

Region 2000 Greenways, Blueways, and Trails Plan 2012 Connection Vision



Prepared by Virginia's Region 2000 Local Government Council
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DRAFT

Disclaimer:

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The **Region 2000 Blueways, Greenways, and Trails Plan – 2012 Connection Vision** was developed through coordination and funding support of the Virginia’s Region 2000 Local Government Council, the Central Virginia Metropolitan Planning Organization (CVMPO), participating localities, the Virginia Department of Transportation. This Plan is the result of input and participation from many individuals, however special appreciation is extended to the Community Development and Parks and Recreation Departments of Bedford, Amherst, Campbell, and Appomattox counties and the City of Lynchburg and to the members of the Lynchburg Area Greenway Alliance for participation in development of this Plan.

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Executive Summary

The Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision has been developed to guide the development of a linked series of trails, parks, and river connections within the area that encompasses all of Amherst, Appomattox, Bedford, and Campbell Counties and the independent cities of Lynchburg and Bedford, a collective area known as Region 2000. Specifically this Plan serves to present the regional connection vision and serve as a reference document with which to guide and measure success in realizing completion of identified priority projects and long-term connection network.

This Plan serves as an update to the *Region 2000 Greenways and Blueways Plan*, the first regional conceptual connection plan developed for the area in 2003. The 2003 Plan has been instrumental in articulating the value of greenway and trail corridors to a broad audience and sparking successful trail and greenway projects within the area. However, it was recognized that smaller and more detailed connection routes with measurable development goals were necessary to expand planning and development opportunities, broaden stakeholder support, and harness broad funding mechanisms.

This Plan provides an overview and description of connection corridor types that will be included within a regional connection network, provides an update to the corridors identified in the 2003 Plan, provides a snapshot of additional network projects, which have taken place or are taking place since the 2003 Plan, presents a series of eight priority projects to focus efforts for the coming five to ten years, guiding actions to bring to fruition the implementation of the identified priority projects and additional network connection routes, and lastly a matrix with which to guide actions and gauge success.

The **Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision** is presented to guide planning and development initiatives and actions that will result in the development of linkages between community destinations that projects and enhances natural and cultural areas, expands the alternative transportation network, and increases access to recreation, exercise, and healthy lifestyle options within the Region 2000 area. This Plan is not intended to reflect every action or opportunities that will arise but rather outlines a series of actions and guiding principles with which constantly propel the region to bring to fruition the greenways, trails, blueways, and open spaces that have come to be so valued in the region.

Planning and development of the connection vision articulated originally in 2003 and expanded in this Plan will continue to require coordination and support from multiple stakeholders. The region, as presented in this Plan, has many successes with which to continue to draw inspiration, support, and partnerships. Partners including local, state, and federal governments, the business community, and private citizens' groups will continue to be essential. However, expanded coordination among organizations, departments, disciplines and unique funding mechanisms will also be necessary to complete the priority projects and larger connection vision presented. The task will be long and complicated but the preservation and enhancement of the area's natural resources, expansion of alternative transportation opportunities, increased access to recreational outlets, and economic benefits to the region, will make this connection legacy well worth the effort.

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Chapter 1: Introduction

Background

The area of Central Virginia that is comprised of the counties of Amherst, Appomattox, Bedford and Campbell and the independent cities of Bedford and Lynchburg has collectively come to be known as Region 2000. This region, with consists of approximately 2,122 square miles, includes a vast array of natural, cultural, and historic attractions, small towns that serve as area service centers, and an urban economic and employment core in the City of Lynchburg.

In 2003 the *Region 2000 Greenway & Blueways Plan* was developed to serve as a guiding document for the creation of linked series of trails, parks, and river connections that connected key community destinations within the Region 2000, also known as the Planning District 11, area. The document established four primary principals as the driving force in developing the connection vision:

- Connectivity among the jurisdictions in the region;
- Establishing linkages between community destinations, such as residential areas, parks, cultural sites, and schools;
- Expand opportunities to protect and appreciate the region’s natural resources; and
- Increase access to recreation and healthy life style options close to area neighborhoods.

The regional planning document established a broad conceptual connection framework with which to begin implementing the connection vision, presented community priority or first phase projects, suggested a governing framework to oversee the connection vision, and highlighted program and funding opportunities to begin the design and implementation of the trails, open spaces, and blueways that would comprise the connection network.

Since the development of the *Region 2000 Greenways and Blueways Plan* there have been numerous trails, parks, open space and blueway planning and implementation projects and river and natural resource protection initiatives within every jurisdiction of Region 2000. In addition region-wide, long-term planning documents, including the *Central Virginia Long-Range Transportation Plan – Year 2035*, and the *2010 Region 2000 Bicycle Plan* have established a renewed commitment and recognition in the value of coordinated transportation and land use planning.

To capitalize on the recent public space development within Region 2000 localities and recent regional land use and transportation planning initiatives it was determined by area stakeholders that an update of the *Region 2000 Greenway and Blueways Plan* was needed. The ***Region 2000 Greenways, Blueways, and Trails Plan-2012 Connection Vision*** serves as the update to the original greenway plan and expands the original broad conceptual network by presenting smaller, more detailed connection routes between identified priority locations, highlights current status, obstacles and opportunities to implementing the priority routes, and expands on the stakeholders involvement, program partnerships, and funding mechanisms necessary to achieve the trails, greenways, open space, and alternative transportation corridors presented.

Plan Purpose

The use of advanced Geographical Information Systems (GIS), integrated software for capturing, managing, and analyzing geographic data, has expanded local data of existing sidewalks, trails, public transit locations, and transportation and land use development patterns. The increased data has

expanded the ability to visualize, plan, and develop linkages between area neighborhoods and community destinations to expand the conceptual connection corridors presented in the *Region 2000 Greenways and Blueways Plan*. In addition to updated regional transportation planning documents within Region 2000, there have been considerable Federal and State pedestrian and bicycle policies and programs that provide additional support and opportunities in creating connection corridors within Region 2000.

In response to updated local plans, expanded Federal and State pedestrian programs, expanded GIS data capabilities, and most importantly an increased local desire to expand the pedestrian network in Central Virginia, it was determined that the *Region 2000 Greenways and Blueways Plan* needed to be updated. A Steering Committee of local staff and partners from throughout Region 2000 was developed to update the *Region 2000 Greenways and Blueways Plan* to better align localities, neighborhoods, businesses, and community partners with the tools to plan and build the small-scale community connections that collectively will create the broad connection corridors identified in 2003. The key tasks for the Steering Committee to accomplish in the update document included:

- identify small-scale connection corridors between key community resources, such as parks, schools, public services, shopping destinations, and current and planned residential areas;
- incorporate transportation corridor priorities and connection routes as identified in the Central Virginia Long-Range Transportation Plan – Year 2035, the Region 2000 Bicycle Plan, and locality-specific planning documents;
- identify priority projects, those that can be achieved within ten years, for each locality;
- establish a matrix with which to gauge success; and
- identify funding and partners necessary to plan and build the network of pedestrian connections.

The ***Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision*** expands conceptual region-wide linked network presented in 2003 *Region 2000 Greenways and Blueways Plan* by identifying and including shorter, more location-specific connection routes between community resources. This updated regional connection Plan incorporates the original goals and objectives and resource definitions from 2003, presents the benefits, value and necessity for pedestrian linkages in today's American communities, reviews existing conditions and community resources, presents expanded Federal and State program opportunities, presents updated priority corridors that include a combination of on and off-road routes, and outlines a strategic approach to guide program implementation. This document is intended to represent a collective Region 2000 connection vision and as such be incorporated in future state, regional, and local planning documents. As this document is an extension of the original 2003 Plan, this document does not include such elements as Design Guidelines or Protection, Maintenance and Management resource information as presented in the 2003 Plan or that is available through a multitude of valuable resources, which are referenced in the document Appendices.

Guidance for the ***Region 2000 Greenways, Blueways, and Trails Plan-2012 Connection Vision*** development of this Plan was provided by locality staff, area citizens, and representatives from the Virginia Department of Transportation. Funding for this document was provided by Virginia's Region 2000 Local Government Council (LGC) and its member localities, the Central Virginia Metropolitan Planning Organization (CVMPO), and the Virginia Department of Transportation (VDOT), and Federal Highway Administration (FHWA).

Vision and Goals

The 2003 Plan presented nine (9) goals, with corresponding objectives, that captured the community's expressed wishes for a greenway and blueway network in 2003. The goals articulated the general desire to develop resources similar to the James River Heritage Trail, which was a fairly new and extremely popular amenity with which to formulate a connection vision, and were fairly

broad in scope given the novelty of the regional off-road connection concept and limited details on specific connection routes.

A recognized need to articulate goals that captures updated community priorities, guides actions, and expand opportunities for system partners resulted in a series of expanded goals. The following updated goals provide the greenprint for creating linkages to community destinations, protects and enhances natural and cultural areas, expands the alternative transportation network, and increases access to recreation, exercise, and healthy lifestyles. Corresponding objectives and measurable strategies to achieve these goals are presented in **Chapter 5**.

- Goal 1: Develop corridors that preserve and enhance the function and value of natural, historical, and cultural resources in the area.**
- Goal 2: Develop corridors that can be used by residents and visitors to access community resources without the need for a privately owned motor vehicle.**
- Goal 3: Promote public health and wellness by highlighting the value of utilizing alternative transportation – walking, biking, and utilizing transit – to expand access to exercise, recreation, health, wellness, and quality of life**
- Goal 4: Maximize opportunities for economic development.**
- Goal 5: Improve coordination among staff, programs, and organizations to maximize opportunities to develop network corridors that serve multiple purposes.**
- Goal 6: Develop an education and outreach program that encourages community support for expansion and development of trails, greenways, and blueways.**
- Goal 7: Increase funding opportunities to develop network corridors.**

Development Approach

The *2012 Region 2000 Greenways, Blueways, and Trail Plan* is an update to the *Region 2000 Greenways and Blueways Plan* completed in 2003. As such this document expands on the conceptual greenway and blueway corridors identified in 2003 by also identifying shorter, priority projects that represent vital portions of the larger region-wide conceptual network.

In order to expand on the conceptual network presented in the 2003 *Region 2000 Greenways and Blueways Plan* and better identify shorter, more project specific on and off-road connection opportunities, a detailed analysis of existing planning documents and GIS data was undertaken. Information was gathered from existing documents, primarily developed after 2003, which included locality Comprehensive Plans, facility Master Plans, the Central Virginia Long-Range Transportation Plan – 2035, the Region 2000 Bicycle Plan, and the Virginia Outdoors Plan (VOP). Lastly, updated GIS data that included expanded sidewalk, trail and bicycle planning data, unavailable in 2003, was reviewed and incorporated in identifying and expanding corridor options.

Early sessions were held with locality planning staff to gather an update on local project priorities, existing project status, known development projects, and finally an update on GIS data in order to develop an updated Regional Base Map of existing conditions. Further, locality corridors identified within the 2003 Plan were reviewed and any adjustment to alignment or corridor appropriateness was incorporated.

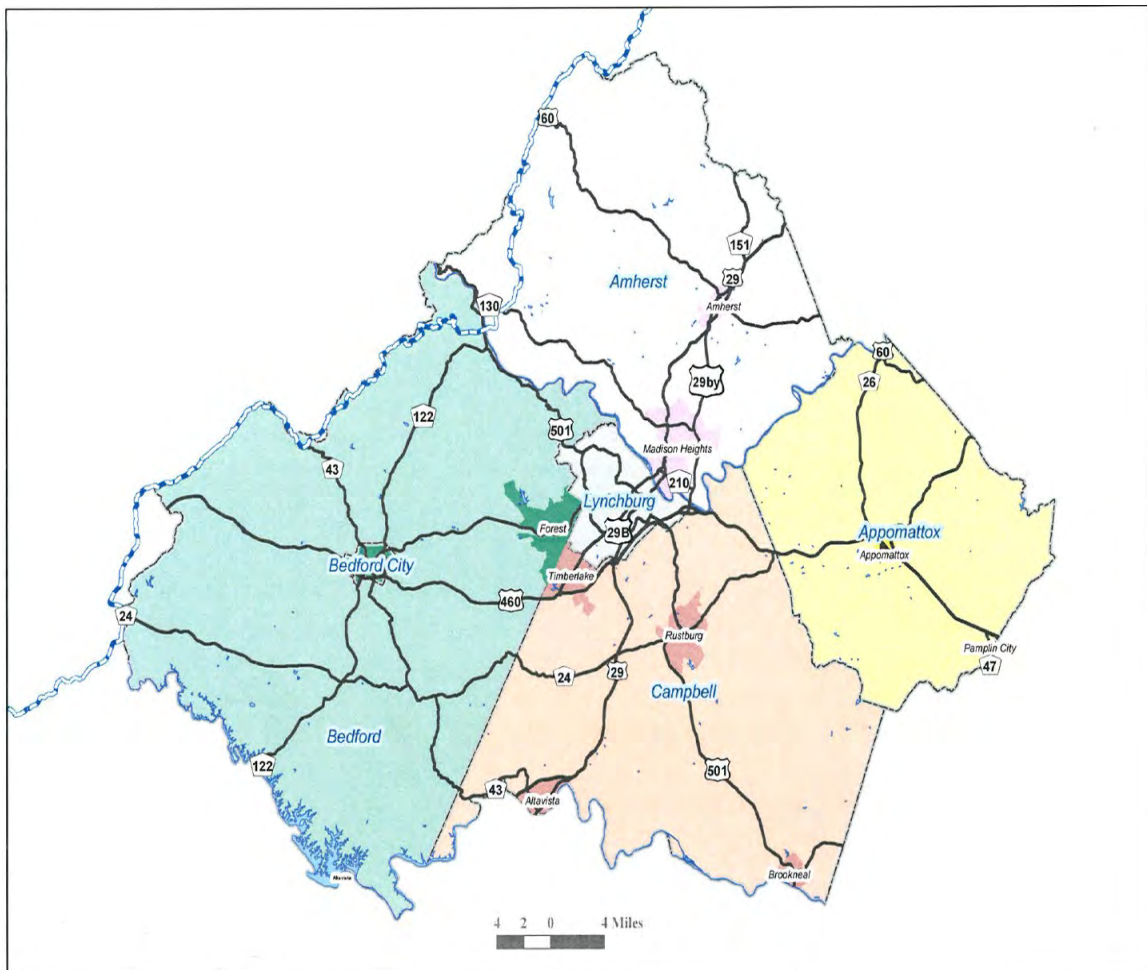
Plan Area

The Plan area includes all the approximate 2,122 square mile area which includes Amherst, Appomattox, Bedford, and Campbell counties and the independent cities of Lynchburg and Bedford. It is the result of the approximate 2000 square mile size of our region that we have collectively become known as Virginia's Region 2000. The planning district is primarily rural in nature, characterized by agricultural, forested areas dotted with rural residential areas. However, in the

center of the Region is an urban core that incorporates slightly more than 20% of the land mass and approximately 67% of the region's population. The majority of the commercial and dense residential populated areas is located within the urban core or incorporated Town centers.

Within the multi-jurisdictional planning area there are two distinct planning areas that are designated according to population density. The areas are distinguished by being classified as either urban or rural. The primary urban area, collectively known as the Central Virginia Metropolitan Planning Organization (CVMPO), provides the transportation planning oversight for the urbanized or densely populated areas of Amherst, Bedford, and Campbell counties and the entire City of Lynchburg. The Town of Amherst is the only incorporated Town from Region 2000 that is located in the CVMPO area. A second urban area is located in the far western corner of Bedford County and is contained within the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) and receives additional transportation planning from this regional transportation planning body. **Figure 1.1** provides a map of the Region 2000 area.

Figure 1.1
Region 2000 or Planning District 11 Area



Source: Virginia's Region 2000 Local Government Council

Table 1.1 presents a summary of the area’s population breakdown and includes information on each jurisdiction as a whole and as a portion of the CVMPO area (the RVAMPO population numbers area not provided). While the CVMPO has little more than 20% of the land mass of the three CVMPO counties, and includes no portion of Appomattox County, the area includes almost 60% of the Region 2000 population. In addition, the density of CVMPO population can be seen as approximately 73% of the total Amherst County population is located in the CVMPO area which represents less than 20% of land. Similarly, Campbell County’s 54% population within the CVMPO consists of just less than 23% of land and Bedford County has just 12% of its total land area within the CVMPO, but this area accounts for approximately 31% of the County population.

Table 1.1
Central Virginia MPO Area Population

	Lynchburg City	Bedford City	Amherst County	Bedford County	Campbell County	Appomattox County	Region 2000
CVMPO Area (acres)	31,842	0	60,066	59,586	73,734	0	225,228
% area in CVMPO	100%	0%	19.60%	12.10%	22.71%	0%	16.59%
Locality Population	65,296	6,299	31,894	60,371	51,078	13,705	228,643
Population in CVMPO	65,296	0	23,408	18,698	27,663	0	135,038
% Population in CVMPO	100%	0%	73.39%	30.97%	54.16%	0%	59.06%
Population in RVAMPO	0	0	0	2822	0	0	0
% Population in RVAMPO	0%	0%	0%	4.7%	0%	0%	4.7%

Source: CVMPO Traffic Analysis Zone Data, Virginia’s Region 2000, 2009;
Draft 2035 Long Range Transportation Plan, Roanoke Valley Area Alleghany Regional Commission, 2009

As noted earlier two of the primary goals in developing this updated document were to develop linkages between community resources and residential areas and expand opportunities to active life styles and recreational opportunities for area residents. To most adequately meet this goal, greenway, trail and alternative transportation resources should be located according to population and community resource density. Within Region 2000 the greatest population density is located inside and just outside the City of Lynchburg, or in the CVMPO region and in the Towns.

The connection network presents both short-term, priority projects, defined as projects with an approximate ten year development cycle, and long-term projects, ten to thirty year planning and development cycle, linkages across and between the more densely populated area and to provide access from the urbanized areas to the less densely populated portion of the district. In recognition of the area’s population and development trends priority projects are focused on creating transportation and recreational linkages within service centers and have higher density residential populations that primarily correspond to the areas located within the CVMPO boundaries, the Towns, or the designated village centers within the County rural areas.

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Chapter 2: Defining Greenways, Blueways, and Trails

Communities throughout the United States and abroad have found that trails, greenways, increased sidewalks and bicycle facilities offer unprecedented opportunities for achieving social, economic, cultural, historical, and natural resource protection goals articulated in local planning documents. As a result of the multi-objective nature of trail, greenway, and pedestrian facility planning, communities have been able to integrate growth and economic development along with resource protection through the creation of these alternative transportation corridors and passive recreational facilities.

Definition

A greenway is a protected corridor, or linear, open space managed for one or more purpose that includes land or water conservation, recreation, or non-traditional transportation. Greenways may follow natural areas such as streams or ridgelines or follow built structures such as railways or roads. They may be located within densely populated urban areas and include trails for walking and biking or within natural areas with little to no public access developed for the purpose of natural resources or scenic protection. Trails represent those linear tracks within greenways that area designed and developed specifically for public access and serve as transportation and recreational resources within a greenway network. Blueways are designated water trails that are developed to provide both clearly marked and guided public access along a river or other water body.

Greenways may differ in their location, size, or function, but generally, will enhance or protect a natural or cultural resource, expand multi-modal transportation options, or facilitate a recreational component. All of which collectively contribute to the economic vitality and quality of our communities and to the health and wellbeing of our citizens.

Benefits

Greenways serve many valuable functions within a community. The value of these systems on transportation, economics, resource protection, and community health are well documented. A summary of some of the commonly expressed benefits and examples of how these benefits can be utilized within Region 2000 are presented here.

Transportation

A greenway network within Region 2000 will serve as an extension of the road network creating visible and safe connections between origins and destinations such as work, schools, libraries, parks, shopping areas, and tourist destinations. Trail systems that serve as transportation corridors between destinations are typically located within higher density residential and community center areas. Surveys developed by the Federal Highway Administration support that most Americans are willing to walk as far as two miles and bike as far as five miles to a specific destination. Well placed and designed within the community service centers of Region 2000, a trail network can present a safe, reliable, flexible and effective transportation mode choice.



The Blackwater Creek Bikeway serves as an alternative transportation corridor within the heart of Lynchburg

Economic

Many communities have found that greenways and trails offer numerous economic benefits. Positive economic effects of greenways experienced by communities that have developed broad systems include: higher property values and corresponding taxable revenue from properties adjacent to or in close proximity greenways; increased recreation related and tourism revenues; increased marketability to businesses, including small start-up service oriented business; and cost savings from public services by utilizing resource-based strategies to manage stormwater and hazard mitigation initiatives. Expanding the greenway and trail network can serve as a key catalyst to the downtown revitalization efforts, small business expansion, assist in tourism marketing among the historic, cultural and recreational resources, and assist in expanding the vital quality of life indicators necessary to remain competitive and marketable to small businesses and corporations.



Bikes Unlimited moved to downtown location along the Trail

Health and Recreation

Greenways provide a reliable low cost opportunity to lead more active lives. Whether riding a bike, skating, or running for exercise, utilizing the trail as a means to access a particular destination, or walking for meditative purposes, utilizing a trail requires some form of energy and active movement by its users. Expanding resources to areas close to residential areas and between community resources provides a safe, reliable, and easy opportunity to include physical activity as a component of our daily activities.

Source: Sheila Rudder, Perrymont Elementary



Students from Perrymont Elementary participate in International Walk to School Day October 5, 2011.

Obesity and inactivity among Americans, with particular concern in children, has become a key health issue. Studies have shown that as little as 30 minutes a day of moderate-intensity exercise (ex. bicycling, walking, in-line skating) can have dramatic positive impact on both a person's physical and mental health and prevent certain diseases. In 2003 83% of Region 2000 survey respondents indicated they would use trails for walking or jogging and 75% said they would use the trails for fitness or recreational biking.

Creating additional pedestrian facilities that connects to community resources, such as local schools, expands opportunities for participation in outdoor activities close to where people live, work, and play. The Safe Routes to School Program initiatives in the City of Lynchburg, which included holding the first International Walk to School Day events at five elementary schools in 2011, present opportunities to work with area schools, students and their families to promote walking and biking for health and recreational benefits.

Protection of Natural Resources

Greenway systems can serve as an effective tool for achieving natural resource protection goals articulated by Region 2000 stakeholders. These natural linear corridors can play a vital role in water quality protection, minimizing stormwater impact, and mitigating stormwater flood damage in low lying areas. Comprised of trees and grass, greenways located along a river corridor and other sensitive land systems filter runoff from adjacent land thus assisting in the removal of silt and other elements that negatively impact water systems and organisms. Greenways can serve as an approved best management practice for controlling and mitigating stormwater quality and quantity thus assisting Region 2000 localities in meeting new stormwater control requirements. Located along rivers and low lying areas greenways can also absorb excess water assisting in mitigating damage

caused by floods. Further, these green systems provide storage of the water and allow natural recharge of groundwater systems.

