILLE | 0.56 | Minor Collector |
| 615 | BOOM RD | NCL BERRYVILLE | DEAD END | 1.97 | Minor Collector |
| 616 | S CHURCH ST | RTE 340 SOUTH | SCL BERRYVILLE | 0.22 | Major Collector |
| 616 | S CHURCH ST | SCL BERRYVILLE | RTE 7 BUS | 0.54 | Major Collector |
| 616 | N CHURCH ST | RTE 7 BUS | RTE T-1005 | 0.13 | Major Collector |
| 616 | N CHURCH ST | RTE T-1005 | RTE 340 NORTH | 0.25 | Minor Collector |

FUNCTIONAL CLASSIFICATION
Public Road Network (Clarke County and Towns of Berryville and Boyce)

| <u>Route</u> | <u>Facility Name</u> | <u>From</u> | <u>To</u> | <u>Miles</u> | <u>Functional Class</u> |
|--------------|-----------------------|---------------|------------------|--------------|-------------------------|
| 617 | BRIGGS RD | RTE 618 | RTE 255 | 0.90 | Minor Collector |
| 618 | LOCKES MILL RD | RTE 613 | RTE 617 | 1.20 | Minor Collector |
| 620 | BROWNTOWN RD | ROUTE 255 | RTE 340 | 1.40 | Major Collector |
| 624 | RED GATE RD | WARREN CL | RTE 622 | 2.30 | Minor Collector |
| 624 | RED GATE RD | RTE 622 | RTE 626 | 1.26 | Minor Collector |
| 624 | RED GATE RD | RTE 626 | RTE 50 | 0.50 | Minor Collector |
| 628 | BERRYS FERRY RD | RTE 340 | RTE 658 | 0.24 | Major Collector |
| 632 | TRIPLE J RD | RTE 657 | RTE 7 | 2.35 | Major Collector |
| 632 | CRUMS CHURCH RD | RTE 7 | RTE 761 | 4.22 | Major Collector |
| 636 | WESTWOOD RD | RTE 7 BUS | RTE 657 | 1.47 | Major Collector |
| 638 | HOWELLSVILLE RD | WARREN CL | RTE 50 | 3.41 | Major Collector |
| 644 | GUN BARREL RD | ROUTE 340 | RTE 17/50 | 2.70 | Minor Collector |
| 649 | FROGTOWN RD | RTE 606 SOUTH | RTE 606 NORTH | 3.07 | Minor Collector |
| 653 | KIMBLE RD | RTE 7 | RTE 654 | 1.40 | Minor Collector |
| 657 | SENSENY RD | FREDERICK CL | RTE 340 | 6.32 | Major Collector |
| 658 | SUGAR HILL RD | WARREN CL | RTE 622 | 0.59 | Minor Collector |
| 658 | WHITE POST RD | RTE 622 | RTE 627 | 2.40 | Minor Collector |
| 658 | WHITE POST RD | RTE 627 | RTE 340 | 0.65 | Major Collector |
| 660 | RUSSELL RD | RTE 7 | RTE 674 | 1.10 | Minor Collector |
| 672 | SWIMLEY RD | RTE 761 | RTE 661 | 2.98 | Minor Collector |
| 723 | OLD WINCHESTER RD | FREDERICK CL | RTE 340 | 3.04 | Major Collector |
| 723 | W MAIN ST | RTE 340 | SCL BOYCE | 0.29 | Major Collector |
| 723 | MAIN ST | SCL BOYCE | RTE 255 NORTH | 1.73 | Major Collector |
| 723 | MILLWOOD RD | RTE 255 SOUTH | RTE 50 | 2.16 | Major Collector |
| 761 | OLD CHARLES TOWN RD | FREDERICK CL | RTE 632 | 3.00 | Major Collector |
| 761 | OLD CHARLES TOWN ROAD | RTE 632 | WEST VIRGINIA SL | 1.33 | Major Collector |
| 1005 | LIBERTY ST | RTE T-616 | RTE T-615 | 0.37 | Major Collector |

FUNCTIONAL CLASSIFICATION
Public Road Network (Clarke County and Towns of Berryville and Boyce)

| <u>Route</u> | <u>Facility Name</u> | <u>From</u> | <u>To</u> | <u>Miles</u> | <u>Functional Class</u> |
|--------------|----------------------|-------------|------------|--------------|-------------------------|
| 1035 | MOSBY BLVD | RTE 340 | RTE T-1041 | 0.47 | Major Collector |
| 1041 | JACKSON DR | RTE 7 BUS | RTE T-1035 | 0.33 | Major Collector |