Community and Culture

Greenways can be a vital component in connecting people with each other and the land resources that define a region. By creating a slower, more interactive format to experience resources, Greenways can serve to enhance the interpretive value of the cultural, historical, and natural resources located within the region and expand the desire to maintain and preserve these community assets. As outdoor corridors and potential resources for public events and active spaces, greenways promote interaction among people of all ages and social economic backgrounds and expand a sense of connection to the community and its residents.



Altavista pedestrian bridge highlights historic and cultural connection to the Staunton River

Public Safety

One of the most successful deterrents to criminal activity is the anticipated and increased presence of individuals within an area. Greenways that incorporate trail systems have proven to be an effective tool in reducing criminal activity by increasing neighborhood awareness and creating a consistent flow of individuals, often on a regular schedule such that individuals recognize regular users, establishing an almost self-policing environment unattractive to criminals.

Greenways that include a trail network provide a location for children, families, and persons with special needs a safe recreational environment. Located within a protected corridor residents can enjoy the safety of biking and walking without being concerned of interacting with cars. Usually, greenways are planned and developed through a combination of private and public funding and therefore are designed to meet standards that incorporate safety features for all users making these facilities recreational options for persons with mobility limitations.

Habitat Protection

Greenways serve as another resource to maintain and sustain the natural flora and fauna species that are native to the region. Larger green areas are necessary to maintain the viability of numerous plant and animal species by serving as natural transportation corridors that allow necessary movement of plants and animals to sustain their survival and ability to adjust to natural environmental parameters, such as drought or flooding, and encroachment for human development.

Protection of Working Landscapes and Influence on Development Patterns

Greenways can be used to assist Region 2000 localities in meeting land use, preservation of character, and agricultural economic stability goals as articulated within local Comprehensive Plans. Strategically located greenways can assist in maintaining established delineations between residential, village centers, and rural land uses. They can create natural buffers that support and protect working landscapes such as farms, orchards, wineries, and production forest lands. Where public access is appropriate, these corridors, established along historical and cultural community resources, can protect the integrity of these sites while creating resources for the public to view and appreciate the region's unique history.



Riparian buffer along the Buffalo River in Amherst County

Both the Peaks of Otter and Robert E. Lee Soil and Water Conservation Boards work cooperatively with area land owners and farmers to create buffers along area streams. These buffers represent a component of a natural greenway network along streams throughout Region 2000.

Description of Facility Types and System Users

A well-designed and effective greenway, trail, and blueway network ensures access and provides multiple experiences for all users regardless of age, mobility, and economic background. This includes pedestrians with and without mobility limitations, families with strollers, hikers, bicyclists, skateboarders, and runners. Each user type represents a diverse range of specific needs and design parameters. When designing connection corridors where public access is anticipated it necessary to anticipate the primary user and develop a system that meets the needs of multiple users.

The *Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision* has been established to facilitate developing connected corridors or routes between resources within Region 2000 that accommodates all users. It is important to note that there are several types of greenway or trail corridors and which type or types are used depends on the location, intended use, and anticipated user type. The final Region 2000 connected network has been established to accommodate the needs of all residents and user types and therefore will include varying segment types. A description of the segment types and primary users is presented below. Design specifications and detail on placement and use decisions for trail types are not included within this update document. However design guidelines can be found in the 2003 Plan and there are many national design guideline documents that are referenced in **Appendix B**:

Type 1: No Facility Development

Describes linear green spaces located within or along environmentally sensitive areas such as steep slopes, wetlands or other geographical constraints that make trail construction undesirable or impractical. These areas can also be described as areas that may be unsuitable for development but contain valuable natural resources or assets that should be protected. These resources can have both environmental and habitat protection and educational value. These areas can include limited public access activities and can often be adjacent to areas that do incorporate limited access or public trail areas. Developed for protection of natural resource purposes primarily, these facilities do not generally include support public amenities such as trail heads.

Primary Users: When developed for protection of resources exclusively, the users are owners of the property and possibly research or agency staff. Where access is permitted, hikers and individuals seeking access to nature and lower population volumes seek this type of resource. Given the rugged nature of these resources only a portion of the trail or greenway may be accessible to persons with mobility limitations. Bicycle use should be restricted in most cases.

Type 2: Limited Development, Low-impact uses

These trail corridors are best suited within or adjacent to environmentally sensitive areas that limit the extent of facility development. Located within environmentally valuable areas, these corridors also present excellent outdoor educational opportunities. They are typically located within areas that are narrow and can follow a strenuous route that can limit the use by persons with

Source: Peaks of Otter Soil & Water Conservation District



A vegetative buffer along Harvey Creek in Bedford County planted with trees and other stream vegetation. Once forested, this natural greenway buffer will protect the stream from runoff and will shade to stream maintaining temperature necessary for stream inhabitants.

Source: www.virginiastateforest.blogspot.com



Trail at Appomattox-Buckingham State Forest

mobility limitations. These corridors are designed with a priority in preserving the natural environment and assumed to have smaller volumes of users. Facility development for these trails is limited to entry points and points that intersect with trail types 3, 4, and 5. There are numerous examples of these narrow corridors which provide access to natural, cultural, and historic resources within Region 2000.

Primary Users: Hikers, joggers, cross-country runners represent the primary users of this facility type. With limited access, this resource is often not adequate for cyclists or wheeled users. Often a small portion of the trail, usually at the beginning can be designed to provide handicapped accessibility.

Type 3: Multi-Use, Unpaved Trail Development

These trail types are located outside of a flood prone area or where a more natural trail design is desired to correspond to the surrounding landscape. These trails are generally surfaced with a fine aggregated surface, and if designed to ADA standards, are generally intended for all user groups, with bicycle use usually limited to larger width tires associated with mountain bikes. Location and development of these facilities should be dependent on anticipated volume and user types. These trails generally cost less to install but can require considerable maintenance over time if they receive high volumes of use. These systems can serve as a valuable first phase for a trail network that is intended for paving in the future. These systems are intended to include trail heads; where expanded use and future paving is anticipated there should be adequate space for amenity expansion.



Location of pending Appomattox Heritage and Recreational Trail – Phase 1; this trail will have a fine aggregate surface that will serve multiple users

Primary Users: Pedestrians, bicycles, and equestrians are the intended users. Equestrian users will require a separate trail to ensure the primary trail is not damaged. Where located and designed to meet ADA standards and surfaced with compacted stone, wheelchair users and families with strollers can use this facility. Moderate volume can be anticipated on this resource.

Type 4: Multi-use, Paved Trail Development

These hard surface, primarily asphalt or concrete, ten-foot minimum width, corridors are designed and developed to facilitate a high volume of use by all user types and given the surface, location, and grade be used as a transportation corridor to community resources. This trail type is developed under strict design requirements, including ADA accessibility. Given the intended use and design and development costs these high volume use facilities are used more often in urban or higher density areas. These corridors may be suited in areas that flood frequently, however in these areas, while more expensive, concrete is the best surface material.



A cyclist enjoys a ride along the Blackwater Creek Bikeway.

Primary Users: All user groups can enjoy paved trails including hikers, bicyclists, joggers, wheelchair users, skateboarder and persons with limited mobility. Developed with little to no grade, these resources allow for access to the individual seeking a high energy (biking, jogging) or low impact (walking) experience. Given the volume of users anticipated along this trail, it is not an appropriate resource for cyclists desiring to travel at high speeds.

Type 5: Bicycle and Pedestrian Facilities within the Road Right of Way



New sidewalk in the Town of Amherst along South Main St. serves as a vital pedestrian connector, or urban trail.

These corridors serve to connect off-road greenway and trail systems with community destinations and consist of both sidewalks for pedestrians and bike facilities for cyclists. Facility categories included in this trail type include sidewalks and widened multi-use sidewalk for outside the road network and on-road bicycle accommodations of bike routes, bike lanes, wide shoulders, wide outside lanes and other share the road facilities.

Use and design of Type 5 corridors is dependent on anticipated frequency in use, the target user, and space. The use of these Type 5 corridors are vital in creating a comprehensive transportation network that offers multiple mode options for residents within the urban and suburban areas of Region 2000. Longer corridors within the Region 2000 connection network that lie outside the urban or community service centers or natural resource protection regions primarily correspond to road routes and implementation of bicycle facilities to accommodate users able and willing to participate in longer alternative transportation commutes.

Primary User Sidewalk: Every pedestrian regardless of age and mobility are intended users of the sidewalk network. Design must take into account ADA accessibility requirements and other specific design features. Sidewalks represent the most utilized resources, overall, within the pedestrian and bicycle facility types. As such, coordinating design features, such as marked crosswalks, timed signals, accessible curb ramps, adequate width, and tree canopy are design elements necessary to ensure safety and ultimately user comfort and use.

Primary User On-Road Bicycle Facilities: All roads, unless designated otherwise, may be used by cyclists for transportation purposes. However, for the purpose of determining facility accommodations along those routes deemed most likely used by cyclists, the anticipated use and facility type dictates to a large degree the comfort of an individual to cycle along a road. The American Association of State Highway and Transportation Officials (AASHTO) has established a system to define cyclists based on the overall comfort and ability level.



Lynchburg's Rivermont Avenue represents a road that could be stripped with bicycle lanes to provide bicycle accommodations.

Type A - Advanced bicyclists are those cyclists who are comfortable riding a bicycle under most traffic conditions. These cyclists have a high comfort and expertise level. They operate their bicycles as transportation vehicles, tend to ride for convenience and speed, desire convenient and direct routes to destinations, and are generally comfortable on most roads riding with courteous and alert vehicular traffic.

Type B - Casual riders, or young adults with limited experience, or teenage riders that do not have the same level of confidence or comfort to operate in all traffic conditions as Group A cyclist might. These cyclists tend to look for lower vehicular traffic volume and speed routes and specialized bicycle facilities.

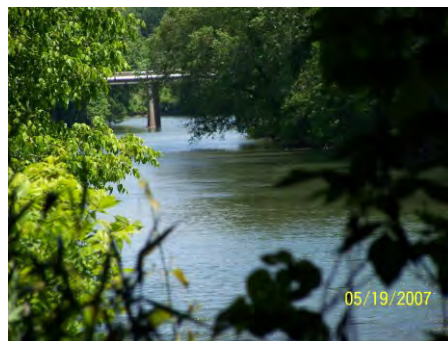
Type C - Children and young teen riders whose roadway and facility use is generally monitored by an adult comprise this description level. This type often moves more slowly and less directly than other groups, requires attentive traffic conditions, and where possible, should use off-road, specialized facilities to ensure safety.

Type 6: Water-based Trails (Blueways)

This trail designation, known as a blueway, applies to the water bodies able to support or accommodate the use of canoeing, kayaking, and boating. Every locality within Region 2000 is fortunate to have within or adjacent to its borders a navigable river able to support boating activities. In order to be considered as a blueway certain features that expand the recreational value and safety of its users are required, including trail head amenities, safe portage points, signage, and safety systems.

The Staunton and James Rivers represent the resources with which to develop these connection resources. Blueways also create ideal opportunities to ensure public access to these valuable water resources and provide additional education and support of implemented land-based environmental and development practices, such as stormwater and erosion policies, implemented to protect our water resources.

Primary Users: Kayakers, canoeists, and fisherman are common users. Also groups or individuals seeking a more leisurely experience can enjoy a tubing or slow floating experience.



English Park provides access to Staunton River and creates a vital portage location for a blueway or river trail along the waterway.

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Chapter 3: Status of Greenway & Blueway Development

Beginning a Regional Greenway, Blueway and Trail Program

In 2002, there was a recognized need to expand recreational resources, expand alternative transportation, and establish initiatives that more visually connected the four counties and two cities that comprise Region 2000. Each locality was initiating master plans, land purchases, land donations, or initial feasibility studies dedicated to expanding public access and recreational opportunities. Further, as a result of the opening of the City of Lynchburg's James River Heritage Trail in 2000, a combination of the Blackwater Creek Bikeway and RiverWalk, area residents become supporters of advancing similar trails to other areas within the region and a renewed interest in recreation, expanded alternative transportation, increased public access to water bodies, and expanded community revitalization interest was spawned.

While the individual localities were establishing open space and recreational development plans, a region-wide planning and visioning initiative called Regional Renaissance that challenged residents to identify needs or projects that would "enhance and promote the quality of life" in Central Virginia was nearing completion. The Central Virginia's Regional Renaissance Summary Report was presented to the public in April 2001. The report consolidated the hundreds of project ideas and primary community needs into nine categories: Community Spirit, Culture/Entertainment, Economy, Education, Environment, Government, People, Sports/Recreation and Transportation. The final report showed that of the nine categories enhancements to Sports and Recreation, representing 21%, had the highest votes for providing the greatest quality of life benefit to the region. Culture & Entertainment, with 19% was second and Environment and Education enhancements, with 12%, tied for third. Interestingly, all of the other five categories combined, did not add up to the total value of the top two categories, Recreation and Culture, in maintaining and enhancing the area's quality of life.

The outgrowth of the activities taking place was to create at a regional level a linked network of on and off-road trails, parks, and rivers that would highlight and connect the cultural, historic, and natural attractions of Region 2000. As a result of support by the Region 2000 Regional Commission (currently Region 2000 Local Government Council), the CVMPO, VDOT, and area stakeholders, a planning effort to develop a regional greenprint for creating a network of connected corridors that protect and enhance area resources was initiated. The *Region 2000 Greenways and Blueways Plan*, completed and approved in 2003, was the result of the cooperative planning effort.

Summary of the 2003 Region 2000 Greenways and Blueways Plan

The *Region 2000 Greenways and Blueways Plan* was the first regional guiding document for the creation of a region-wide, linked network of on and off-road trails, parks, and rivers and other interesting destinations in the community. The Plan was developed through a coordinated planning process involving representatives from local government, organizations, nonprofits, VDOT and citizens, and with assistance from the National Park Service-Rivers, Trails, and Conservation Program and Greenways Incorporated, both nationally recognized leaders in developing land protection plans. Greenway Incorporated served as the project consultants and authors of the 2003 regional greenway plan.

The Plan presents a long-term conceptual plan for the creation of off and on-road connection corridors designed to achieve four guiding principles:

- Expanding connectivity among all the jurisdictions within the region;

- Creating linkages between noteworthy destinations, such as residential areas, parks, schools, and cultural sites;
- Expand opportunities to protect and appreciate natural areas; and
- Increase access to recreation and exercise opportunities close to residential areas.

The conceptual network included corridors that would expand alternative transportation and recreational access options, such as multi-use trail corridors, and other corridors along sensitive resources, such as streams, designed primarily for protection measures that might or might not include public access. The 2003 Plan presents the Region 2000 area benefits in economic development and quality of life indicators for creating the connected trails, on-road connections, and blueways along the James and Staunton Rivers, and outlined a multi-year prioritization strategy that identified within each jurisdiction a priority project, to be implemented over a five year period, and a series of long-range corridors with implementation timing envisioned to thirty years.

The greenway plan has had a positive benefit in promoting development of alternative transportation connection planning and implementation in our region. The 2003 Region 2000 Greenways and Blueways Plan served as a catalyst for park, greenway and connection projects and served as the document to formulate and transmit Region 2000's connection vision to local, state, and federal partners and planning documents. The Plan also served to guide project development and provide support for local, regional, state, and federal funding directed at development of portions of the regional connection network.

Status of 2003 Plan Priority Projects

The 2003 Region 2000 Greenways and Blueways Plan outlined a conceptual connection network that was derived from citizen and local government and agency staff input, from review of existing geographic data (GIS), review of existing planning documents, and input from Greenways Incorporated staff. The Plan also listed several priority projects, being those first projects recommended for completion based on local level interest, potential success, ability to serve the population, and potential for future linkages, for each county and city in the region. Priority projects were also considered to be those projects that could be planned and development begun in a one to five year period. It should be noted that identification of priority projects in 2003 was based on the subjective parameters noted above and were not based on analysis of land topography, property ownership or other route feasibility review.

The following provides a status summary, including associated activities, projects, and current obstacles, for each jurisdiction's 2003 Plan priority project(s). Additional information, including websites or document access, to many of the projects presented are provided within the Reference section of this document.

AMHERST COUNTY

James River Heritage Trail Extension to Galt's Mill

2003 Plan Description: Trail to extend the James River Heritage Trail (JRHT) from the current terminus in Amherst County through the southern portion of Amherst County along the James River to Six Mile Bridge to cross into Campbell County.

Status: Efforts to extend this portion of the James River Heritage Trail to towards Six Mile Bridge have been unsuccessful due to property owner opposition; this valuable JRHT trail extension remains a County and regional priority.

Obstacles: Access across private land remains the primary hurdle in expanding the trail and bringing to fruition the vision of a trail along this portion of the James River.

Opportunities: The pending Riveredge Park, see below, will provide one of the few public access points along the James River within Region 2000. Besides serving as a recreational resource, the Park will provide local residents close access to the James River and a visual connection to water quality initiatives. The Park is a component of the James River Heritage Trail, a braided trail network system, proposed by the Virginia Department of Conservation and Recreation, which follows the James River from the foothills of the Allegheny Mountains to the Chesapeake Bay. With the park and the overall long-term development of the statewide James River Heritage Trail System, local interest and promotion will be important in efforts to expand a multiuse trail further along the James River in Amherst County and ultimately towards Campbell County and beyond.

Supporting Projects:

Riveredge Park

Amherst County has focused its planning and development efforts towards development of Riveredge Park, a key connection hub outlined in the 2003 Plan; obtaining to date \$ 1,965,100 in a combination of state and federal funding towards park development. Riveredge Master Plan includes walking trails, fishing and viewing pier, playground area, picnic space, and park facility to include location of a police station. Phase 1, which will include the fishing pier, multiuse trail, playground, and building, that will house an office of the Amherst County Sheriff's Department began construction in May, 2012. This park will provide some of the most direct access to the James River in the Region 2000 area and is a key hub along the James River Heritage Trail envisioned network.



Riveredge Park May 15, 2012 groundbreaking; Phase 1 construction begins

Virginia Blue Ridge Railway Trail

2003 Plan Description: Rail-Trail segment that runs along the Amherst County and Nelson County Border. Crushed gravel recreational trail used for biking, hiking and horseback riding was developed along a former railway spur, traverses seven miles through both Amherst and Nelson Counties along Piney and Tye rivers.

Status: On April 3, 2012 the final portion the Virginia Blue Ridge Railway Trail, a seven mile, crushed gravel recreation trail used for biking, hiking, and horseback riding, that traverses through Amherst and Nelson counties along Piney and Tye rivers, was opened. The first Transportation Enhancement grant for this trail was awarded in 1991. To date, a total of eight Transportation Enhancement grant, totaling \$1,763,000, a \$100,000 Virginia Department of Conservation and Recreation grant of \$100,000, a \$204,565 state congressional award, and \$20,000 contribution by both Amherst and Nelson counties. In addition to the \$2,107,565 in public funds, an estimated \$725,000 in match contributions, consisting of both local in-kind, donated land, and financial contributions, have been dedicated to this multiuse trail that weaves through both Amherst and Nelson counties.

The first 1.7 mile section runs from Piney River, Virginia to Rose Mill, Virginia and includes parking lot/trail head at each point with parking for horse trailers also available at the Piney River entrance. The 2.75 mile trail extension to Naked Creek Bridge was completed in 2009. The final 2.5 miles to Tye River Depot in Amherst was completed and opened in April, 2012, thus completing the multiuse trail.

Opportunities: The Piney and Tye Rivers represent a valuable resource protection greenway corridor initiative, as this portion of the County drains into the James River and is a component of the Chesapeake Bay watershed that may represent additional opportunities for public access,

recreational corridors. The long-term vision to expand the Virginia Blue Ridge Railway Trail towards the James River remains a long term vision.

APPOMATTOX COUNTY

Downtown Appomattox/County Park Loop Trail

2003 Plan Description: Starting north on Rt. 26 from the intersection with US 460 in Downtown Appomattox then turning left on Rt. 659 toward the new Appomattox County park site. This bicycle loop route, then heads south on 613 to the intersection with 460 and then east again, back into town.

Status: Appomattox County, the Town of Appomattox, and the Appomattox Court House National Historical Park (ACHNHP) initiated a community visioning process in 2007. *The Appomattox Heritage and Recreational Trail Plan – A Vision of Connectivity* presented a connection loop between the Town of Appomattox, the Appomattox County Community Park, and the ACHNHP. The following projects, dedicated to establishing pedestrian linkages, resulted from the visioning effort.

Appomattox Greenway Master Plan – A Vision for Your Future

The Plan, developed by the Richmond architectural firm Designforum as a result of a successful application to receive assistance through the Virginia Chapter of the American Society of Landscape Architects for pro-bon assistance, highlights alternative transportation connections within and just around the Town of Appomattox. The connection corridor presented in the plan resulted in the first leg of the Appomattox Heritage and Recreation Trail that is the Town to Appomattox County Community Park connection.

Town of Appomattox Pedestrian and Bicycle Plan

This alternative transportation master plan for the Town of Appomattox, adopted by both the Town and County in 2009, was provided by the Virginia Department of Transportation through a \$19,000 award from the Multimodal Planning Grant Program and \$2,700 match from Virginia's Region 200 Local Government Council. The Plan establishes a long-term approach to improving pedestrian and bicycle accommodations within the Town. The plan presents detailed sidewalk and on-road bicycle accommodation scenarios and a process to evaluate facility improvement decisions.

Appomattox Heritage and Recreational Trail (AHRT) - Phase 1 Appomattox Town to County Park Connection

To date Appomattox County has received \$486,000, matched by local in-kind and financial contributions, to design, engineer, and construct this approximate 1.6 mile trail that connect the Town of the Appomattox County Community Park. The County and area stakeholders will continue to move forward with the implementation of this portion of the community trail and the larger envisioned AHRT loop trail



Location of the future AHRT

Obstacles: The connection loop will require private land owner right-of-way acquisition. Further, details and coordination with the Appomattox Court House National Historical Park General Master Plan will be required to address access opportunities along the State Byway Route 24.

Opportunities: The Appomattox community has in recent years formed partnerships with public, private, and foundation stakeholders to expand the historic, cultural, and recreational resources in the community and to expand the historic significance of the community to the history of the United States. The creation of a future trail loop as a means to tie these efforts together continues to be a connection vision.

BEDFORD COUNTY

Popular Forest Trail

2003 Plan Description: A multi-use corridor stretching through Timberlake from Popular Forest to the junction of Rt. 221 to Elk Creek. The corridor would wind through the Forest area along sidewalks, rail roads, and park of Elk Creek.

Status: There has been no concentrated planning effort dedicated to implementing this multiuse trail. Creating pedestrian access to resources within this urbanized area of Bedford County is a continued priority.

Obstacles: This connection will require considerable private land owner right-of-way acquisition, including coordination with the railway.

Opportunities: This Forest area is a high growth area and represents a village/service center, per the Bedford Land Use Map, and includes many community destinations near this envisioned pedestrian connection corridor, identified as a key Lynchburg and Bedford alternative transportation corridor in 2003.

Bedford County has initiated a number of planning and development initiatives, including a system whereby developers can contribute to a land set aside program in designated growth areas, a sidewalk ordinance that requires sidewalk on both sides of the road in developments with a density of greater than three units per acre, and the provision for development of pedestrian ways, eight (8) foot wide pedestrian facilities can be located within a permanent easement if maintained by a homeowners association. As a primary growth area for the County, these provisions can collectively be utilized to accommodate for coordinated pedestrian development. Review of this corridor, along with other area amenities including the new walking trails at the Bedford County Library on Route 811, and commercial development along 221 highlight the value of establishing a Pedestrian Master Plan for this desirable residential and commercial area of Bedford County.

Supporting Projects:

Forest Elementary and Middle School SRTS Travel Plan

In 2008 Bedford County received a \$15,000 VDOT Safe Routes to School (SRTS) non-infrastructure grant to develop SRTS Travel Plans for Forest Elementary and Middle Schools.

The Travel Plan presents a strategy to create a safe walking environment between the residential areas along Perryville Road to the Forest Elementary and Middle Schools by installing sidewalks along Forest. The County submitted an infrastructure grant to VDOT in 2009 but did not receive funding but is committed to pursuing funding to implement this pedestrian connection in this primary growth area of the County.



VDOT SRTS sidewalk improvement plan along Forest And Perrowville Roads

Forest Library Walking Trail

Funded through approximately \$45,000 in appropriated County funds this hard surfaced, ADA accessible, 8 foot wide, quarter mile loop trail was installed behind the Forest Library, one of six libraries in the Bedford Public Library System. Creating this trail was in direct response for area residents to have passive and recreational walking outlets in the community. The trail receives constant use and residents have indicated a desire to be able to walk directly to not only the trail but other restaurants, shopping, and schools in the area.

CAMPBELL COUNTY

Buffalo Creek Greenway

2003 Plan Description: Approximately 10 miles long, this multi-purpose paved trail would run from the Timberlake Community, southwest along Buffalo Creek to the Buffalo Creek Natural Area. There, it would connect to the existing trail system.

Status: There has been no detailed planning or route analysis associated with this approximate 10 mile trail. However, there has been considerable effort to expand recreational access and create a system hub within this section of Campbell County.

Obstacles: This connection will require considerable private land owner right-of-way acquisition. In addition, Campbell County's priority for creating public access to recreational facilities and water resources continues to be the development of its five county parks and Staunton River access.

Opportunities: Buffalo Creek is a valuable County and regional water resource and is part of the Roanoke (Staunton) River Basin. This river corridor presents an opportunity to utilize voluntary land use best management practices, such as buffer strips and fencing along rivers, as identified in Total Maximum Daily Load (TMDL) Implementation Plans developed for the Falling River and James River watershed areas of Campbell County. These voluntary water resource activities present the ability to establish a "greenway" along this corridor for natural resource protection purposes with the potential for a public access option in the future.

Supporting Projects:

Timbrook Park

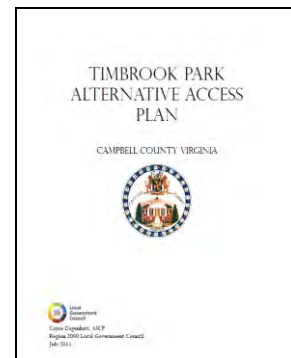
Located along a portion of the 2003 proposed Buffalo Creek Parkway, Timbrook was developed as part of the County's commitment to plan and develop a 50 acre park within each of the four high school districts. A comprehensive Park Master Plan has been developed for the 43 acre park located off Leesville Road. Phase 1 of park construction is complete, which includes a Library/Recreation building, the Marsh Pond, a handicap accessible dock, shelters, playgrounds, fields, and walking trails.



Families enjoy fishing at Timbrook Park Pond

Timbrook Park Alternative Transportation Access Plan

Timbrook Park is a primary recreational and community activities hub for the community. The park is located along Leesville Road, a busy, well-traveled road with a VDOT functional classification as an Urban Minor Arterial, a speed limit of 45 miles per hour (mph), and according to VDOT transportation data, an Annual Average Daily Traffic (AADT) count in 2005 of 9,119 cars, and as such makes access to the park currently safe almost exclusively by car. However, as a key community resource located close to multiple residential areas and a local school, Campbell County would like to create non-vehicular connection to the Park. The Timbrook Park Alternative Access Plan presents alternative transportation connections.



CITY OF BEDFORD

SHAEF (Shared Headquarters of the Allied Expeditionary Forces) Trail

2003 Plan Description: A 1-mile trail that would circle the D-Day memorial in Bedford, this project should be underway in summer 2003. The route will be paved and accessible for pedestrian and wheeled traffic.

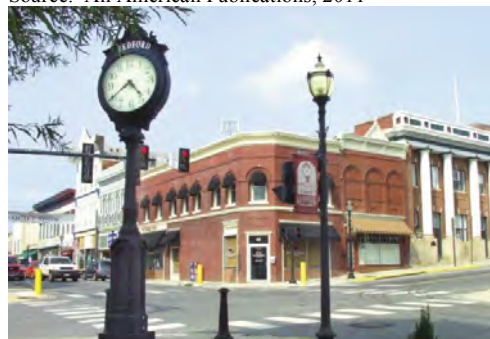
Status: This trail was never developed as a result of changes in local connection priorities and concern of public access at the site. The City of Bedford determined to return the awarded funds for this project as the priority focus for the community became the desire to create a pedestrian friendly environment within the City.

Supporting Projects:

Bedford City Pedestrian Improvements

The City has developed a downtown streetscape master plan to expand pedestrian access and movement within the downtown area known as Centertown. The Town has applied for and received \$282,000 thus far in Transportation Enhancement Funds towards expansion of pedestrian facilities to expand safe and efficient access for pedestrians to access the shops, restaurants, museums, and public resources located in or near the Centertown area. Creating pedestrian access to the resources within the community and facilitating popular events such as Centerfest is a community priority.

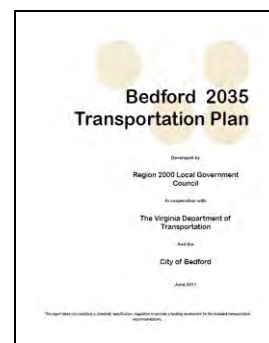
Source: All American Publications, 2011



Centertown, the heart of Bedford City, has been developed to be pedestrian friendly.

Bedford City Small Urban Area Transportation Plan 2035

Completed in 2011, this document presents a summary of short-term and long-term transportation projects, including pedestrian, bicycle, and passenger rail, to meet the needs of the Bedford community. The Plan will be used by VDOT in evaluating and implementing projects on the VDOT-maintained roadway network. In addition this Plan will be incorporated into the VDOT statewide transportation planning process. The Plan outlines specific alternative transportation recommendations which include expansion of the Town's sidewalk network to better accommodate pedestrian movement and creation of share the road corridors to accommodate cyclists. Expansion of sidewalks in Bedford represent creating the Type 5 facility described earlier and represents the most often used and appropriate trail connection type within more densely developed areas as seen within the City of Bedford



CITY OF LYNCHBURG

Ivy Creek Greenway

2003 Plan Description: Link between the existing James River Heritage Trail (JRHT) system and the northern border of Forest. This system would begin at the Ed Page Entrance of the JHRT and extend to Peaks View Park, the proposed Ivy Creek Nature Center. The approximate 5 mile trail network would be a combination of hard-surfaced multi-use and single-track, walking and biking trails.

Status: The extension of the JRHT to points west of the Ed Page Entrance, to include extension to Linkhorne Middle School and Peaks View Park, has not taken place at this time. However, the City has developed a comprehensive connection Master Plan for the trail extension to Linkhorne Middle

school that includes utilizing a City owned trestle bridge. The City applied for a Transportation Enhancement grant to initiate the development of the trail across the bridge that would link the Ed Page Entrance to the Linkhorne School complex but was unsuccessful in this application bid. This connection remains a long-term goal for the City but is not currently recognized as the highest priority connection corridor. That said, as with all trail and alternative transportation projects, adjustments in adjacent property owner's interest or if another timely implementation opportunity arises the City should be prepared to move forward this corridor implementation.

Obstacles: The route includes numerous private property owners. In addition, the area includes some very steep slopes that present trail design challenges.

Opportunities: This trail connection is envisioned to run along Ivy Creek, a primary urban stream that runs through the City and a tributary of the Blackwater Creek Watershed. This portion of Ivy Creek is included, along with seven other area streams, in the *James River at Lynchburg Implementation Plan (Bacteria Total Maximum Daily Load)*, a watershed management plan developed to remove these eight Region 2000 streams from the Department of Environmental Quality (DEQ) dirty waters list for not meeting water quality standards.

Establishing buffers along these streams to reduce runoff and subsequently improve water quality is a water source management strategy noted in the Plan. A resource protection buffer along the Ivy Creek stream represents a natural resource greenway that can assist in meeting water quality goals. Possible inclusion of public access, via the extended greenway, would provide another potential amenity for this corridor within the regional network.

Supporting Projects:

Ivy Creek Park

Ivy Creek Park is the newest public park in the Lynchburg Park System and represents the destination of the envisioned Ivy Creek Greenway. The 29 acre park, that includes a 6-acre lake with fishing pier and kayak/canoe rentals, a 1.5 mile trail, playground area, shelter area, and cabin renovation, opened in June, 2011. The park has been a community vision for approximately 15 years, and when future phases are complete will include an environmental education center, permanent restrooms, expanded trails, and additional parking areas. Development of this community park resource will continue to be a Lynchburg priority.



Ivy Creek Park in Lynchburg's newest public park

Blackwater Creek/Tomahawk Creek Trail

2003 Plan Description: Trail linkage/corridor protection along Blackwater and Tomahawk Creeks from the Blackwater Creek Athletic Area, along a portion of Lynchburg College property, to Sandusky Park, and along Tomahawk Creek.

Status: A master plan for a portion of this trail route was developed in 2008. The Creekside Trail Extension Alignment Study presents a comprehensive overview of route alignment options to establish a trail from the Blackwater Creek Athletic Area to Sandusky Park and an additional spur trail to Perrymont Park. The City has fostered broad stakeholder support along this connection route, including Lynchburg College, and this route represents a connection priority for the

Source: www.lynchburg.gov



Creekside Trail Extension Master Plan

City. The City has applied for construction funding through multiple funding sources and is committed to the construction of this vital network linkage.

Challenge: Along with right-of-way acquisition necessary for this trail corridor, trail alignment includes some difficult topography and wetland issues that may contribute to higher than standard trail development costs along some portions of the full connection route. As with all projects funding for this project will require multiple stakeholders and funding mechanisms.

Opportunity: This trail connection continues to be a priority connection route for the City of Lynchburg and Region. This route presents a vital alternative transportation linkage for residents in this section of the City, including Lynchburg College students, to the midtown and downtown areas of Lynchburg. The trail also includes creating a connection to the Perrymont Park and School creating expanded Safe Route to School potential for area elementary school students. Further, as a route along a primary river corridor within the City this route presents an opportunity to foster water quality protection education and awareness.

Additional Network Initiatives

This section presents a summary of some of the more notable park, blueway, trail, pedestrian and utility projects that have taken place within Region 2000 since the completion of the 2003 plan. Some represent connection scenarios or corridors presented as later phased projects within the 2003 Plan, while others present current community project priorities not specifically identified within the 2003 Plan.

The following activities present key connection nodes, community destinations, or potential trail corridors within the updated Region 2000 network presented in **Chapter 4 – A Network Connection Vision**. The following is not intended to be a complete listing of projects undertaken by area localities but rather a summary of those more notable projects that present connection linkage or options for future network corridors.

AMHERST COUNTY

Town of Amherst Main Street Sidewalk Extension

The Town of Amherst received \$909,000 in Transportation Enhancement funds, matched with approximately \$130,000 in local project leverage to design and construct approximately one mile of sidewalk, including drainage improvements, landscaping, and gateway sign, along South Main Street. The sidewalk expansion creates a safe continuous walking route along South Main Street, the main roadway artery through town, connecting the Town's Central Business District and the southern portion of the Town where Amherst High School and the Ambriar Shopping Plaza are located.

Town of Amherst Pedestrian and Bicycle Plan

In 2009, as a component of the update to its Comprehensive Plan and expansion of the Transportation Chapter within the Comprehensive Plan, the *Town of Amherst Pedestrian and Bicycle Plan* was developed. The document outlines a strategy to expand pedestrian and bicycle facilities for Amherst Town residents and visitors. The plan presents recommendations for sidewalk and crosswalk expansion, instillation of on-road bicycle facilities, and potential trail connections. .

APPOMATTOX COUNTY

Appomattox Court House National Historical Park – General Management Plan

The Appomattox Court House NHP, a component of the National Park Service and listed on the National Register of Historic Places, is the site of the April 9, 1865 surrender of General Robert E. Lee to General Ulysses S. Grant. The mission of the Park is to create an image of the time period and events that contributed to the surrender that took place in 1865.

In 2007 the Appomattox Court House NHP completed its General Management Plan (GMP), a long-range plan that articulates a vision for the Parks future and expanding the educational and historical experience. The GMP presents a vision to expand the visitors experience by expanding resources to enhance and expand the historical experience, and expand access to the history that the Town of Appomattox played in the events leading to the April surrender. The GMP serves as the master plan document for the Appomattox Court House NHP, the most visited paid destination in the Region 2000 area.

Battle of Appomattox Station – Land Preservation

In 2009 the Civil War Trust, formally the Civil War Preservation Trust, a non-profit specializing in preserving Civil War battlefields, utilized \$65,000 and other matching grant funds, which included \$575,000 for the State of Virginia, to purchase 47 acres in the Town of Appomattox, an area with an estimated value of approximately 1.7 million. The 47 acres preserved is part of the Appomattox Station Battlefield property. The Battle of Appomattox Station served as a key turning point in the Civil War and is directly connected to the series of events that led to the surrender at Appomattox Court House. This land preservation initiative provides a key community and historical linkage between the numerous historical resources in the area.

Museum of the Confederacy - Appomattox

The Museum of the Confederacy, owners of the largest collection of civil war artifacts in the world, opened a branch known as the Museum of the Confederacy – Appomattox in March, 2012. Located along Route 24, a Virginia Scenic Byway, the 11,700 square foot museum includes artifacts that tell the story of the reunification of the nation and of the activities leading to the surrender at Appomattox Court House and creates another key component and destination point along the envisioned historical and recreational connection loop.

Source: Museum of the Confederacy



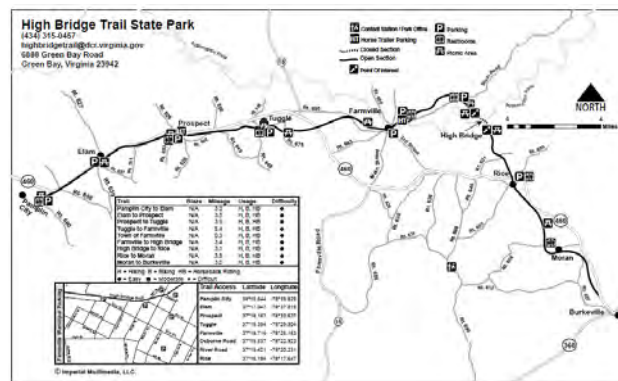
Appomattox Museum of the Confederacy

The Town of Appomattox purchased the approximate 4 acres of land for \$325,000. The approximate \$7.5 million in donated funds to build the marvelous facility included \$2.8 million from the Virginia Tobacco Commission.

High Bridge Trail State Park

The High Bridge State Park is a multi-use trail that accommodates hiking, biking, and horseback riding that runs through Cumberland, Nottoway, and Price Edward counties and the towns of Burkeville, Farmville, Prospect, Rice and Pamplin City. The trail traverses along an old rail bed and includes as the trails center piece the High Bridge, which is more than 2,400 feet long and 160 feet above the Appomattox River.

Approximately 30 miles of the trail are open with multiple entrance spots along the trail that include the current entrance approximately 3 miles from the Town of Pamplin. When completed, the High Bridge Trail will end within the Town of Pamplin at the Pamplin Depot, a 1920's train depot refurbished through Transportation Enhancement and local funds which now serves as Town office space, a branch of the Appomattox Library System, and a community meeting place.



Source: www.dcr.virginia.gov/state_parks

BEDFORD COUNTY & BEDFORD CITY

Regional Park Development

Bedford County has implemented a dedicated program to develop County maintained and managed park facilities. Four regional parks sites ranging in size from approximately 120 acres to 250 acres have been dedicated; Falling Creek Park, located in Bedford City; Moneta Park; Montvale Park; and New London Park. When completed the park facilities will include multi-use fields, outdoor courts, picnic shelters, playground equipment, trails, restrooms, and other recreational amenities. Two of the County owned and maintained facilities located within or near the priority growth area of Bedford City includes Falling Creek Park and Liberty Lake Park.

Falling Creek Park

Falling Creek Park, located just outside the City of Bedford approximately a mile from U. S. 460 on Falling Creek Road, is the first of the regional parks completed and includes a 10 mile, mostly single-track, trail network designed for hiking, mountain biking, and trail running. The Park also includes a 1/3 mile paved, ADA accessible multiuse trail, an 18 hole disc golf course, shuffle board, picnic shelters, grills, a children’s playground, and a newly completed 17,000 square foot skate park. The Park is also the location of the annual Fat Tire Frenzy and Bike Festival, a mountain bike race series that is part of the Virginia Off Road Series. With multiple recreational facilities that are frequented by residents of all ages, creating an alternative transportation connection to this community amenity is an identified priority in the Bedford community.



One of the trails in Falling Creek Park

Liberty Lake Park

This tranquil 60 acre park located in Bedford includes three playgrounds, a stocked fishing lake, ball fields, tennis courts, hard-surfaced walking loop, natural trails, and picnic shelters. A regular source for both passive and active recreation by Bedford City residents, similar to Falling Creek Park, this community amenity is accessed almost exclusively by car. Creating bicycle access to this resource, as with Falling Creek Park, represents a valuable alternative transportation connection opportunity.

CAMPBELL COUNTY

Altavista Downtown Revitalization

The Town of Altavista is nearing completion of a comprehensive downtown revitalization project that has included new streetscapes, with pedestrian crosswalks, trees, and benches, building façade improvements, creation of upper-story housing, and a complete upgrade of the gateway bridge to the English Park, the 164 acre County park that provides public access to the Staunton River. The revitalization project has thus far included \$1,737,000 in Transportation Enhancement funds, \$1 million in Community Development Block Grant (CDBG) funds, and some \$1.7 million in local private and public matching funds.



Updated streetscape creates a sidewalk trail in the Town and guides to English Park and the Staunton River.

Town of Altavista 2035 Transportation Plan

This comprehensive small urban area long-term transportation planning document evaluates current and future transportation demands and presents transportation improvements, which includes pedestrian and bicycle accommodations, to meet future needs. The plan outlines a series of on-street and off-street bicycle and pedestrian connections within the Town. Altavista is committed to creating a pedestrian friendly community that highlights its connection to the Staunton River and small town community amenities.

English Park

English Park, situated along the scenic Staunton River, when completed will encompass 167 acres of protected and publically accessible space that will include ball fields, picnic areas, volleyball courts, playground areas, restrooms, walking trails, and boat launch area. The park will also include an approximate Also included within the park grounds is the Booker Building, which is used for community events and private gatherings, and will include an approximate $\frac{3}{4}$ mile ADA accessible multiuse trail and an approximate 1.6 miles level natural trail that will run parallel to the Staunton River. Currently within the park is the Booker Building, which is used for community events and private gatherings. The park is a popular launching point for those wishing to fish, canoe, and kayak along the river where local takeout points include Long Island Park and Brookneal Board Ramp in Brookneal. The County purchased 146 acres, through a combination of \$75,000 in local funds and an awarded grant from DCR, to expand the original 21 acre Staunton Riverfront Park to create what is collectively now English Park.

Staunton River Water Trail/Blueway

The Staunton River is the defining natural resource for Campbell County and the region, provides the backdrop for two county towns, and is a treasured source for water related recreational activities. A blueway, or water trail, that connects resources along the Staunton River is a listed recreational need in the *2007 Virginia Outdoor Plan*, where access to recreational waters fell just behind walking and jogging trails as the highest recreational need in the region, and as a connection route within the *Region 2000 Greenways and Blueways Plan*.



Logo for future Staunton River Water Trail

A meeting to begin a concentrated effort to establish a comprehensive master plan for the Staunton River Blueway from Leesville Dam to the Staunton River State Park was held at the end of 2010 with broad stakeholder representation that included citizens, local and state government staff, and area organizations. Creation of a website to highlight resources along the Staunton within Campbell County is included in the Altavista and Brookneal downtown development initiatives. In addition, Campbell County applied for funding to assist in the blueway trail development.

The creation of a formal designation of the Staunton River Water Trail will provide a vital recreational resource that will tie the numerous cultural and historic resources located along the river. Further, as a water resource, creating the water trail will assist in expanding water quality education that is necessary to preserve the quality of this regional resource.

Brookneal Downtown Revitalization

The Town of Brookneal, located downstream along the Staunton River from Altavista, has also initiated a comprehensive downtown revitalization initiative. Improvements include streetscape and housing upgrades and building façade improvements within the Downtown area. To date, \$466,000 in Transportation Enhancement funds, \$1,000,000 in Community Development Block Grant funds, and approximately \$2,439,000 from the United States Department of Agriculture Rural Development, for water lines in the Town, with a portion to the downtown area, have been awarded.

Similar to Altavista, Brookneal's history is connected to its location along the Staunton River and creating pedestrian access and highlighting the value of this small town are noted community goals.

The investment in the improved infrastructure and the updated downtown area and the planned Staunton River Water Trail represent economic development activities to sustain this historical service center in Campbell County.

CITY OF LYNCHBURG

Park Master Planning

Expanding public access to recreational facilities close to residential areas continues to be a primary focus. Beginning in 2006 Master Plans have been developed for five local parks; Miller Park, Younger Park, College Park, Perrymont Park, and Riverside Parks. The master planning process included multiple stakeholders in developing the updated improvements for these facilities.

Riverside Park

2007 began a master planning process to update the City's second oldest, 47 acre park. To date over \$1 million dollars in grant funding and donations, including \$125,000 from the Junior League for the development of Sprayground, a 1,900 square-foot water play area, have been dedicated towards redevelopment. Other renovations include preservation of the Marshall Packet boat, a protective shed, and restoration and preservation of the train. Located along pedestrian-friendly Rivermont Avenue, a priority road for creation of an on-road bicycle facility, this park has multiple modes of access.

Source: www.lynchburgva.gov



Children enjoying Sprayground

Wards Road Pedestrian Improvements

In an effort to improve safe pedestrian movement along the heavily-traveled retail corridor of Wards Road, the City of Lynchburg initiated a study to address pedestrian movement within the Wards Road commercial area between Wards Ferry Road and Harvard Street. The planning process included multiple stakeholders including Liberty University, CVCC, VDOT, GLTC, and business owners within the study area. The result of the effort was the 2008 Wards Road Area Pedestrian & Bicycle Concept Plan, a multiple phase pedestrian corridor plan.



Pedestrian bridge across Ward Road provides safe access

Since 2008, both Liberty University and the City of Lynchburg have partnered to design and build a portion of the Plan that includes an approximate 200 foot tunnel, funded by Liberty University at an estimated \$2.2 million, and a 104 foot pedestrian bridge, estimated construction costs of \$1.5 million comprised of \$1.35 million from the City of Lynchburg and remainder Liberty University. The tunnel/bridge amenity provides pedestrian access for Liberty University Students and the many local and out of town visitors' access to the commercial resources on Wards Road. When future phases of the Ward Road plan are implemented students from

CVCC and residents from the surrounding neighborhoods will also benefit from the pedestrian facilities.

Green Infrastructure Strategies for Lynchburg Virginia

In 2008 the City of Lynchburg served as a pilot locality for Green Infrastructure Planning Tools for Connected Communities project led by the University of Virginia (UVA), the Green Infrastructure Center, the Virginia Department of Forestry, and the Virginia Department of Conservation and Recreation. The City collaborated with UVA graduate students from the School of Architecture, Department of Urban and Environmental Planning to evaluate and provide recommendations to

enhance and protect the “green infrastructure” or ecological and cultural assets in the City. Evaluation areas or topics researched by the students included Urban Forest and Tree Canopy; Water Resources; Parks; and Linkages to Special Cultural Assets. Management options such as a stream buffer program, expanding tree canopy, and extending trail linkages to parks and schools are highlighted in the research project product.

City of Lynchburg/Lynchburg City Schools Safe Routes to School (SRTS) Program

Creating pedestrian connections to resources in the community is a recognized goal within the City. In 2010 the City of Lynchburg, the Lynchburg City School (LCS) Division, Virginia's Region 2000 Local Government Council, and the Central Virginia Metropolitan Planning Organization began an initiative to develop the SRTS program.



Dearington Elementary School students enjoy International Walk to School Day

As a result of the initial SRTS program planning, six LCS elementary schools, through awarded Prevention Connections SRTS Mini-grants, have begun SRTS programs and participated in International Walk to School Day, which takes place in October each year. In addition SRTS Travel Plans, a document to outline a SRTS program strategy, were developed for three LCS elementary schools. Included in the Travel Plans are suggestions for physical improvements, such as new sidewalks and crosswalks, to create safe walking routes for students from the school. Installing sidewalks and other pedestrian facilities create “trail” connections within the urban and suburban areas of Region 2000. The SRTS program represents a program and funding tool to expand the pedestrian network in our area.

Combined Sewer Overflow Program/Stormwater Management Program

The City of Lynchburg is one of three Virginia cities that when first constructed combined the pipes that carried sanitary and rain water, commonly referred to as stormwater. During high volume rain events, the single pipe design is unable to adequately transport the combination of rainwater and sanitary sewage to a treatment facility without excess or overflows, emptying directly into a stream causing potential degradation in water quality. To remedy the overflow problem and to protect local streams Lynchburg City has a comprehensive Combined Sewer Overflow (CSO) program.

Lynchburg's CSO program is a broad infrastructure program to eliminate the overflow points and ensure water is diverted to the treatment plant for cleaning prior to entering local water bodies. The CSO program represents the largest capital improvement project in the City's history and is expected to take 10 to 20 more years and an additional \$350 million dollars to complete. Lynchburg continually lobbies for State and Federal program funding and has a strong track record of harnessing loans and grants to assist in fulfilling its separation requirements.



CSO work provided the opportunity to install curb ramps increasing pedestrian movement.

Along with the benefits to the local water quality the CSO program has resulted in improvements to the pedestrian network in the community and presents future pedestrian and bicycle facility implementation opportunities. As the CSO program has moved through areas in the City new sidewalks have been installed, or improved, to include curb ramps and crosswalks. In addition, a large portion of the CSO program provided the foundation for a portion of the Blackwater Creek Bikeway. As the CSO program continues there will be continued opportunities to create pedestrian and bicycle facilities as a companion community benefit to this environmental and water quality program.

Coordinating Regional and State Initiatives

Successful development of facilities that encourage and support alternative transportation access to community resources will require broad support from all sectors, both public and private, within the community. This section highlights notable regional and state projects that present corridor and connection linkages both within and beyond Region 2000 boundaries, expanding partnerships with neighboring jurisdictions and regional partners.

Central Virginia Long Range Transportation Plan 2035 (LRTP)

The Central Virginia Long Range Transportation Plan 2035 (LRTP) is a required planning document of the Central Virginia Metropolitan Planning Organization (CVMPO), updated every five years, developed to guide the metropolitan area in creating an efficient, responsive, and environmentally-sensitive transportation system over the next twenty to twenty-five years. The Plan examines transportation issues and trends and offers a list of specific projects for addressing the area's mobility needs. Providing alternative transportation access through development of on-road and off-road connections is highlighted as a planning goal. Further, this long-term regional document highlights the opportunities of expanding connections within the residential and commercial village centers of the region.

Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan

Similar to the (LRTP), this planning document is prepared for inclusion in the Commonwealth of Virginia's *2025 Surface Transportation Plan* and constitutes a summary of existing transportation conditions and future transportation needs for the rural portion of the Region 2000 planning area, which includes all the planning area not contained within the CVMPO boundary. The Plan was developed over a four-year period where extensive data was analyzed and multiple stakeholders participated in developing the 2035 horizon year plan. The rural area long range transportation plan addresses the anticipated impacts of population and employment growth upon the existing transportation system and serves as a vision plan for providing future transportation needs, to include roadway needs, transit needs, and pedestrian and bicycle facility needs. It should be noted the plan does not analyze needs based on available funding and is anticipated to be used by VDOT as a mechanism to assist in prioritizing future project funding.

Region 2000 Bicycle Plan

The *Region 2000 Bicycle Plan* is the regional planning document to facilitate the development of a bicycle transportation network, both on and off-road, that encourages and supports bicycling as a safe and effective alternative transportation mode to access Region 2000 resources. The Plan includes a summary of potential connection routes and bicycle facility implementation strategies, including such road improvements as striping bike lanes or adjusting lane travel widths. On-road bicycle connections provide connections to community resources where alternative transportation connections are desired but given distance or geographical limitations present financial or practical limitation to implementing off-road alternative transportation connection options. The bicycle plan is a vital companion document to creating connections and as such is incorporated within recommendations scenarios presented in **Chapter 4**.

Region 2000 Sidewalk Inventory

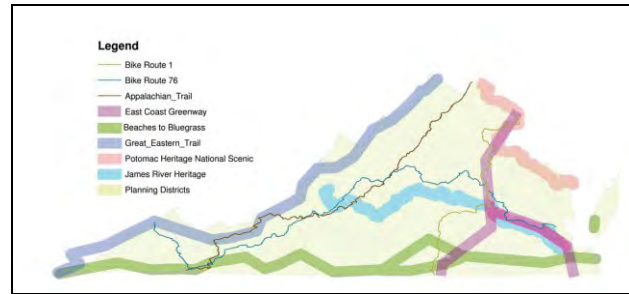
A GIS-based sidewalk inventory for the entire region has been developed. As would be expected, sidewalks are located predominately within the City of Lynchburg, the CVMPO area, the towns, and designated village centers. Sidewalks create vital pedestrian connection facilities and are often the only viable pedestrian connection option in urban and high density population areas. The sidewalk data base for the City of Lynchburg, titled the City of Lynchburg Sidewalk and Crosswalk Inventory, is more extensive than the region wide data and includes system characteristics that include width, connectivity status, street buffer, existence of curb cuts or crosswalks at intersections, and street parking availability. This level of GIS data was not available in 2003 and provided key resource information for developing shorter, neighborhood connections to resources and in presenting expanded options to combine on-street bicycle facilities, pedestrian facilities, and transit access.

Virginia's Outdoor Plan

The Commonwealth's official conservation, outdoor recreation, and open space plan, the 2007 Virginia's Outdoor Plan (VOP), provides guidance to government and private sector to meet the conservation, open space, outdoor recreation, and green infrastructure needs of the State. Developed by the Virginia Department of Conservation and Recreation (DCR), the VOP also provides specific recommendations for each planning district. While not a policy document, the VOP serves as a key planning resource for the State of Virginia and is the guiding document for various conservation and trail-related funding sources. The 2007 updated document highlights the need for additional trails, greenway spaces, and water resources access to meet the recreational needs of the area.

James River Heritage Trail

To increase trails and recreation in Virginia, DCR established a Greenways and Trails Task Force to develop a statewide trail plan. The statewide trail system developed includes a long-term vision of a five trail network which spans across Virginia. The James River Heritage Trail (JRHT) is the state trail that traverses through the Region 2000 area and includes the existing Lynchburg James River Heritage Trail network that currently is accessible in both Lynchburg City and Amherst County, as a primary system component. The development of the JRHT as a statewide system and DCR represent key development partners for bicycle and trail resources within Region 2000.

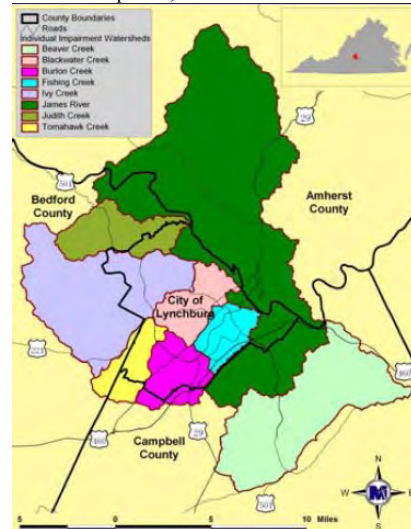


Source: 2007 Virginia Outdoors Plan; DCR

James River and Tributaries TMDL Implementation Plan: A Plan to Reduce Bacteria in James River and Its Tributary Watersheds

Completed in 2010, this booklet summarizes the James River at Lynchburg Bacteria TMDL Implementation Plan (IP), or watershed management plan. The IP summarizes and quantifies a menu of voluntary actions or activities, known as best management practices (BMPs) needed to reduce sources of fecal coliform bacteria within eight stream segments (18.43 miles of James River, 5.37 miles of Ivy Creek, 5.9 miles of Tomahawk Creek, 3.47 miles of Burton Creek, 10.55 miles of Judith Creek, 5.45 miles Fishing Creek, 10.24 miles of Blackwater Creek, and 8.5 miles Beaver Creek) which currently do not meet water quality standards as established by the Environmental Protection Agency (EPA) and monitored in Virginia by the Department of Environmental Quality (DEQ).

Source: MapTech, Inc.



James River and Tributaries TMDL Watershed

Creating stream buffers and other land use practices to reduce runoff and sediment are identified practices that need to be expanded within the study watersheds in order to meet water quality standards. As noted earlier, creating greenways along stream corridors has been shown to have positive benefits on improving water quality. Properly designed and where appropriate some greenways and stream buffer systems can include public access and within Region 2000 present corridor connection routes. The Ivy Creek Greenway and the proposed Buffalo Creek Greenway are two examples of proposed greenway connections that could be combined with identified best management practices to improve water quality along these streams.

Chapter 4: A Network Connection Vision

The 2003 Region 2000 Greenways and Blueways Plan represented the first coordinated effort to collate the individual trail, greenway, blueway visions of the individual localities into a regional connected vision. The 2003 Plan presented short-term priority projects, defined as Phase 1 or 1-5 years to implement, and then a series of long-term conceptual corridors, meaning corridors without defined location or facility-type details, differentiated into Phases that ranged from 5-12 years, 12-20, and finally 20-30 years to implement. The longer corridors were primarily located running along road corridors or along streams corridors.

The 2003 Plan has served the region well in its capacity to highlight the value of greenway, trails and blueways to local stakeholders; establish unified trail type definitions, fostered a number of local projects, and served to extend the region's connection vision to State, Federal, and private agencies. However, implementation of a number of the identified projects has not taken place as a result of a number of factors. Many of these factors, property acquisition, design, and funding, are common and represent implementation obstacles in trail, greenway, blue way planning and development. However, there are additional factors that have also contributed in the inability to implement many of the connection corridors as presented in the 2003 Plan. These factors include:

- Adjustment in locality connection corridor priorities;
- Length of the presented connection corridors;
- Limited corridor location or trail type details;
- Limited GIS information on sidewalk or bike recommendation details to highlight connection options;
- Ineffective regional support, oversight, and public outreach campaign; and
- Limited initiatives to utilize unique funding strategies towards corridor planning and implementation.

As a result of the above noted obstacles and the desire to maximize planning and development opportunities within reasonable development and funding cycles, the Region 2000 Greenways, Blueways, and Trail Plan has been updated to better represent current priorities and additional corridor refinement since the 2003 Plan.

The 2012 Plan focuses primarily on a series of updated connection priorities. These priority projects have been selected based on local level interest, coordination with existing plans or development status, potential for success, ability to serve the population, and linkages to other parts of the connection system. Focusing on a few priority projects and policy ideals, is recognized as the best means to highlight the value of existing resources, maximize success, and ultimately achieve the larger connection and resource protection vision.

While this Plan focuses primarily on identified short-term priorities, the Plan also presents long-term, cross-jurisdictional conceptual routes, which as in the 2003 Plan, continue to be important in the regional connection vision. However, unlike the 2003 network, the long-term connection corridors are not presented using an identified multi-year, phased approach.

Region 2000 Greenways, Blueways, and Trails Plan – 2012 Regional Map

The Region 2000 Greenways, Blueways, and Trails Plan - 2012 Regional Map presents the long-term regional connection vision plan for the greater Region 2000 area. The regional connection map is broken into four different connection corridors types:

Priority Corridors – Highlighted in red.

Projects that have been selected as having the highest near-term priority for development based on local level interest, coordination with existing plans or development status, potential for success, ability to serve the population, and linkage to other parts of the connection network.

On-Road Corridors – Highlighted in Yellow

These corridors represent long-distance corridors that follow existing roads that correspond to corridors as presented in the 2003 Plan or corridors identified in the 2010 *Region 2000 Bicycle Plan*. It is recommended that the regional community strive to implement the on-road bicycle network as presented in the Bicycle Plan to expand the access to the trails where off-road trails are not geographically or financially feasible and where the expansion of off-road trail connections will take many years.

Long-Term Conceptual Corridors – Highlighted in Green

These corridors represent corridors that traverse both on-road and off-road conceptual connection scenarios and typically correspond to stream systems, ridgelines, or other natural systems where protection and enhancement goals alone provide the justification for inclusion into the network vision. Within these conceptual corridors there also exists the additional potential value of trail types that will include public access.

Blueways – Highlighted in Blue

These river corridors, along the Staunton and James Rivers, present the vision of a river trail that expands public access and resources, such as camping, along these navigable, historic streams.

The 2012 Greenways, Blueways, and Trail Plan Regional Map is presented in **Figure 4.1**. The regional map, unlike the 2003 Plan, does not present the long-term connection vision using a multi-year phased approach. Rather, this Plan focuses on identified priority projects, those identified corridors that coordinate with existing plans or projects, provide key network linkage, will serve a broad section of the community, and have an anticipated planning and implementation timeframe within ten years.

This regional plan does not preclude connection corridors not identified within this Plan from moving forward or from any locality adjusting identified project priorities over time. Rather, this Plan is meant to serve as a guide to ensure continued coordination, partnership, policy development, and funding strategies among the regions staff, policy makers, community and business stakeholders to ensure that development of all trail-types - trails, sidewalks, on-road bicycle facilities, greenways, and blueways - are planned and developed within the greater Region 2000 area.

2012 Network Priority Projects

The following section provides a summary of the identified priority connection corridors, those projects with an implementation schedule of ten years or less. As noted these priority projects have been identified as such given their coordination with existing plans or projects, ability to serve population centers, and potential for success. Connection recommendations include off-road, on-road right-of-way, either sidewalk or on-road bicycle facility, or waterway trail facility types.

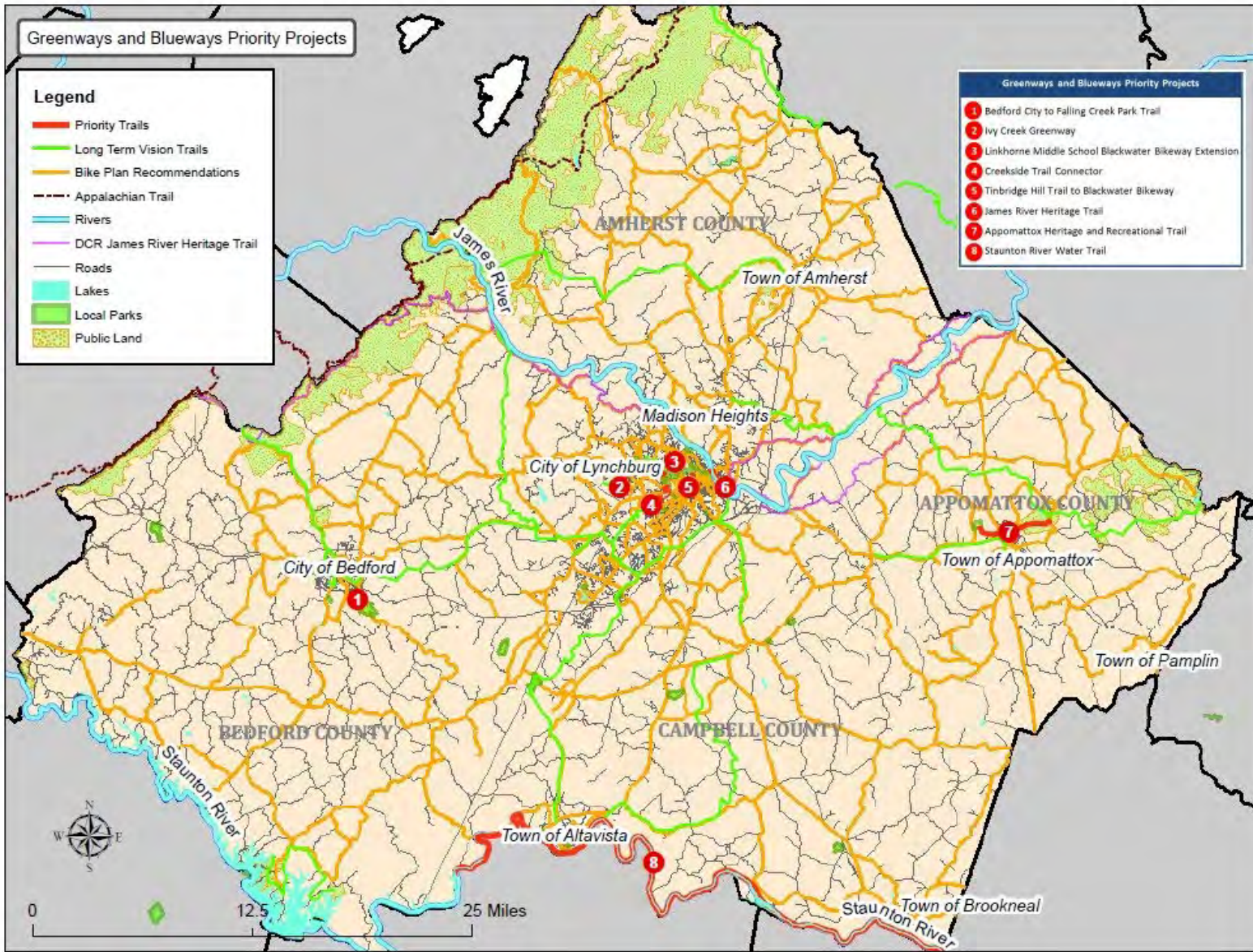
Current status, connection benefits, challenges, opportunities, and recommended guiding actions to bring the identified trail priorities to fruition are presented. Detail maps for each Region 2000 Blueways, Greenways, and Trails Plan 2012 Priority Project Maps are presented in **Appendix A**.

AMHERST COUNTY

James River Heritage Trail

Extension of the James River Heritage Trail, to include access from the current terminus to Riveredge Park and Six-mile Bridge remains an Amherst County and regional priority connection. This

Figure 4.1
Region 2000 Greenways, Blueways, and Trail Plan – Regional Map



connection continues to represent one of the best trail options to expand the existing JRHT towards Campbell County and points east, provides vitally needed public access to the James River. Further this trail expansion presents the benefit of physically connecting Amherst County's Riveredge Park to Lynchburg's Riverfront Park thus maximizing the value of these recreational resources.

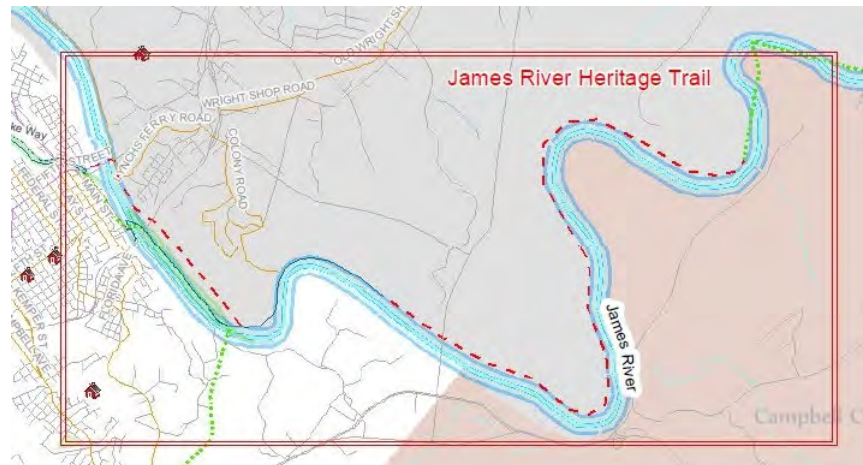
Status

A preliminary trail alignment for the extension of the JRHT to Six-mile bridge was developed during the initial planning of the Lynchburg City, Amherst County James River Heritage Trail project developed by Hayes, Saey, Mattern & Mattern, Incorporated. Further, an envisioned one mile extension from the existing terminus to Riveredge Park, to include a pedestrian causeway under the Carter Glass Bridge, has not progressed beyond the preliminary mater plan phase.

The current JRHT terminus point remains Amherst County's only access point to the trail system and no additional approval to extend the trail has been acquired. However, there has been little physical changes to this area and the proposed alignment remains a route priority option. Riveredge Park, the Amherst County network connection hub is under development with Phase I construction completion anticipated in summer 2013.

Benefits

The James River Heritage Trail, along with public access to the James River, is a recognized local, regional, and state recognized facility vision. Planning and extension of the JRHT as a vision and development goal is included in local, regional, and state planning documents, including the Virginia Outdoors Plan. The existing JRHT thrives with daily use and hosts numerous running and riding events throughout the year. In addition Riveredge Park, when completed will serve as one of the most accessible public access point to the James River, to include boating, fishing, and unobstructed views, within the Lynchburg area.



The JRHT will expand access and enhance the already valuable Riveredge and Riverfront park resources, contribute to the development of a comprehensive James River Water Trail and designated public-access points, highlight the value and connection of area water resource protection initiatives, expand the value of the public and private investments within Amherst County and Lynchburg City, and lastly expand access to active and passive recreational resources.

Challenges

Acquisition of right-of-way approval along the proposed corridor alignment remains the primary challenge for an off-road trail connection to Six-mile Bridge and the short connection from the existing terminus to Riveredge Park. With access approval, a wide-range of funding planning and development opportunities could be explored to develop this section of the JRHT.

Opportunities

Overcoming the reluctance of local property owners to permit public access via a trail along this corridor will continue to be the primary challenge in realizing this trail connection. Often the key to adjusting opposition to trail facilities is successful completion of adjoining and supporting resources. To that end, the Phase I completion of Riveredge Park, increased public use of the James, as promoted through private companies, such as the James River Float Company, and organizations hosting canoeing and kayaking events, such as the James River Association’s James River Splash and Dash, a fun land and water race, and the yearly expansion of the James River Batteau Festival, can each contribute to the value these resources provide and expand future public access opportunities.

Guiding Actions

Extending the James River Heritage Trail from its current terminus in Amherst County west along the James River to Riveredge Park and east to Six Mile Bridge, Campbell County, and beyond will require a coordinated outreach campaign that highlights the value of the trail resource to local, regional, and state stakeholders. Region 2000 in partnership with Amherst County, local and regional stakeholders, and the Lynchburg Area Greenway Alliance should develop and make available to all the property owners along the proposed route a summary on the JRHT trail vision, community benefits, and development opportunities associated with the trail. A meeting should then be convened to hear concerns, potential alignment or development options, or suggestions from the property owners.

APPOMATTOX COUNTY

Appomattox Heritage and Recreational Trail

Completing the Appomattox Heritage and Recreational Trail (AHRT), a loop trail that will connect the Town of Appomattox, Appomattox County Community Park, and the Appomattox Court House National Historical Park, remains the priority project within the Appomattox community. The trail will connect these resources and weave a story that outlines events and connection of the Appomattox community to the historic April 1865 events memorialized at Appomattox Court House National Historical Park.

Status

A portion of Phase I, the connection between the Town of Appomattox and the Appomattox County Community Park, of the AHRT is nearing the completion with 90% of the design and engineering phase complete. To date, \$486,000 of VDOT Enhancement funds have been awarded towards this portion of the AHRT. Construction of this first section of the AHRT loop trail should start in 2013 and the approximate 1.6 miles of the multi-purpose trail should be complete in 2014.

The Appomattox Greenway Masterplan – A Vision for Your Future, completed in 2008, outlines preliminary on and off-road route options to complete the AHRT. However, other than the Phase 1 Town to County Park leg, no detailed trail design effort along the additional legs has been developed.



AHRT – a vision to connect community resources

Benefits

Within three miles of the Town of Appomattox is the Appomattox Court House National Historical Park (Appomattox Court House NHP). Listed on the National Register of Historic Places, the Park memorializes and depicts events that lead to the 1865 surrender of General Robert E. Lee to General Ulysses S. Grant, considered to be the primary events that lead to the end of the Civil War. Appomattox Court House NHP is a vital national historical resource and the most visited paid destination within the Region 2000 area, with an excess of 150,000 visitors a year.

The 2007 VOP identified “walking for pleasure” as the highest ranked leisure activity out of 39 activities identified. The second highest ranking leisure activity was “visiting historic sites”, which increased in ranking from fifth in the 2002 VOP. Creating a trail that connects the Appomattox Court House NHP, the Appomattox Museum of the Confederacy, the Battle of Appomattox Station, and other historic resources within and just outside of the Town of Appomattox, will encourage the heritage travelers to gain more understanding of the significance of the region in the historical events and to stay longer in the area.

The Town of Appomattox and the area just outside the Town limits serve as the cultural and community service center for Appomattox County and represent the highest population concentration of the County, with 42% of the county's 14,973 (2010 Census) residents living within this area that represents only 1/3 of the land mass. Collectively, the AHRT loop trail will traverse between the cultural, natural, and historic resources within the community and provide benefit to those traveling to the area to experience the wealth of historic and cultural resources and the local and regional residents who will benefit from the recreational and healthy lifestyle opportunities the alternative transportation resource will provide.

Challenges

The development of the full AHRT will require right-of-way approval from multiple property owners. Further the portion of the trail that will take place within or adjacent to the Appomattox Court House NHP will need to be developed according to strict historical and NEPA guidelines so as to enhance and support the historical significance of the Park, enhance the visitor's experience, and in accordance with the Park's General Management Plan. Further the loop will require a section to cross U. S. 460 and run adjacent to U. S. Route 24.

Opportunities

There exists the opportunity for the many partnerships and community stakeholders, including representatives from Appomattox Court House NHP, the Civil War Trust, and the Museum of the Confederacy, that have committed and invested in the Appomattox community to work together to facilitate the planning and development of the completed AHRT. The completed AHRT will maximize the public and private funds invested in the community by encouraging the heritage travelers to stay longer in the area.

Guiding Actions

A formal process to access connection options between the Town and Appomattox Court House NHP should be established. A meeting should be convened that includes representatives from the Civil War Trusts, Museum of the Confederacy, Appomattox Court House NHP, Appomattox County and Town representatives, VDOT, and Region 2000 Local Government Council for the purpose of reviewing current visions and priorities of each of these public and private stakeholders, including status of relevant studies, plans, infrastructure expansions, or funding campaigns, to reassess opportunities to develop a trail corridor between the Town and National Park. With commitment of partner stakeholders and a summary of connection options articulated, funding for the development of a detailed Masterplan should be sought and detailed connection route established by 2015, marking the end of the Civil War 150 Anniversary Commemoration that began in 2011.

BEDFORD COUNTY

Bedford City to Falling Creek Park Trail

Status

A recommendation for utilizing an on-street bicycle facility connection route to connect CenterTown Bedford City and Falling Creek Park has been presented in the Region 2000 Bicycle Plan. However, no detailed road evaluation or engineering along the recommended routes has yet to be developed.

Challenges

Falling River Park is located approximately .4 miles from the City of Bedford boundary at the intersection of Smith Street and Link Road. Falling River Road, or State Route 714, is a highly traveled road with narrow paved shoulders. Currently the combination of traffic count, existing speed, narrow shoulders, and lack of continuous sidewalks makes non-motorized access to the park limited to the most comfortable, or Class A, cyclists exclusively. Further, there are no distinct geographic characteristics, such as a continuous stream corridor, that present a direct off-road trail opportunity.

Opportunities

A consistent sidewalk network is in place to Bedford City limits at Smith Street and Link Road. Residents have the option of multiple roads to access both Smith Street and Link Road sidewalks. By extending the sidewalk, or preferably 10 foot paved trail adjacent to the roadway, along County Farm Road, pedestrians and cyclists can access Falling Creek Park and the other resources located along this Road. In the near-term, creating, at a minimum a bicycle route through the Town along lower traffic volume roads, with Share the Road signage will create visible awareness for both cyclists and motorists. Falling Creek Park, with the trail network, multi-use fields, playground equipment, and skateboard park, has become a community destination, especially with the youth and cycling population. The creation of a safe pedestrian route for the community will only serve to expand the value and use of the community resource.



Pedestrian and bike connection from City to Park

Guiding Actions

A comprehensive campaign to extend a sidewalk, or multiuse trail, to Falling Creek Park should be initiated by Bedford County, in partnership with community stakeholders and the Lynchburg Area Greenway Alliance. To highlight the value and need of this community pedestrian and bicycle facility need a public campaign should be developed. Initiatives should include: coordination of the local cycling, recreation, disk golf, and skateboarding community to develop a comprehensive summary of use, activity, and support for this facility; a community ride and walk to the park event should be held, this would require protection along a portion of the route, to highlight the ease, time, and fun of walking, biking, skateboarding to the park.

Once support has been established, applications for facility development, being a traditional width or 10-foot wide sidewalk, through applicable VDOT sources, including Enhancement, Recreation Access, Hazard Elimination, and Revenue Sharing Programs, or other applicable funding agencies should be submitted. In addition, as a component of the CenterTown and Bedford City activities, a walking map that guides residents and visitors along the sidewalk network, that includes points of interest along the route, such as Poplar Park, should be developed.

Additional Opportunities

Pedestrian and bicycle access to Falling Creek Park, given the level of recreation activities and park use, represents the current community priority. However, similar justification and opportunities for the community to establish a pedestrian linkage to Liberty Lake Park exists. Similar to Falling Creek Park, Liberty Lake is located along a busy road, State Route 122/Burks Hill Road, has no safe pedestrian access, provides a wealth of recreational resources, and is located a fairly short distance, approximately $\frac{3}{4}$ mile, from an existing sidewalk network. As such, a similar connection campaign and pedestrian/bicycle access plan can be developed to Liberty Lake Park.

CAMPBELL COUNTY

The Campbell County Comprehensive Plan calls for a park to be built within each of the four high school districts – Brookville, Rustburg/Concord, Altavista and William Campbell – and a countywide park of at least 100 acres be centrally located within the County. The County, under the leadership of the Recreation and Parks Department, has developed Master Plans for Timbrook, Long Mountain Park, English Park, Community Park and Countywide Park to meet the recreational resource vision as outlined in the Comprehensive Plan. A Master Plan for each park has been completed and each is in varying stages of development. Development of these parks as presented in the developed Master Plans will remain a focus for the Campbell County community.

Expanding access to the Staunton River is a recognized County, region, and state goal as expressed within the Campbell County's Comprehensive Plan and the VOP. To that end development of the Staunton River Water Trail is a priority recreational and resource protection vision for Campbell County.

Staunton River Water Trail

Status

There currently exist a number of access points along the Staunton River between Leesville Reservoir Dam and the Staunton River State Park. However, there is considerable distance between public input sites and the amenities and ease with which canoeists and kayakers can access the river varies considerably among the sparsely dispersed sites. Public access points are at Leesville Dam, English Park/Town of Altavista, Long Island, and Brookneal, within Campbell County, and Clarkton Bridge, Watkins Bridge, U. S. Route 360/Clover, and Staunton River State Park at points east. The 51 mile segment of the Staunton from Long Island to just beyond Staunton River Battlefield State Park at Clover has been designated a Virginia Scenic River. The approximate 20 mile segment from Altavista to Long Island has been evaluated and found to qualify for designation as a Virginia Scenic River, where certain planning tools and preservation measures would be required to obtain the special recognition and protection associated with this designation.

American Electric Power Company, AEP, manages the Leesville Dam site and plan on making launch upgrades to better facilitate canoe and kayaking access by spring 2012. River access and a boat launch upgrade will be provided at English Park by Upper Reach -Roanoke River Basin Association as a result of a grant awarded through the Virginia Tobacco Commission. The Virginia Department of Game and Inland Fisheries, DCIF, manages the remaining input sites to the Staunton River State Park. Each of the sites at Brookneal, Watkins Bridge, and U. S. 360 are in relatively good condition, but should be upgraded to match the pending launch sites at Leesville and English Park.

A coordinated effort between multiple stakeholders to facilitate a dedicated Staunton River Water Trail was initiated in 2010.

A small amount of funding was awarded to both the Towns of Brookneal and Altavista as a result of their Downtown Revitalization Community Development Block Grant projects for the purpose of holding a stakeholder meeting and developing a Staunton River Water Trail between each of the river towns within Campbell County. A preliminary website has been outlined and is anticipated to be functioning as a component within the Town of Altavista website later in 2013. The first water trail coordinating meeting did result in the submittal of grants to fund boat launch upgrades at English Park and commitment by AEP to upgrade its launch site. However, beyond these two activities, there has been no further coordinated planning or public outreach initiative to expand public access opportunities along the river or additional planning sessions with the committed stakeholders that met in 2010.

Benefits

Developing a river trail along the Staunton River has been a recognized goal for many years and has been noted in the VOP, the County's Comprehensive Plan, and the regional trail plan. Development of the Staunton River Water Trail, with the beginning location at Leesville Dam, will support park amenities as outlined in approved master plans, maximize community revitalization investments within Altavista and Brookneal, harness the energy of multiple stakeholders to highlight the historic and cultural resources along the river, promote understanding of water and land resource protection initiatives, and increase access to water and river recreation for local and regional residents.

Challenges

Public access along the Staunton River is limited, with long stretches between public access points, especially the areas between Altavista and Long Island within Region 2000 and Brookneal to Watkins Bridge to the east. There are many private property owners adjacent to the resource. As such, development of a comprehensive river trail that provides for shorter distances between access points, designated stopping points, and potential for overnight camping will require agreements, commitment and support by multiple property owners and community partners. Additional complications associated with access to the Staunton from Campbell County is the presence of the Norfolk Southern train line that must be crossed to access the River.

Opportunities

The foundation for a river trail currently exists with current access points that include Altavista, Long Island, and Brookneal within Campbell County, as well as points including Clarkton, Watkins Bridge and Staunton River State Park further east. There also is the opportunity to expand the existing Scenic River designation that begins at Long Island north to the Town of Altavista. Further, a broad group of stakeholders have begun the discussion of weaving together a more comprehensive water trail network that highlights the river's history and amenities. Potential stakeholders include representatives from Campbell, Pittsylvania, Halifax, and Charlotte counties, the Towns of Altavista, Brookneal, and Halifax, Staunton River State Park, Staunton River Battlefield State Park, and organizations such as the Staunton River Wildlife Club, Roanoke River Basin Association, and the Ward Burton Wildlife Foundation Preserve.

Expanding public access through increased access points and shorter paddling distances between access points is recognized by multiple stakeholders to be the key to enhancing the recreational access, community enhancement, and resource protection along the Staunton River.

Guiding Actions

A coordinated planning effort to develop a Master Plan for the Staunton River Water Trail, as envisioned within the VOP and expressed as an interest by the multiple stakeholders that met in 2010, should be initiated. Grant funding should be sought to coordinate a series of stakeholder meetings, inventory cultural and historic resources along the river, inventory potential access

points and property owners, communicate with property owners and organizations along the River, and present trail development recommendations. A leading agency, organization, or locality should be established to lead the effort to obtain the necessary planning and organization funding to lay the foundation for the water trail development. Initially, the Region 2000 Local Government Council should seek planning funding through existing programs within Virginia Department of Housing and Community Development, the Virginia Tourism Corporation, the Virginia Tobacco Commission, as well as seek unique opportunities through local and regional private foundations. A portion of the planning initiative should be to review opportunities to extend the Virginia Scenic River designation to Altavista.

LYNCHBURG CITY

Lynchburg City remains dedicated to expanding the James River Heritage Trail network to ensure that all citizens have access to recreation and the opportunity to access resources within the community through alternative means of transportation. Further, the priority corridors and connection scenarios that have been established for many years remain the primary focus as the following corridors extend access to key population centers and local destination points.

Creekside Trail Connector

Status

The Creekside Trail Extension – Trail Alignment Study was completed at the end of 2009. The document presents a connection scenario that extends the current trail from the Blackwater Creek Athletic Area, BWCAA, to Sandusky Park, with a spur to Perrymont Park and Elementary School. The City is currently seeking funding to develop Phase 1 of the trail that includes the portion from BCAA to Lynchburg College.

Benefits

The completed Creekside Trail Connector will extend trail access to the population adjacent to this trail, including Lynchburg College students, and provide direct access to the recreational and health benefits associated with the trail network. In addition the trail network provides a safe, direct, and level transportation corridor to access the downtown area and the pending public transit station that will be located at the Kemper Street Station.

Challenges

Funding the construction of this corridor, especially Phase 1, presents the greatest challenges. Given the terrain of the area the trail developed will require considerable design features that accommodate the geographic nature of the area along the Blackwater Creek area. Therefore construction costs for a portion of this connection network will be higher than corridors located along the more flat areas of the community.

Opportunities

There is broad commitment for development of this trail connector and existing approval by primary property owners for the development of Phase 1 of the Trail. Further, the trail system within the City is a recognized gem and valuable resource by the majority of the Lynchburg community and a detailed connection scenario is in place to guide this network extension priority.

Additional Extension Opportunities



Creekside Trail a future pedestrian and bike transportation corridor

As development and planning opportunities arise, the City should consider additional spur connections to the Creekside Trail Extension to include connections to Fleetwood Drive, which would open access to New Town and other neighborhoods along McConnville Road, and a connection to the Waldon Pond community. The City should be prepared to obtain easements or trail expansion agreements that create any spur connections to the pending Creekside Trail Connector.

Guiding Actions

The City should continue to seek funding through both public and private partners to develop the Creekside Trail Extension, a primary connection corridor to the trail network in the community.

Tinbridge Hill Trail to Blackwater Bikeway

Status

Development of this spur connector from the historic Tinbridge Hill community to the Blackwater Bikeway is underway. Engineering drawings are near completion and trail development assistance for this trail will be provided by the Natural Bridge Appalachian Trail Club and Lynchburg City. Given the terrain and grade of this area, this trail will not meet ADA accessibility, thus limiting easy access to all users, however this valuable connection will provide direct access to this neighborhood that is surrounded by the trail network but prior to this connection unable to have direct access.

Benefits

As a result of the Tinbridge connection to the Blackwater Bikeway Trail the recreational, transportation, and health benefits associated with access to recreation will be extended to the Tinbridge Hill, Garland Hill, and College Hill neighborhoods.

Linkhorne Middle School Blackwater Bikeway Extension

Status

A master plan for this spur connection between Linkhorne Elementary and the Ed Page Entrance that includes utilizing the City-owned train trestle across Langhorne Road has been developed and unsuccessful funding applications through the VDOT Enhancement Program have been requested. At this time the City does not have secure right-a-way access the entire length of this spur, which includes utilizing the City-owned train trestle across Langhorne Road. There is an existing sidewalk along Cranehill to Langhorne Road and a signaled pedestrian crossing to provide safe crossing as the light turns at this intersection. However, the pedestrian access along this at grade crossing is not user-friendly as there is not a marked crosswalk and no clear trail or sidewalk linkage to guide users to the trail entrance.

Benefits

On any given afternoon and Saturday the parking lot at Ed Page Entrance to the Blackwater Creek Bikeway is full and often to such a degree that entering and exiting the site is difficult due to the car congestion. The extension of the trail to the Linkhorne Middle School will expand parking for the many users of the system. The trail will create a safe connection for Linkhorne Elementary and Middle School students to access the school campuses avoiding the need to cross Langhorne Road. The trail will also provide direct access for the Linkhorne Cross Country Team to access the trail network.



BWBT extension to Linkhorne and Ivy Creek Greenway – key vision routes

Challenges

Developing this corridor will require access by private property owners and have a fairly high development cost associated with transforming the bridge into a trail.

Guiding Actions

Lynchburg City should continue to seek funding and access approval to implement this connection extension to the BWCBW.

Additional Opportunities

In the near term, the City should upgrade the existing pedestrian crossing at Crainhill and Langhorne to include marked crosswalks and a clear path to the trailhead and strive to incorporate bicycle facilities, such as bike lanes along Cranehill Road and development of bicycle routes to this primary Blackwater Bikeway Trailhead location.

Ivy Creek Greenway

A pedestrian trail that will connect the James River Heritage Trail network, from the Ed Page Entrance, along Ivy Creek, to Peakview Park and then to Ivy Creek Park, has been a Lynchburg City trail network vision for many years and was expressed as a priority connection in the 2003 Region 2000 Greenways and Blueways Plan. The opening of the Ivy Creek Park in 2011 has only expanded interest in this trail connection however, given the length, approximately 8 miles, and complexity of completing this trail, the new priority is specifically the connection between Peak View Park and Ivy Creek Park, representing Phase 1 of the larger Ivy Creek Greenway.

Status

There has been no detailed connection study for this trail corridor envisioned to traverse along Ivy Creek to the newest City Park. This stream corridor however has been identified as a Resource Conservation Area within the City's Comprehensive Plan.

Benefits

This trail connection will create linkage to the Ivy Creek Park and the businesses located within the Lynchpin Industrial Park. The trail will create a safe pedestrian and bicycle linkage to numerous residential areas on the City and provide an opportunity for the many employees that work within this industrial park to access their work in a means other than by a motor vehicle. Currently a cyclist can only access the park via busy Lakeside Drive or Old Forest Road.

Challenges

This trail will require approval by many private property owners and will require crossing the Lynchburg Expressway.

Opportunities

Existing utility access roads and easements that run along Ivy Creek provide a potential trail location along an existing flat corridor from Wiggington Road. The City should seek partnership with area utility providers to secure an easement between these the Peakview and Ivy Creek parks.

Additional Opportunities

A short trail connection to Peak View Park from the Irvington Park area via Irvington Springs Road provides another option to connect to Peak View Park and ultimately Ivy Creek Park and Lynchpin Industrial Park via the Ivy Creek Creekway. This shorter connection trail would provide an option until the right-a-way and funding necessary for the full connection along Ivy Creek could be secured.

A Connection Commitment – A Plan in Motion

That there is value in creating a connection network that highlights resources, provides recreational and quality of life benefits, and expands alternative transportation options is recognized by the Region 2000 localities. That the development of these resources will take time, commitment and partnership by multiple entities and numerous funding sources is recognized. Further localities must be willing to adjust development opportunities as options arise, as often it will be a local neighborhood, private organization or community group or new development that will present a connection option. It is recognized that developing the connection vision will take time, it is also recognized that planning and developing a vision requires reasonable targets and goals with which to strive, measure success, and sometimes adjust as circumstances require. To guide and gauge success, the following table of guiding actions and vision schedule is presented. It should be noted this is simply a guide with which to maintain a target for the priority project implementation. The project completion vision schedule does not represent any financial or completion commitment by any locality or agency.

**Table 4.1
Guiding Actions – A Project Completion Vision**

Project Description & Guiding Activities	Complete or Underway	2013	2014	2015	2016	2017	2018	2019	2020	2022	2023
<i>Amherst County - JRHT Extension</i>											
Trail vision for local property owners											
Convene meeting stakeholders											
Master Plan											
Right-of-Way Commitment											
Engineering Phase 1 - Bridge/Riveredge Park											
Construction Phase 1											
Engineering Phase 2 -Causeway											
Construction Phase 2											
<i>Appomattox County - AHRT Loop</i>											
Master Plan Phase 1 - Town to County Park											
Engineering											
Construction Phase 1											
Meeting with Stakeholders											
Master Plan Phase 2 - Town to ACHNHP											
Right-of-Way Commitment											
Engineering Phase 2											
Construction Phase 2											
<i>Bedford County - Falling Creek Park Trail</i>											
Planning											
Engineering											
Right-of-Way											
Construction											
<i>Campbell County - Staunton River Water Trail</i>											
Develop Coordinating Partners											
Facility upgrades at existing putins											
Develop Trail Image											
Master Plan											
Right-of-Way Commitment											
Engineering											
Construction											
<i>Lynchburg City - Creekside Trail Connector</i>											
Master Plan											
Right-of-way commitment Phase 1											
Engineering Phase 1											

Virginia's Region 2000 Local Government Council

Project Description & Guiding Activities	Complete or Underway	2013	2014	2015	2016	2017	2018	2019	2020	2022	2023	
Construction Phase 1												
Right-of-way Phase 2 - Sandusky Park												
Engineering Phase 2												
Construction Phase 2												
Engineering Phase 3 - Perrymont Park												
Construction Phase 3												
<i>Lynchburg City - Tinbridge Hill Trail</i>												
Master Plan												
Engineering												
Right-of-way												
Construction												
<i>Linkhorne Middle School BWCW</i>												
Master Plan												
Right-of-Way Commitment												
Engineering												
Construction												
Pedestrian Improvements along Langhorne												
Bicycle facility along Cranehill												
<i>Ivy Creek Greenway</i>												
Master Plan Phase 1 - PVP to Ivy Creek Park												
Right-of-Way Commitment												
Engineering												
Construction Phase 1												
Master Plan Phase 2 - PVP to Ed Page BWCW												
Right-of-Way Commitment												
Engineering												
Construction Phase 2												
Key												
Planning							Right-of-way Acquisition					
Engineering							Construction					

Chapter 5: Implementation and Funding Strategies

The *Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision* presents a long-term vision of creating off-road and on-road connections between resources throughout Region 2000. Within the regional network is a combination of near-term priority, short neighborhood-based connections with potential connection options and conceptual long distance, cross-jurisdictional connections aligned primarily along road routes.

Planning and development implementation of the connection corridors envisioned will require coordination, consistent leadership, expanded programs, multiple stakeholders, and ultimately many years to accomplish. The dedication, creativity, and ability of local staff and policy boards to maximize available federal and state programs to plan and develop trails, parks, water ways, and open spaces is evident in the existing resources within Region 2000. Equally evident is the challenge, given the current economic climate and mounting financial responsibilities of local government and public programs, to expand and develop trails, greenways, water ways, and other alternative transportation and public spaces, exclusively through public programs and funds.

Coordination and monitoring of opportunities, expanding partnerships, and expanding public-private support and funding mechanisms represent key planning and development mechanisms that must be expanded within Region 2000 to bring to fruition the connection vision presented. In addition, the recognition and policies to expand sidewalks and on-street bicycle facilities, representing Type 5 – Pedestrian and Bicycle Facilities within the road Right of Way, in coordination with road projects represents key connection corridors opportunities within Region 2000, especially within the towns, community centers, and City of Lynchburg.

The following presents a summary of strategies to be draw upon to bring to fruition a connection vision that will include a broad range of trail types - pedestrian friendly corridors with sidewalks and marked crosswalks, off-road multiuse trails, accessible river corridors, green buffer spaces for environmental protection of water resources, and on-road bicycle facilities.

Essential Implementation Requirements

1. Plan Endorsement

The *Region 2000 Greenway and Blueways Plan* established the regional connection vision in 2003. The document served to articulate the connection vision within state and local planning documents, including the *2007 Virginia's Outdoor Plan* and provided project support for successful projects including the Appomattox Heritage and Recreational Trail, Riveredge Park in Amherst, and the English Park expansion in Altavista.

Similarly, the *Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision* should be endorsed by Virginia's Region 2000 Local Government Council, the Central Virginia Metropolitan Planning Organization, and membership localities and be incorporated into regional transportation planning documents and other planning and policy documents. This Plan is intended to serve as a resource to guide and facilitate the planning and development of greenways, off and on-road trails, and blueways at a regional and locality planning level.

2. Coordination and Management

As pointed out in 2003, an organizational entity must be established to promote resource development and serve as the central entity to track success, engage public support, maintain program momentum, update the network vision to reflect locality changes or priorities, and

ensure that greenway/trail/pedestrian planning are integral components in other community priorities such as economic development, storm water, water quality, and land use planning.

The Lynchburg Area Greenway Alliance should serve as the regional champion for planning and developing greenways, on-road and off-road trails, and blueways within the Region. Serving in this advisory and program coordinating role, the Lynchburg Area Greenway Alliance will actively participate in public outreach and education, facilitate cooperation and communication among jurisdictions and organizations, respond to specific program support request from area planners, pursue and promote public/private partnerships, and continuously investigate funding opportunities.

Local jurisdictions and, in the case of county on-road trail facilities, VDOT will to a large degree have the complicated tasks of managing corridor planning and construction and providing facility management and maintenance upon development. Public and private community support, event coordination, and funding support provided through the Lynchburg Area Greenway Alliance is vital in allowing locality staff to focus their expertise on the technical program aspects of planning, construction, and maintenance.

3. Community and Political Support

All successful greenway and trail programs share the primary ingredient of broad community and political support. Community support is established and maintained by connecting greenway, trail, or blueway project benefits and value to diverse interest groups. This requires establishing connections to groups, target audiences, and key policy community policy issues that will include education, transportation, economic development, business interests, development community, health, safety, and environmental components.

Building and sustaining community support within Region 2000 is vital in creating the atmosphere for the political support necessary to implement some of the policies and funding necessary for developing components within the broad Region 2000 network. Maintaining community and political support, by continually connecting greenways, trails, and blueways to required locality responsibilities, such as transportation, stormwater, and education, will be especially important as support and funding for greenway and trails will compete with other valid community concerns. Support by the governing bodies is more easily justified when local community and business support is visible and cross-purpose community benefits are established.

4. Maintain Project Communication and Applaud Small Successes

Planning and developing greenways, trails, and blueways requires significant commitment and coordination and dedicated time and financial investment by numerous stakeholders. The process of developing a greenway, trail, or blueway corridor, from establishing a connection vision, articulating the vision in a master plan, securing land and resources, establishing funding, beginning construction, and opening a facility for public use, can take a considerable amount of time. Various adjustments in design, land acquisition issues, changes in stakeholders, and time associated with securing project funding can remove the project from public interest or knowledge. It is important to maintain accurate communication on project status, including information on project obstacles, with the community. Establishing a realistic, phased development schedule with tasks identified creates a comfortable format on which to base public communication.

Recognizing small successes in project development is important to maintaining momentum and energizing dedicated citizens, businesses, and other stakeholders. It will often be your most ardent supporters that recognize the value of seemingly small milestones and who in many cases have provided the man hours and financial commitment to get there. By recognizing and celebrating milestones you reward the efforts of stakeholders and create the public outreach and education to harness the additional support for existing and future projects.

5. Integrate Sidewalks and On-Road Bicycle Facilities as Trail/Greenway Components

Trails, greenways, open space, sidewalks, and on-road bicycle facilities can represent completely different resources, appeal to different users, evoke different experiences, and be used for varying purposes. However, each resource provides low-cost health benefits and expands access to recreation. Trails, sidewalks, and on-road bicycle facilities each serve as transportation corridors expanding access to community resources for users who do not have access to, or who simply wish to reduce their use of, private vehicles.

Developed in partnership with trails, sidewalks and on-road bicycle facilities provide connection routes where trail connections are not feasible given geography, distance, lack of public access, or excessive development costs. *The Region 2000 Bicycle Plan*, local pedestrian plans, sidewalk inventories, and existing sidewalk development standards should be utilized to their greatest extent to create pedestrian and bicycle corridor linkages within Region 2000 where development of traditional off-road trails is not financially or geographically feasible.

6. Continually Seek Program Partners and Funding

Localities, Local Government Council, Lynchburg Area Greenway Alliance, and local organizations will need to continually strive to formulate creative opportunities to capitalize on federal, state, and private funding and partnership opportunities. No funding or in-kind volunteer contribution is too small and all contributions should be recorded and recognized. Further, funding and volunteer contributions that indirectly support the greenway network including pedestrian and cycling education, health and wellness initiatives, and public events, should be recorded and evaluated for their contributions to implementing trail, greenway, open space and alternative transportation resources.

Implementation Strategy

Seven primary goals that embody the collective vision to create a connected series of trails, greenways, waterways, and on-road bicycle facilities in Region 2000 have been established. The following section summarizes a series of objectives and presents a menu of strategy options to guide local stakeholders, region 2000 localities, and local organizations in achieving development of identified goals and development of priority projects.

Goal 1: Develop corridors that preserve and enhance the function and value of natural, historical, and cultural resources in the area.

Objective 1A: Develop policies or implement programs that serve to protect stream corridors and water resources.

Strategy 1A1: Initiate a riparian buffer program in both urban and rural areas, through grant programs, volunteer efforts, or local ordinance structure to establish buffer network along sensitive water resources.

Strategy 1A2: Through partnership with surrounding counties, towns, organizations, and local stakeholders establish the Staunton River Water Trail.

Strategy 1A3: Participate in and/or host paddling events along the James and Staunton Rivers to highlight the value of and need to preserve these primary water routes in the region.

Objective 1B: Encourage development within identified growth sectors to maximize opportunities for pedestrian and bicycle accommodations and protection of natural, cultural, and agricultural resources.

Strategy 1B1: Undertake a green infrastructure assessment to establish identification and consensus on sensitive resource areas that should be preserved and protected from development or whereby special development standards are necessary.

Strategy 1B2: Utilize incentives to encourage land donations or easements for trails, open space within the identified priority network areas.

Strategy 1B3: Initiate a program where small easements can be donated and held to increase connectivity options.

Objective 1C: Expand partnerships to increase acquisition of land along identified priority corridors and sensitive natural systems.

Strategy 1C1: Partner with the local agencies and organizations, such as Central Virginia Land Conservancy (CVLC), to assist in protection priority protection corridors and land areas.

Strategy 1C2: Establish a relationship with area utility companies to be involved in a utility easement process to expand potential greenway corridor opportunities and water access points.

Strategy 1C3: Provide local developers a summary of priority connection corridors and identified sensitive areas to facilitate donation and facility development opportunities.

Objective 1D: Develop new and utilize existing programs to involve citizens and organizations in land and water protection initiatives.

Strategy 1D1: Partner with the local agencies, such as Department of Environmental Quality and Soil and Water Conservation Districts, to maintain a data of buffer programs and other programs that protect water resources and add to the regional greenway network.

Strategy 1D2: Apply for grants and/or partner with organizations to develop educational programs to teach homeowners, land owners, and business land and water protection practices

Goal 2: Develop corridors that can be used by residents and visitors to access community resources without the need for a privately owned motor vehicle.

Objective 2A: Initiate programs that support development of pedestrian and bicycle resources, including trails, on-road bicycle facilities, and transit facilities.

Strategy 2A1: Develop a Complete Streets policy in the City of Lynchburg to maximize the potential for pedestrian and bicycle facility development.

Strategy 2A2: Utilize a citizen advisory committee or the Lynchburg Area Greenway Alliance to develop a yearly set of pedestrian and bicycle priority corridor recommendations.

Strategy 2A3: Develop a land acquisition program that highlights key properties necessary for implementation of priority network corridors.

Objective 2B: Coordinate with existing programs to expand network facility development opportunities.

Strategy 2B1: Ensure that road and local development plans are reviewed to ensure safe pedestrian movement is incorporated in development plans.

Strategy 2B2: Ensure that the Region 2000 Bicycle Plan is reviewed for opportunities to develop on-road bicycle accommodations in conjunction with repaving schedules, road work, and utility upgrades.

Strategy 2B3: Coordinate with utility and public works departments to maximize opportunities for pedestrian and bicycle facility development during system expansion and maintenance planning and program construction.

Strategy 2B4: Maximize opportunities to develop greenways as a component of non-point source, stormwater runoff program initiatives.

Strategy 2B5: Through the Transportation Technical Committee (TTC) and CVMPO ensure yearly transportation review process includes examination of opportunities to incorporate pedestrian and bicycle facility improvements.

Strategy 2B6: Maximize existing VDOT and Virginia Department of Rail and Public Transit (VDRPT) program funds to develop corridor master plans along identified priority road routes.

Strategy 2B7: Maximize opportunities to expand pedestrian access and connections in coordination with GLTC activities, including stop and route adjustments and facility improvement planning.

Objective 2C: Ensure that all new roads and maximize opportunities to modify existing roads for the inclusion of bicycle and pedestrian accommodations to facilitate alternative transportation access.

Strategy2C1: Establish a formal system within the locality staff departments, TTC, VDOT, and CVMPO to review road projects for pedestrian facility accommodation opportunities.

Goal 3: Promote public health and wellness by highlighting the value of utilizing alternative transportation – walking, biking, and utilizing transit – to expand access to exercise, recreation, health, wellness, and quality of life

Objective 3A: Develop a Complete Streets policy within Region 2000 localities.

Strategy 3A1: In partnership with policy makers, VDOT, the health community, and local stakeholder develop and adopt a Complete Streets policy that advocates incorporation of pedestrian and bicycle facilities as a matter of course in road development and retrofits.

Objective 3B: Partner with the health community to promote the health benefits of an active lifestyle.

Strategy 3B1: Working with Centra Health, the Central Virginia Health District, and other local organizations develop information on health benefits of walking and active living.

Strategy 3B2: Utilize public media and local events to highlight the importance of pedestrian facilitates in facilitating low-cost, daily access to exercise.

Objective 3C: Partner with area schools, civic organizations, and businesses to promote the use of pedestrian and bicycle resources as a means to maintain a healthy lifestyle.

Strategy 3C1: Expand the Safe Routes to School Program to Region 2000 schools to highlight the opportunity and value of creating safe pedestrian access to area schools and highlight the benefit to the health and wellbeing of students.

Strategy 3C2: Promote alternative transportation use within the region to include bicycle, walking, public transit, carpooling, and vanpools.

Strategy 3C3: Encourage local businesses and college/universities to seek League of American Bicyclists Bicycle Friendly Business and Bicycle Friendly University designation.

Objective 3D: Promote local events and activities that promote exercise and use of the trail and bicycle facility network resources.

Strategy 3D1: Via social media and web-access, highlight community events and activities, such as area races, outdoor activities, that take place within the areas parks, trails, and water resources.

Strategy 3D2: Expand opportunities to highlight the network system during local race or outdoor physical events and activities held along or within network resources.

Objective 3E: Develop local walking and biking maps for multiple areas throughout region 2000 that highlight sidewalks, trails, bicycle routes, and transit stops.

Strategy 3E1: Utilize GIS capabilities for development on on-line walking and biking routes. Include information on walking and biking times to destinations as well as distance details.

Goal 4: Maximize opportunities for economic development.

Objective 4A: Highlight the economic development impact of greenways, trails, and alternative transportation networks in the Region 2000 area.

Strategy 4A1: In partnership with area localities, organizations, and businesses document the economic value and impact of local events along or within the connection network.

Objective 4B: Encourage development along priority connection corridors and encourage development incentives, easements, or other options to facilitate corridor development.

Objective 4C: Promote multimodal transportation corridors that meet the needs of all transportation users, within key development and residential growth areas to maximize public and private development investment.

Strategy 4C1: Initiate a Complete Streets Policy as a method to ensure that pedestrian facilities are considered as a matter of course within all plan development and upgrades.

Goal 5: Improve coordination among staff, programs, and organizations to maximize opportunities to develop network corridors that serve multiple purposes.

Objective 5A: Develop a recognized and active oversight body and partnership network that will work as a team to complete network segments.

Strategy 5A1: Increase the participation and recognition of the Lynchburg Area Greenway Alliance.

Strategy 5A2: Hold twice a year meeting with area planners, agencies, stakeholders to receive update on priority project status, including obstacles, opportunities, and possible adjustment in priorities.

Objective 5B: Develop a comprehensive communication strategy that is distributed throughout the region.

Strategy 5B1: Provide periodic presentations to boards and commissions, post regular feature articles in local newsletters, expand media relationships, and develop annual report that highlights all levels of network upgrades in the region.

Objective 5C: Encourage development within identified growth sectors to maximize opportunities for pedestrian and bicycle accommodations and protection of natural, cultural, and agricultural resources.

Strategy 5C1: Undertake a green infrastructure assessment to establish identification and consensus on sensitive resource areas that should be preserved and protected from development or whereby special development standards are necessary within designated area.

Strategy 5C2: Utilize incentives to encourage land donations or easements for trails and open space within the identified priority network areas.

Goal 6: Develop an education and outreach program that encourages community support for expansion and development of trails, greenways, and blueways.

Objective 6A: Educate local land owners on the value of stream buffers and opportunities to preserve local resources through conservation programs.

Objective 6B: Partner with the health and educational community to promote the value of pedestrian and bicycle facilities.

Strategy 6B1: Utilize the existing stakeholders websites and stakeholders to highlight the value of network resources.

Goal 7: Increase funding opportunities to develop network corridors.

Objective 7A: Continually apply for federal, state, and local public grant funds.

Objective 7B: Establish mechanisms to receive and utilize private contributions.

Strategy 7B1: Establish a formal process to host, or co-host, events where donated funds or event registration fees can be used as a direct source for resource education or development.

Strategy 7B2: Partner with an existing, or establish a new non-profit, to ensure available funding opportunities from organizations and foundations that offer planning, outreach, organizational and construction grants, to non-profit agencies only can be utilized.

Objective 7C: Maximize opportunities to develop pedestrian and bicycle facilities in conjunction with local maintenance schedules and budget development.

Strategy 7C1: Establish a formal system for communicating with locality public works, utility, and planning departments and VDOT residencies to ensure that pedestrian and trail development opportunities are considered in project development and implementation.

Strategy 7C2: Host facility development training sessions to ensure that all locality staff, including road crews, are knowledgeable of facility design and implementation options during road resurfacing and maintenance activities.

Objective 7D: Look for opportunities to create a dedicated fund for the purpose of implementing greenways, trails, on-road facilities within the region or localities.

Strategy 7D1: Dedicate a portion of dedicated road maintenance funds towards installation of identified priority pedestrian and bicycle facility resources.

Strategy 7D2: In the City of Lynchburg, as CSO and stormwater improvements are implemented as a result of grant or loan funds or via stormwater utility fees, ensure that updated areas include pedestrian and bicycle facilities are incorporated where physically feasible.

Action Matrix

The following presents the implementation strategy in a matrix that highlights the relative near-term importance of the activity, the timing for implementing the actions, and the primary organizations that will need to be leading or involved in the presented actions. This list is not meant to include all strategies that should be employed to develop the connection network or include all organizations, agencies, or interested parties that will be necessary to bring the vision to fruition, but rather a format with which to guide and gauge activities.

**Table 5.2:
Action Plan Matrix**

Implementation Strategy	High Priority	Timing *	Primary Organizations
1A1: Initiate a riparian buffer program		M	Localities, SWCD, LGC
1A2: Establish Staunton River Water Trail	✓	S	CC, LGC, DCR, COs, LNPs
1A3: Participate in river events		S	LGC, LAGA
1B1: Undertake Green Infrastructure Assessment		L	LGC, Localities,
1B2: Incentives to encourage land donations or easements		M	Localities, SWCD, DEQ, DCR
1B3: Initiate a program where small easements can be donated and held to increase connectivity options		M	Localities, SWCD, CVLC
1C1: Partner with local agencies to assist in protection activities		C	Localities, LGC, LAGA, SWCD,
1C2: Establish relationship with utility companies	✓	C	LGC, Localities,
1C3: Provide developers summary of priority connection corridors, summary of vision	✓	C	LGC, LAGA, Localities
1D1: Maintain data of buffer programs		M	DCR, DEQ, LGC

Implementation Strategy	High Priority	Timing *	Primary Organizations
1D2: Apply for grants to develop education programs to teach value protection practices		C	Localities, JRA, LGC
2A1: Develop Complete Streets Policy to expand bike and pedestrian development	✓	S	Lynchburg, LGC, VDOT, COs,
2A2: Develop yearly set of pedestrian and bicycle corridor recommendations	✓	S, C	LGC, LAGA, Localities
2B1: Review plans to ensure bike and pedestrian access are considered	✓	C	VDOT, Localities
2B3: Coordinate with utility, public works to maximize facility development opportunities	✓	C	Localities, VDOT,
2B4: Maximize opportunities to develop greenways & trails as component of stormwater, non-point source programs		C	Localities, SWCD, DEQ, DCR
2B5: Utilize TTC & MPO yearly transportation review process to examine facility development	✓	S, C	LGC, VDOT, CVMPO, Localities
2B6: Maximize existing funding to develop corridor master plans along priority routes		C	LGC, CVMPO, VDOT, Localities
2B7: Coordinate facility development in partnership with primary public transit corridors		C	GLTC, CVMPO, VDOT, LGC
3A1: Complete Streets Policy for region		M	VDOT, DRPT, LGC, CVMPO
3B1: Promote Health Benefits of walking, biking, to public	✓	C	DOH, LAGA, RS, LNPs, COs
3B2: Utilize public media, events to highlight importance pedestrian facilities	✓	C	LGC, LAGA, RS, LNPs, COs
3C1: Expand SRTS Program within additional Region 2000 schools		M	LGC, Localities
3C2: Promote alternative transportation use within the region	✓	C	RS, LAGA, GLTC, LGC, CVMPO
3C3: Seek Bicycle Friendly Designation at local businesses, colleges		M	LGC, RS, LAGA
3D1: Use social media and web-access to highlight local bicycle and pedestrian events	✓	C	RS, LAGA, LGC, LNPs,
3E1: Utilize GIS capabilities to develop walking and biking routes	✓	S	RS, LAGA, COs
4A1: Highlight economic impact of greenways, trails, alternative transportation networks		M	LAGA, LGC, Localities
4B1: Work with localities to implement zoning and subdivision, land development ordinances that support development along priority corridors and population centers		C	LAGA, LGC, CVMPO, COs
4C1: Implement a Complete Streets Policy or system of road corridor and development review	✓	S	Localities, LGC, COs, CVMPO, VDOT
5A1: Increase the role and outreach of the Lynchburg Area Greenway Alliance	✓	S	LAGA, RS
5A2: Facilitate bi-yearly meeting to maintain update of priority projects, consider opportunities, review challenges	✓	S	LGC, LAGA
5B1: Provide presentations to policy boards, nonprofits, businesses, on program		C	LAGA, LGC,
5C1: Green Infrastructure Assessment		L	LGC, Localities
5C2: Utilize incentives to encourage land donations		L	Localities

Virginia's Region 2000 Local Government Council

Implementation Strategy	High Priority	Timing *	Primary Organizations
6A: Educate property owners on value of stream buffers and opportunities to preserve resources		C	SWCD, Localities, LAGA, CVLC
6B1: Utilize existing websites and partners to highlight network resources		C	Localities, RS, LACA, LNPs, COs
7A: Apply for grants	✓	C	Localities, LGC, LNPs, COs
7B1: Establish process to obtain donated funds to assist with facility development	✓	S	LAGA, LGC, LNPs,
7B2: Develop nonprofit status, through new organization or partnership with existing, to access grant fund to nonprofits only		M	LGC, LAGA,
7C1: Host training sessions, webinars, for support of facility development	✓	C	LGC
7C1: Dedicate portion of funds for priority project development		L	Localities, CVMPO, VDOT
7D2: Implement connections as CSO and stormwater projects are implemented		C	Lynchburg

* Notes

S = Short Range (1 year)

M = Medium Range (2-4 years)

L = Longer Range (4-6 years)

C = Continuous

Abbreviations of Agencies, Groups, Organizations	
Localities	Locality staff and policy boards
COs	Civic Organizations
LNPs	Local Nonprofit Groups
LGC	Local Government Council
CVMPO	Central Virginia Metropolitan Organization
LAGA	Lynchburg Area Greenway Alliance
RS	RIDE Solutions
SWCDs	Soil and Water Conservation Districts
DEQ	Virginia Department of Environmental Quality
DCR	Virginia Department of Conservation and Recreation
CVLC	Central Virginia Land Conservancy
VDOT	Virginia Department of Transportation
DRPT	Virginia Department of Rail and Public Transit
GLTC	Greater Lynchburg Transit Company

Funding Strategies

Successful implementation of the broad connection network of greenways, off and on-road trails, and blueways presented in *Region 2000 Greenways, Blueways, and Trails Plan – 2012 Connection Vision* will require broad community support and a combination of public and private funding sources. Vast amounts of information generated by national organizations, such as American Trails, and books, including *Trails for the Twenty-First Century: Planning, Design, and Management for Multi-use Trails*; by Charles A. Flink, Robert M. Searns, Kristine Olka, and the Rails to Trails Conservancy provide information on founding sources and financing strategies.

Finding funding sources is not difficult. It is creating a program or corridor that competes with other localities seeking similar resources and leveraging limited local public funds is the challenge. To best harness the full extent of funding opportunities it will be necessary to highlight the multiple benefits of the connection corridor. Connecting the project to public health, education, storm water regulations, hazard mitigation, transportation, housing values, community development, and business and employment retention must be established to expand funding partners and financing opportunities. Meeting multiple program targets can establish leverage and companion benefits that are essential in a successful bid for competitive federal, state, and foundation grant programs.

Region 2000, its membership localities, and greenway and trail partners need to be versed in the broad financing, policy, and funding options that can be utilized to plan, construct, and maintain developed networks. Greenways Incorporated, the Durham North Carolina firm that assisted in developing the 2003 *Region 2000 Greenways and Blueway Plan*, presented a comprehensive review of potential funding sources and financing strategies available to Region 2000 localities. Further, the Virginia Department of Transportation (VDOT), leaders in promoting alternative transportation corridors in Virginia, has authored the *Virginia Bicycle Facility Resource Guide*, which provides additional funding options.

The following funding mechanisms and sources represent potential options that could be utilized by Region 2000 localities and are derived from these two sources. Each source is available under specific eligibility criteria and available program funding allocation approval. As such, the information below is a general guide and does not guarantee that a program or funding source remains an option; each agency or organization should be contacted directly or viewed on the web for program details and applicant eligibility.

Public Sector Funding Sources

Various government agencies have program objectives and goals that correspond to one or more of the noted greenway, trail, and blueway benefits. Whether the primary program focus is transportation, the environment, community development, health, or economic development, a well-developed program should have cross-purpose benefits. A Parks Department may see a trail as a recreational resource, the Utilities Department as stormwater management facility, and the Public Works as a transportation resource. Each use presents access to a funding source that has a benefit focus and funding justification.

Highway Construction Fund - This program is the most common source of VDOT money for implementing on-road bicycle facilities. Funds can be utilized to incorporate bicycle facilities in conjunction with new or improvement roadway construction projects that are listed in the *Virginia Transportation Development Plan*.

Transportation Alternatives Program - This program is a result of the newly enacted MAP-21, the Moving Ahead for Progress in the 21st Century Act. The MAP-21 represents the first long-term transportation funding authorization enacted since the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 is a surface transportation program that supports many of the bike and pedestrian programs that were initiated under SAFETEA-LU within the new formula program known as the Transportation Alternatives (TA) Program. The new TA program combines what were separate programs under SAFETEA-LU,

including the Transportation Enhancement Program, the Safe Routes to School Program (SRTS), and the Recreational Trail Program. The TA incorporates most, but not all, of the former programs with the addition of a new program eligibility the "Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways." The TA eligible projects must pertain to surface transportation and can fund projects that: 1) construct, plan, design on and off-road trail facilities; 2) construct, plan, design infrastructure-related projects that will provide safe routes for non-drivers; 3) convert and use abandoned railroad corridors for trails; 4) construct turn-outs or viewing areas; 5) address control or removal of outdoor advertising; 6) provide historic preservation and rehabilitation of historic transportation facilities; 7) develops vegetation management practices for roadway safety and erosion control; 8) archaeological activities necessary as a result of a transportation project; and 9) any environmental mitigation activity associated with highway construction. The TA Program will be managed in Virginia by VDOT. The specifics of program eligibility and coordination with past programs are still being determined at the time of this report. The Enhancement, SRTS, and Recreational Trail funds have all been utilized and extremely beneficial throughout Virginia and Region 2000 localities. It is fully intended that the new TA funds will continue to be a vital program in the development of trail network facilities in the future.

Hazard Elimination Program Funds (Grant Program) – Represents a portion of the federal Highway Safety Improvement Program managed through VDOT. This program provides funds for identifying and correcting hazardous locations and can include developing publicly owned bicycle facilities, sidewalks, or trails to eliminate pedestrian and car conflicts. Funds can also be used to provide traffic calming measures, such as timed pedestrian devices or crosswalks, at dangerous crossings. This funding source, which requires a 10% match, represents a potential funding option for accommodations along key destination routes in Region 2000.

VDOT Revenue Sharing Program (Grant Program) – Program can provide up to one million (\$1,000,000) in matching funds to construct, reconstruct, or improve roads along VDOT approved roadways. Funds may not be used for general maintenance. Funds are requested via a Resolution and may be used to:

- Relieve deficits on completed construction, reconstruction, or improvement projects from the Six-Year Plan;
- Supplement funding from project listed on the Six-Year Plan;
- Construct, Reconstruct, or Improvements Projects not included within the Six-Year Plan but deemed worthy of submittal by an appropriate VDOT manager;
- Provide for improvements necessary for acceptance of specific subdivision street, such as widening or surface treatment;
- Provide paving for previously unpaved roadways in rural areas;
- Provide for new road facilities to be a part of the highway or road network in a locality that VDOT provides maintenance payments.

Virginia Land Conservation Fund (VLCF) – A funding source used to conserve certain categories of resource valued land. Available land categories are open space and parks, natural areas, historic areas, and farmland and forest preservation. A portion of available funds may be used for developing properties for public use. Grant awards are based on applications for 50% or less of total project costs. DCR provide staff and administrative support for this program.

Virginia Outdoors Fund (Grant Program) - Provided through DCR as a result of federal funds derived via the Land and Water Conservation Fund, this grant program assist with acquisition and development of public outdoor recreation and open spaces. Funds are available to public bodies only at a minimum 50% local match requirement. Funds as with Transportation Enhancement projects are dispensed on a reimbursement basis.

Conservation Reserve Enhancement Program (CREP) – These DCR funds are used to improve water quality in Virginia waterways and are utilized along river and stream corridors where a pollutant elimination diet, or Total Maximum Daily Load, has been developed. These funds represent rental payment to local farmers for removing a portion of their land from production by establishing protection buffer strips along waterways. CREP funds establish cost-share payments, or assistive payment, to offset out of pocket expenses towards installing devices, such as fences and water systems, to protect stream resources. This popular cost share program has been well received and utilized within Region 2000.

Virginia Open Space Lands Preservation Trust Fund (VOSLPTF) - This program, established by the 1997 Virginia General Assembly, helps landowners with the costs of conveying open-space easements and the purchase of all or part of the value of the easements. Funds are applied to easements to preserve farmland, forestland, and natural and recreational areas by restricting intensive uses, such as mining or development that can potentially alter the conservation value of the land. The fund can reimburse for associated legal costs, appraisal or other land assessment costs, and all or part of an easement's value. There are qualification parameters for program eligibility. Providing public access on easements is not a program requirement.

Farmland Protection Program (FPP) – Managed by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), this is a voluntary Farmland Protection Program, to help farmers keep land in agriculture. Matching funds are made available to state, local or tribal governmental entities and non-governmental organizations with existing farmland protection programs to purchase conservation easements. Participating landowners agree to keep land in agricultural uses and retain all rights to use the property for agriculture. This program could be beneficial to the Region 2000 counties which have all noted the value in preserving their agricultural lands and economic value. To qualify land must be:

- prime, unique or farmland of state or local importance (high yielding);
- included in a pending offer from a non-governmental organization, state, local or tribal government;
- privately owned;
- covered by a conservation plan;
- large enough to sustain agricultural production;
- accessible to markets for what the land produces; and
- surrounded by parcels of land that can support long-term agricultural production.

Civil War Battlefield Acquisition Grants - Land and Water Conservation Fund (LWCF) monies are available to help states and localities acquire and preserve threatened Civil War battlefield land. The grants are awarded on to state and local governments. Private, nonprofit organizations can seek to acquire these funds by applying in partnership with a state or local government agency. In Virginia, the designated agency partner is DCR. These projects are awarded after a three year competitive process and require a dollar-for-dollar non-federal match.

Water Quality Improvement Fund (WQIF) – This program, if allocated state funding, is administered through DCR and utilized to assist local governments, soil and water conservation districts and individuals for point and nonpoint source pollution prevention, reduction and control programs. This includes riparian open-space and conservation easements.

402 Federal Highway Safety Grant Program – Administered in Virginia by the Virginia Department of Motor Vehicles (DMV), this program, comprised of two programs, provides money for projects or programs designed to reduce crashes, injuries, and fatalities on our highways. Pedestrian related safety initiatives are eligible.

402 Highway Safety Program Annual Grants – These annual grants are obtained via a competitive process provide funding for wide range of safety programs (biking, motorcycle use, drunk driving) that are either started or expanded by the funds. These funds are available to non-profit organizations, local governments and any sub-unit of local government, and state agencies and do not require a match.

402 Highway Safety Program Mini Grants – These funds are available throughout the year while funds exist to assist in developing safety programs. These small, maximum award \$1,500, submitted to DMV field representatives can be used for pedestrian safety activities that could coordination with Safe Route to School initiatives or for initiating on-road cycling education efforts to be lead by the Region 2000 Greenway Alliance.

Surface Transportation Program (STP) Funds – These funds can be used for non-construction pedestrian projects, such as map development or program brochures, or facility construction. These funds may be used to provide sidewalk modifications for compliance with ADA. Funding is allocated at an 80 percent federal and 20 percent local match rate, and any approved project must be included within the MPO's Long Range Transportation Plan and the TIP.

Federal Highway Administration (FHWA) SAFETEA-LU Scenic Byways Program – The Scenic Byways Program recognizes the value of road with special scenic, historic, recreational, cultural, and/or natural qualities. In Virginia scenic byways are referred to as Virginia Byways and marked with designation status signage. This program can be used to provide for pedestrian and bicycle facilities. Three routes which traverse through portions of Region 2000 area designated Virginia Byways; Route 24, from Town of Appomattox to Buckingham-Appomattox State Forest; Route 130 in Amherst County, from US Route 29 to Blue Ridge Parkway, and in Campbell and Bedford counties, Route 43, from U S Route 29 in Altavista to Blue Ridge Parkway intersection in Bedford County.

Virginia Department of Rail and Public Transportation SAFETEA-LU Transit Enhancement Program – These funds appropriated through similar transportation enhancement legislation is available to transit systems to expand multi-modal access to public transportation. Projects typically funded include bicycle storage facilities and installation of equipment to accommodate bicycles on transit vehicles. These 95% federal share reimbursable funds, managed by the Virginia Department of Rail and Public Transportation (DRPT) are available on a yearly basis.

State Aid Transit Grants – DRPT also administers this state aid grant program available to transit systems only. These funds can provide for up to 95% program eligible expenses for a broad spectrum of activities associated with public transit. Eligible activities include those that encourage the reduction of single occupant vehicle travel making pedestrian and bicycle facilities program eligible. This program could be very beneficial in establishing additional connections to the Greater Lynchburg Transit Company facilities and highly used public transit stops.

Capacity Building for Sustainable Communities Grant – This federal program, initiated in 2010, is funded through the U. S. Housing and Urban Development's (HUD) Office of Sustainable Housing and Communities and the Environmental Protection Agency's (EPA) Offices of Sustainable Communities, Water, and Brownfields and Land Revitalization. These agencies joined forces to create a program to strengthen the capacity of localities and regional entities to create more housing choices, make transportation more efficient and reliable, and support vibrant and healthy neighborhoods. Virginia's Region 2000, the Central Virginia Metropolitan Organization and local partners should strive to participate in this national program to assist in expanding alternative transportation and land use development patterns articulated in the *2035 Central Virginia Long-Range Transportation Plan*.

Federal Transit Administration (FTA) Livability Grants – These federal grants are available to increase and improve transit options for urban, suburban, and rural communities. Up to \$150 million of funds available in 2011 will come for the Bus and Bus Facilities Program, money to purchase or replace

buses or build bus-related facilities and additional funds from the Alternative Analysis Program, which will fund projects to evaluate and establish alternative transportation modes to meet broad transportation needs.

Community Development Block Grant (CDBG) Program – The U. S. Department of Housing and Community Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvement to community facilities and services. In Virginia these federal funds are managed by the Virginia Department of Housing and Community Development and available as dedicated funds to certain localities (the City of Lynchburg in Region 2000 receives a dedicated yearly sum for community projects) and on a competitive basis for the non-attainment areas of the Commonwealth. CDBG funds have been used successfully in various communities that have tied developing trails to creating opportunities for low and moderate income residents to better access employment, education, and public transit facilities.

Economic Development Grants for Public Works and Development of Facilities – Administered through the US Department of Commerce, Economic Development Administration (EDA), funds can be used by designated localities for public works projects that can include trails and sidewalks facilities. The program requires a 30 percent local match except in extremely distressed areas where the match can be reduced to 20 percent.

Private Sector Funding Sources

Private sector funding includes monies contributed by corporations, small businesses, civic organizations, individual citizens, and grant foundations. Similarly with obtaining federal and state funding, establishing a linkage to a business or organization's civic interest or business plan will be necessary. Establishing a clear vision, goals and an outcome-based implementation strategy is necessary to build support and contribution interest by these potential local program partners. There is a proven network of civic-minded business, organizations, and non-profits in the Region 2000 area that have been instrumental in educational, recreational, and environmental projects.

Often civic organizations and grant foundations are able to provide funding contributions to non-profit entities exclusively. Therefore, there needs to be in place within Region 2000 a structure that will support applying and receiving funds from potential program funding partners that are unable or unwilling to contribute to a governmental agency. Establishing a dedicated non-profit within Region 2000 or enacting a partnership with an existing agency will be necessary to effectively harness private sector funding potential.

A dedicated organization devoted to implementing greenways and trails in the area presents an additional foundation to harness volunteer work. Community volunteers have been and will continue to be essential in maintaining facilities. Volunteer groups can be used for planting, debris clearance, adopt-a-spot maintenance programs, and any number of activities to build and maintain a developed corridor.

Program Financing Options to Region 2000 Localities

Localities establish and prioritize funding streams with which to address the infrastructure, education, safety, health and recreational needs of a community. Various funding mechanisms from taxes, user fee, and bond structures are utilized and balanced to create comprehensive community services and quality of life. The benefits of protected greenways, open spaces, and waterways and in having a multi-modal transportation network are numerous, thereby creating opportunities to access money for a variety of purposes, including water quality, stormwater mitigation, alternative transportation, and recreation. Developing and sustaining a successful greenway, trail and alternative transportation network in Region 2000 will almost certainly require an ability to utilize a component of the local revenue stream and to evaluate potential addition financing mechanisms available to local governments.

Many successful and innovative financing strategies exist to fund greenways and trails. The following is a brief overview of potential financing strategies that could be utilized in Region 2000.

Dedicated Funds

Local Capital Improvements Program

Where public, private, and political support for developing greenway and trail linkages has been established and where implementing the system has demonstrated broad cross-purpose benefits, localities have established a dedicated portion within the capital improvements program. Creating the dedicated funding stream allows these localities to better leverage these dedicated funds as match for various federal, state, and foundation grant funding programs. Raleigh, North Carolina has maintained a dedicated funding stream through its Park & Recreation Department. The City Real Estate Department also has a small dedicated budget amount for land acquisition.

User Fees and Charges

Developer Dedications

A developer dedication can require permit applicants to set aside a portion of the development site as open space for the purpose of resource protection or future trail development. Development approval, in identified priority areas, can in some cases be conditional upon the site plan preserving a requisite land percentage. Possible areas to consider initiating a developer dedication program are along sensitive natural areas such as wetlands, steep slopes, and waterways and within designated growth village centers or designated recreational areas identified within a localities Comprehensive Plan.

The *Central Virginia 2035 Long-Range Transportation Plan* and the *2035 Rural Long Range Transportation Plan* have presented a land use and transportation vision that responds to Region 2000 localities identified village or growth centers. Bedford County has a donation of open space program to encourage developers designated areas to preserve open space.

In-Lieu-Of Fees

Some communities provide developers an alternative to requiring a portion of land dedication within their site by offering a choice to pay a front-end charge for off-site land protection. The payment is designed to cover costs associated with a land acquisition program whereby a designated area is identified as a priority protection corridor. Often localities prefer in-lieu fees as this method can provide greater flexibility in preserving identified priority land tracts.

Mitigation Banking

Be federal regulation, developers are required to mitigate any impacts of their development on wetlands, streams, or animal habitat. For every portion of wetland, streambed, or habitat impacted by development, the developer is typically required to create or restore wetlands, habitat, or waterways to mitigate the impact. Generally developers can mitigate on-site or somewhere else nearby in the same basin or watershed.

Where available, mitigation banks allow developers an opportunity to satisfy development mitigation by purchasing credits from the bank to be used towards an identified restoration project that provides a larger protection benefit. Pubic, private and non-profit entities have formed mitigation banks. In exchange for preserving the land, the banks get permission from the State or Federal government to sell mitigation credits to developers wanting to participate in off-site mitigation projects. Funds generated from the sale of credits are used to purchase additional land for preservation.

Stormwater Utility Fees

Impervious surfaces (such as rooftops or paved areas) increase both the amount and the rate of stormwater runoff compared to natural conditions. Runoff from these surfaces impact directly or indirectly public waterways and pubic storm drainage facilities and create necessary stormwater management services. Federal and State requirements for stormwater quality, what is contained in runoff, and quantity, the amount of runoff, management has increased as a function of meeting water

quality standards. The costs associate with meeting stormwater management requirements are vast and thus require localities innovative and equitable solutions with which to address management requirements.

Stormwater utility fees establish a payment, or fee, based on a user's, defined as any public sector, private business, or resident, property estimated of impervious surface area. Stormwater utility fee-structures frequently relate non-residential customer charges to an equivalent residential user (ERU), or the typical charge incurred by a single-family residential unit. Therefore, a commercial business or public building with 10 times the amount of impervious area as a typical residential property would pay times the amount of a residential customer or 10 ERUs. Stormwater utility fees create an equitable framework for localities to finance stormwater management responsibilities equivalent to the impact of each and every property owner.

The City of Lynchburg is one of three localities in Virginia that must manage a Combined Sewer Overflow (CSO) program and as the region's only Phase 1 MS4 (Municipal Separate Storm System) locality in Region 2000 have initiated public discussion about initiating a wastewater user fee. Richmond, Virginia institutionalized its utility fee system in 2009 and utilizes generated funds for multiple storm drainage projects, including a pedestrian pathway restoration initiative, throughout the City. Lynchburg City has begun a comprehensive analysis of the utility fee concept and anticipates bringing before City Council for consideration.

Impact Fees

Also known as capital contributions, facilities fees, or system development charges, Impact fees are typically collected from developers or property owners to pay toward capital improvements that provide capacity to serve new growth. Provided typically at the issuance of the building permit, the intent of these fees is to avoid burdening existing customers with the costs of providing additional capacity. A similar system can be used for open space/park and recreation whereby fees are designated to reflect the costs incurred to provide sufficient system capacity to meet current or future needs. Capacity needs are established and impacts are set in a fee schedule applied uniformly to all new development.

The use of impact fees by a locality requires enabling legislation. As a "Dillon Rule" state, a Virginia locality needs State-level authorization to collect these fees.

Borrowing

Bond Referendum

A bond referendum is an election procedure required when a governmental unit wishes to issue general obligation bonds to fund capital projects. A public vote to approve the bond is required because the funding obligation is secured by the governmental bodies taxing power. As bonds rely on public support through a voting approval format, an aggressive education and awareness program must be initiated prior to any referendum vote. Mounting a successful bond campaign is just like running a political campaign where strong citizen support, clear program message, and an organized format is established. The Trust for Public Land maintains a database of local and state referenda initiated by governmental entities to fund land preservation and greenway and trail initiatives.

Special Assessment Bonds

Bonds secured by a lien on the property that benefits by the improvements funded with the special assessment bond proceeds. Debt service payments are funded through annual assessments to the property owners from an assessment area.

State Revolving Fund Loans

State Revolving Funds provide low-interest loans to local governments to fund water supply or quality protection projects that can include watershed management activities. Funds are generated through the repayment of earlier awarded state and federal monies. The loans typically require a revenue pledge, such as a revenue bond, but carry below market interest rate and limited term for debt repayment.

Taxing

Taxing options can create a solid funding base that can be used to fund annual capital and operating costs. As with all financing options, establishing community and political support for taxing options is a must and can be difficult as there is general pressure to avoid tax increases.

Sales Tax

Virginia tax rate is currently 4.5% of every dollar on the sale of general items and 4% for grocery items. Further, cities and counties may also charge an additional food and beverage tax, up to 4% in counties and 6.55% in cities on restaurant meals. For a locality to opt to levy a restaurant tax it must be approved by state legislature. Dedicated sales taxes can generate a reliable and considerable amount of money, are fairly easily administered, and present an opportunity to leverage tourism impact. The general objection to sales taxes revolve around concern that increased sales tax will decrease consumption and compete too harshly with other economic priorities. One way to eliminate potential objections is to limit sales tax to specific, non-essential items.

Property Tax

Property taxes are funds charged to a property owner based on a percentage of the property's assessed value. Property taxes represent a significant portion of a jurisdiction's non-public enterprise activities. A portion of funds can also be used for public projects and to pay debt service on general obligation bonds. As with other taxing options, local taxpayers are traditionally concerned about activities that increase taxes. Further, increasing property taxes can have impact on housing purchase choice. This option has been used in other areas successfully where assurances for use for parks and public space are specified.

Deed Tax

When a property transfer takes place and a new deed is recorded, a tax on the value of the transition is levied. Counties and municipalities can use a portion of the land transfer taxes towards community projects.

Excise Taxes

Excise taxes are taxes levied on specific goods and services. Excise taxes can only be used on certain approved items and only be generated through legislation approval.

Innovative Local Funding Examples

Town of Blacksburg

With a population of 41,716 (2010 Census) and the presence of Virginia Tech and a vibrant, approximate 28,000 undergraduate and graduate school population, Blacksburg has created a very active bicycling program, with approximately 15 miles of a connected bicycle network. The City, in 1992, initiated the "Round Up for Bikeways" program to assist in funding bicycle and pedestrian programs in Blacksburg. The program provides Blacksburg citizens an option on their utility bills to contribute to a dedicated municipal bicycle fund by "rounding up" their water bill to the next whole dollar or five dollar increment. Customers who participate in the town's direct debit payment program can also contribute to the dedicated fund by agreeing to contribute a fixed sum every billing period as directed through an enrollment format. This voluntary citizen program generates between \$2,000 to \$4,000 per year with funds being used to promote bicycle program activities such as the annual Bike-to-Work day and to produce educational material.

City of Harrisonburg/Rockingham County, Virginia

This citizen volunteer, community racing event was initiated in 2010 to honor the tragic loss of Dr. Joseph Miranda, in August 2009 as he was cycling near the Wintergreen Resort. The DR100 (short for Doctor 100 kilometers) race event, coordinated by volunteers and local sponsors and includes a 50K or 100K cycling route or a 5K run/walk or 10k run, is dedicated to expanding bicycle safety

through public education and through expansion of on-road bicycle facilities. Funds generated from the inaugural 2010 race resulted in \$23,950 of profit that will be used to:

- \$6,200 in DR100 funds and \$5,500 from the City of Harrisonburg will provide funding to apply shared lane marking symbols for 8,400 feet on South Main Street and various other City streets;
- \$6,050 of DR100 funds and \$2,000 from Rockingham County will be used to stripe, mark, and erect necessary signage designating bike lanes near the new Rockingham Memorial Hospital site.
- \$1,200 DR100 funds will be used to purchase 4 new bicycles loaded with all safety features as part of the Cycle Share program (Bike Library) at James Madison University.

The Doctor Ride Run or Walk, DR100

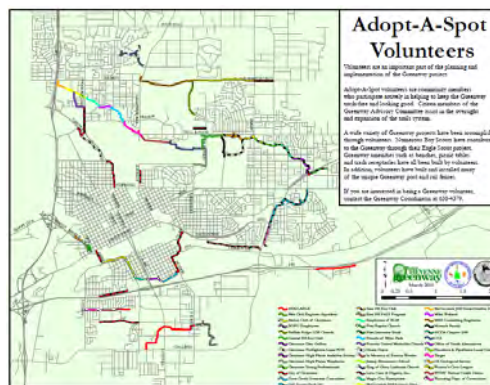


Mecklenburg County-Charlotte, North Carolina

Mecklenburg County, North Carolina, an area that includes the City of Charlotte, currently has 23 miles of developed trails and has plans for developing approximately 185 miles over the next 20 years. The primary program objectives were floodplain protection, with a large majority of the system planned along one of the 22 creeks in the area and to provide alternative transportation options for local residents. In 1999 Mecklenburg County residents approved the first bond referendums that allocated \$7,235,000 towards greenway development. The latest referendum passed with a 62% approval rating in 2008. To date there have been four referendums that have generated over \$3 million towards greenways with some funds dedicated towards land and other portions targeted towards facility development.

Cheyenne, Wyoming

The City of Cheyenne, Wyoming developed an “Adopt-a-Spot” program. Similar to the “Adopt-a-Street” program, residents or groups adopt a segment of trail and are responsible for periodic trash pick-up and may also engage in installing landscape, pruning vegetation, and installation of amenities such as benches and bike racks. All activities are managed via the Parks and Recreation Department and developed according to a designated program guide. Adopt-a-Spot volunteers are allowed to display their names on a small sign along the adopted greenway section. The City of Lynchburg’s beautification program along the Lynchburg Expressway represents successful use of area businesses in a similar beautification program.



Adopt-a-Spot volunteer locations are mapped

Highpoint, North Carolina

Highpoint, North Carolina initiated a "Buy-a-Foot" program to raise funds and awareness for area trail and greenway projects. Citizens were given the opportunity to “Buy-a-Foot” along a portion of the linear greenway for \$25 per foot. A certificate and participation T-shirt was provided to all program donors. An estimated \$5,000 was generated from the program to assist with construction and other trail activities.

Cobb County, Georgia

Citizens of Cobb County, Georgia voted to implement a one percent local sales tax to provide funding for transportation projects. Over a four year period, Cobb County Department of Transportation will receive \$3.8 million of this sales tax revenue dedicated to bicycle improvements exclusively. The funds will also be used as match to leverage millions of additional dollars in federal grant dollars.

Appendix A: 2012 Network Priority Project Maps

The Region 2000 Blueways, Greenways, and Trails Plan 2012 Regional Map and individual Priority Project Maps are presented.

The Regional Map presents the long-term connection vision and includes four connection corridor types.

Priority Corridors – Highlighted in Red

These trails represent priority projects, or those that are considered achievable in a five to ten year time period, have been identified based on their coordination with existing plans or development status, potential for success, ability to serve multiple populations, and linkage to other parts of the connection network or key community hubs. The Regional Map includes numbers for each priority project, the numbering is for identification purposes only and does not represent the value of one project over another.

On-Road Corridors – Highlighted in Yellow

These corridors represent long-distance routes that follow existing roads which correspond to the 2010 **Region 2000 Bicycle Plan**. It is recommended that the regional community strive to implement the on-road bicycle network as presented in the Bicycle Plan to expand the access to the trails where off-road trails is not geographically or financially feasible and where the expansion of off-road trail connections will take a many years.

Long-Term Conceptual Corridors – Highlighted in Green

These are long distance conceptual routes that traverse both on-road and off-road conceptual connection scenarios and typically correspond to stream systems, ridgelines, or other natural systems where protection and enhancement goals alone provide the justification for inclusion into the network vision.

Blueways – Highlighted in Blue

These river corridors, along the Staunton and James Rivers, present the vision of a river trail that expands public access and resources, such as camping, along these navigable, historic streams.

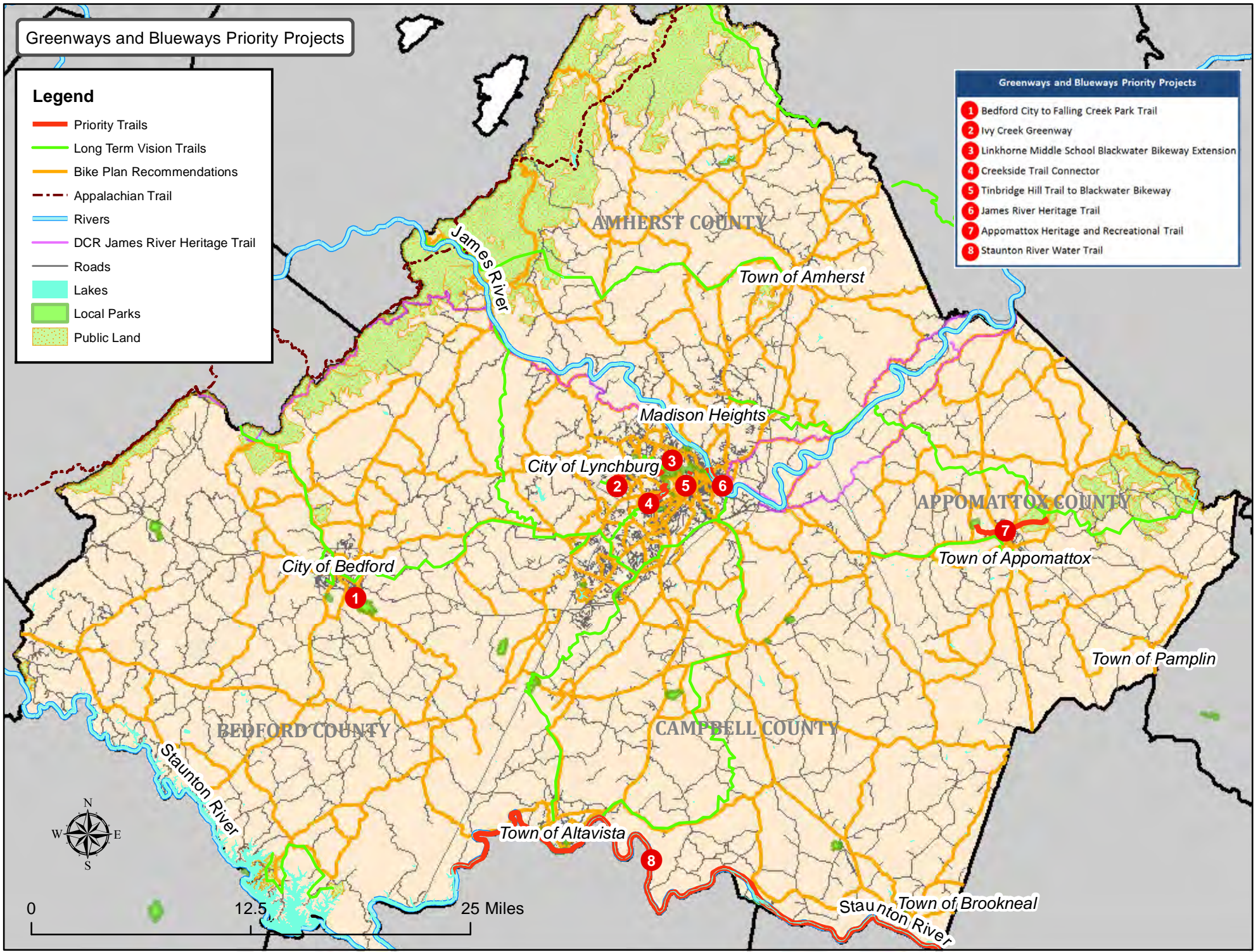
Greenways and Blueways Priority Projects

Legend

- Priority Trails
- Long Term Vision Trails
- Bike Plan Recommendations
- - - Appalachian Trail
- Rivers
- DCR James River Heritage Trail
- Roads
- Lakes
- Local Parks
- Public Land

Greenways and Blueways Priority Projects

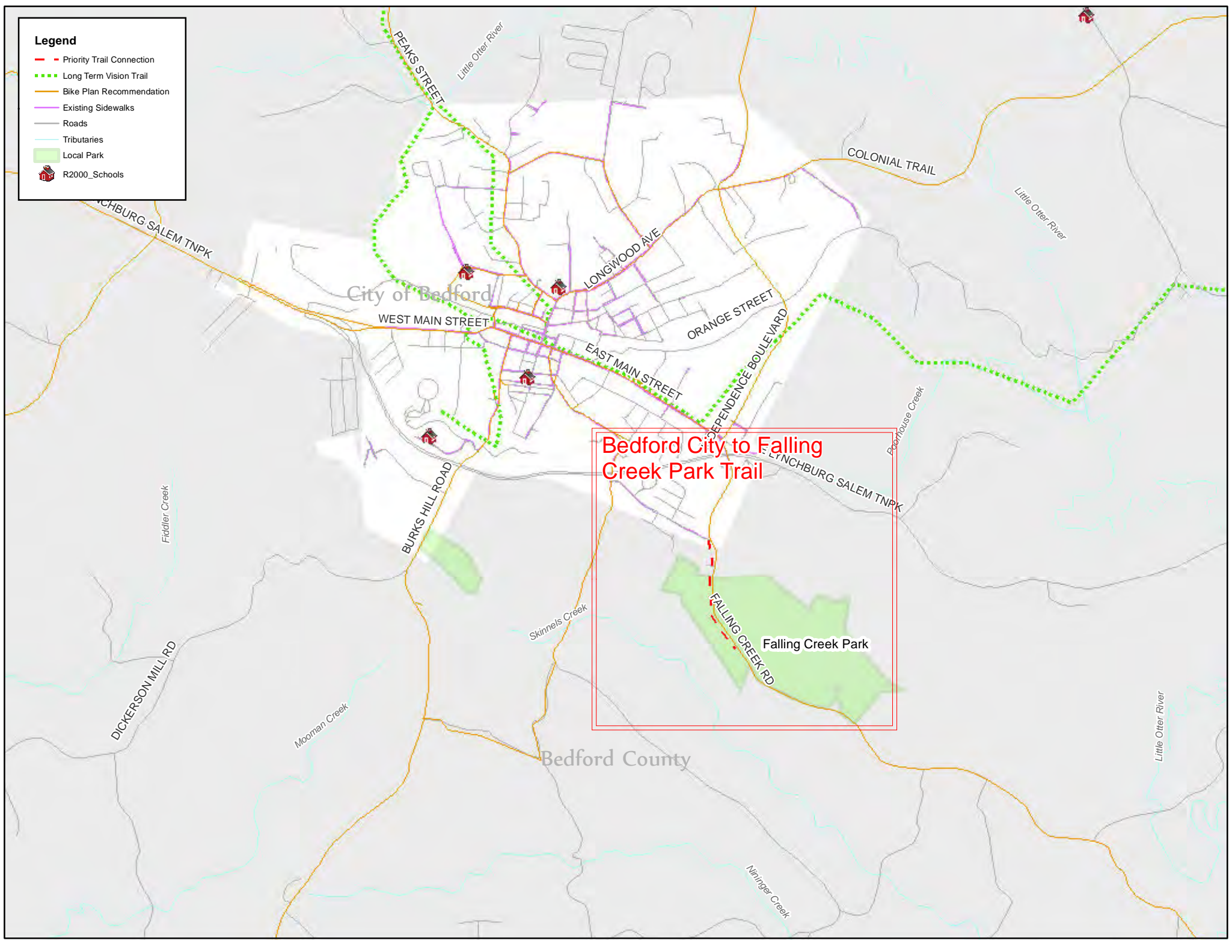
- 1 Bedford City to Falling Creek Park Trail
- 2 Ivy Creek Greenway
- 3 Linkhorne Middle School Blackwater Bikeway Extension
- 4 Creekside Trail Connector
- 5 Tinbridge Hill Trail to Blackwater Bikeway
- 6 James River Heritage Trail
- 7 Appomattox Heritage and Recreational Trail
- 8 Staunton River Water Trail



0 12.5 25 Miles

Legend

- - Priority Trail Connection
- ... Long Term Vision Trail
- Bike Plan Recommendation
- Existing Sidewalks
- Roads
- Tributaries
- Local Park
- R2000_Schools



**Bedford City to Falling
Creek Park Trail**

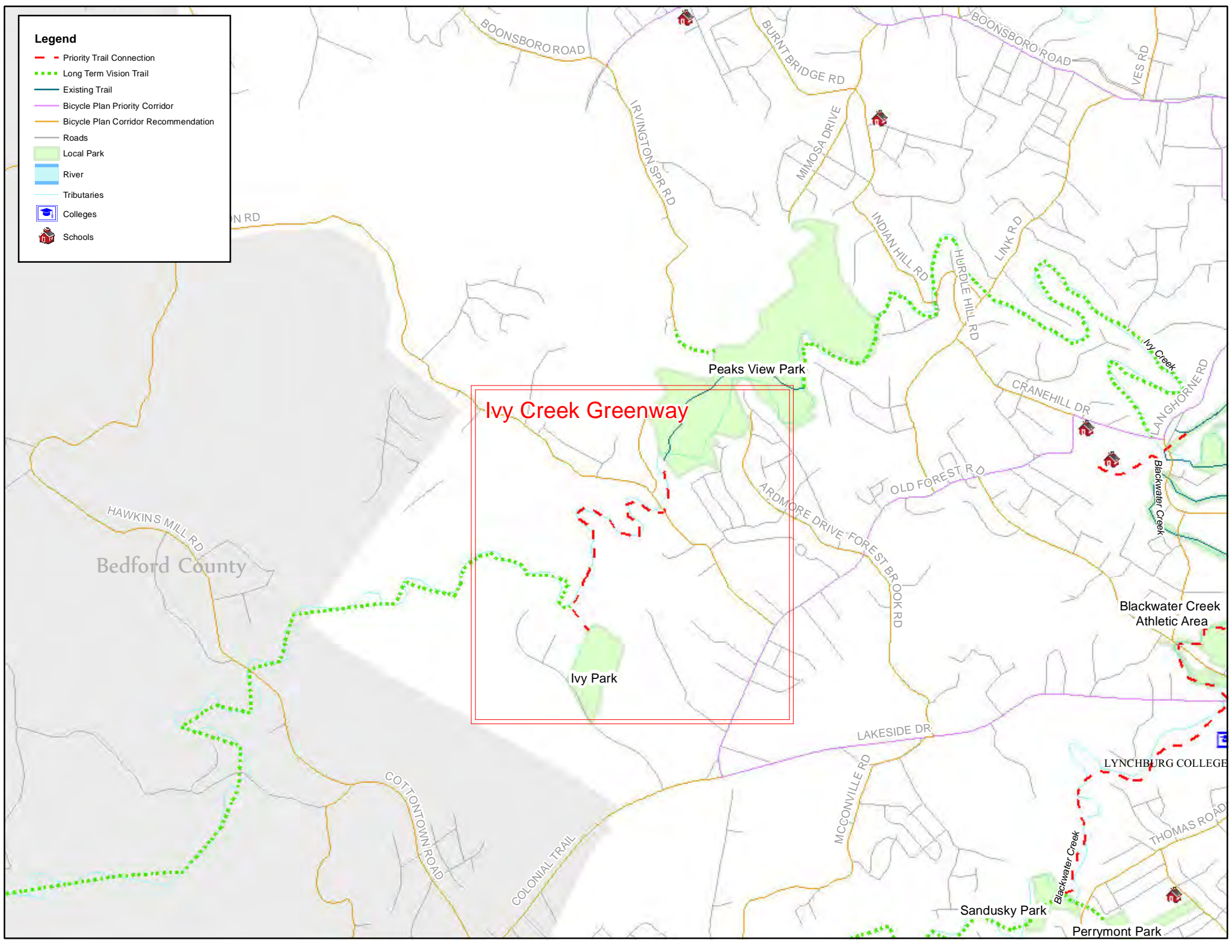
Falling Creek Park

Bedford County

City of Bedford

Legend

- - Priority Trail Connection
- Long Term Vision Trail
- Existing Trail
- Bicycle Plan Priority Corridor
- Bicycle Plan Corridor Recommendation
- Roads
- Local Park
- River
- Tributaries
- Colleges
- Schools



Bedford County

Ivy Creek Greenway

Ivy Park

Peaks View Park

Blackwater Creek Athletic Area

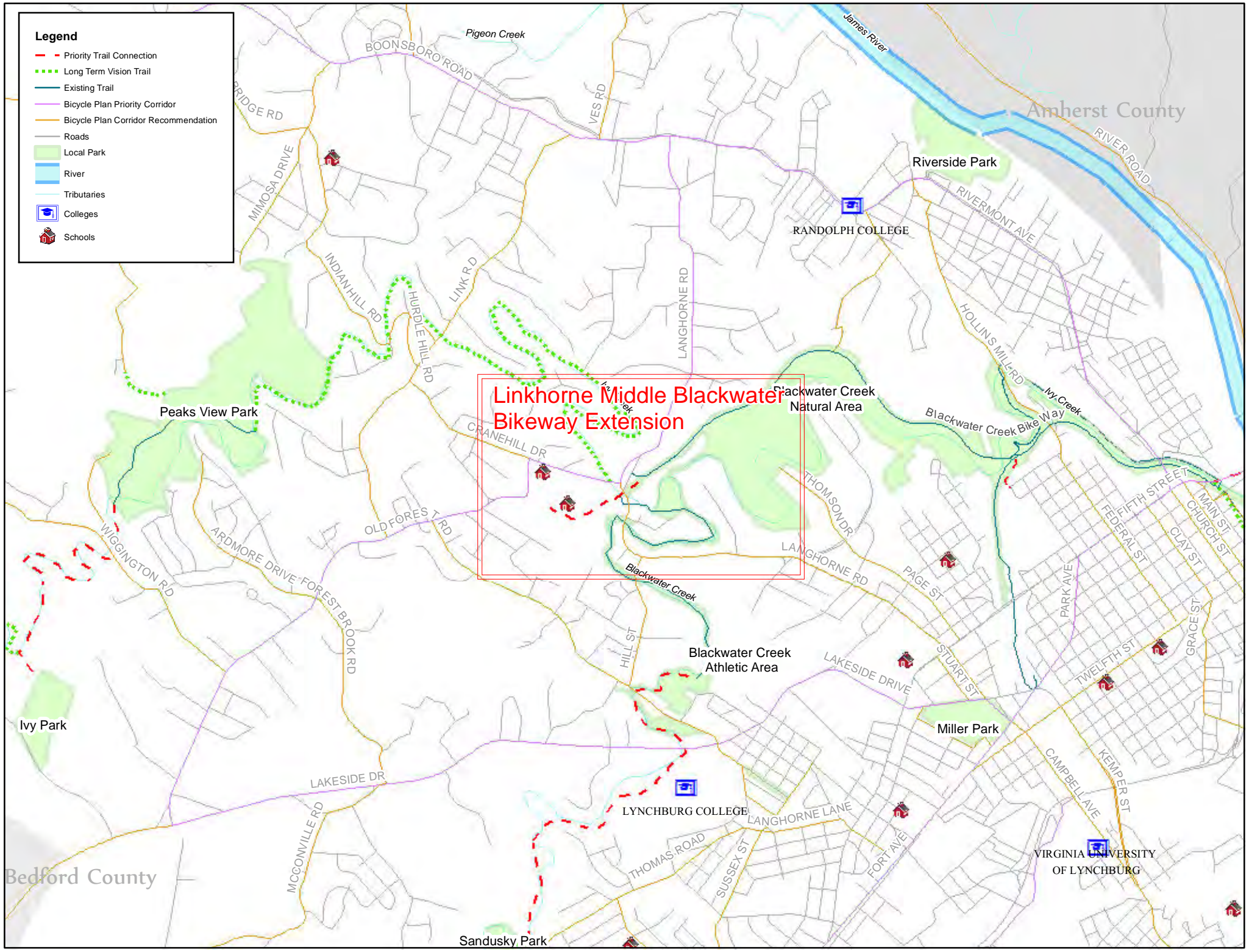
LYNCHBURG COLLEGE

Sandusky Park

Perrymont Park

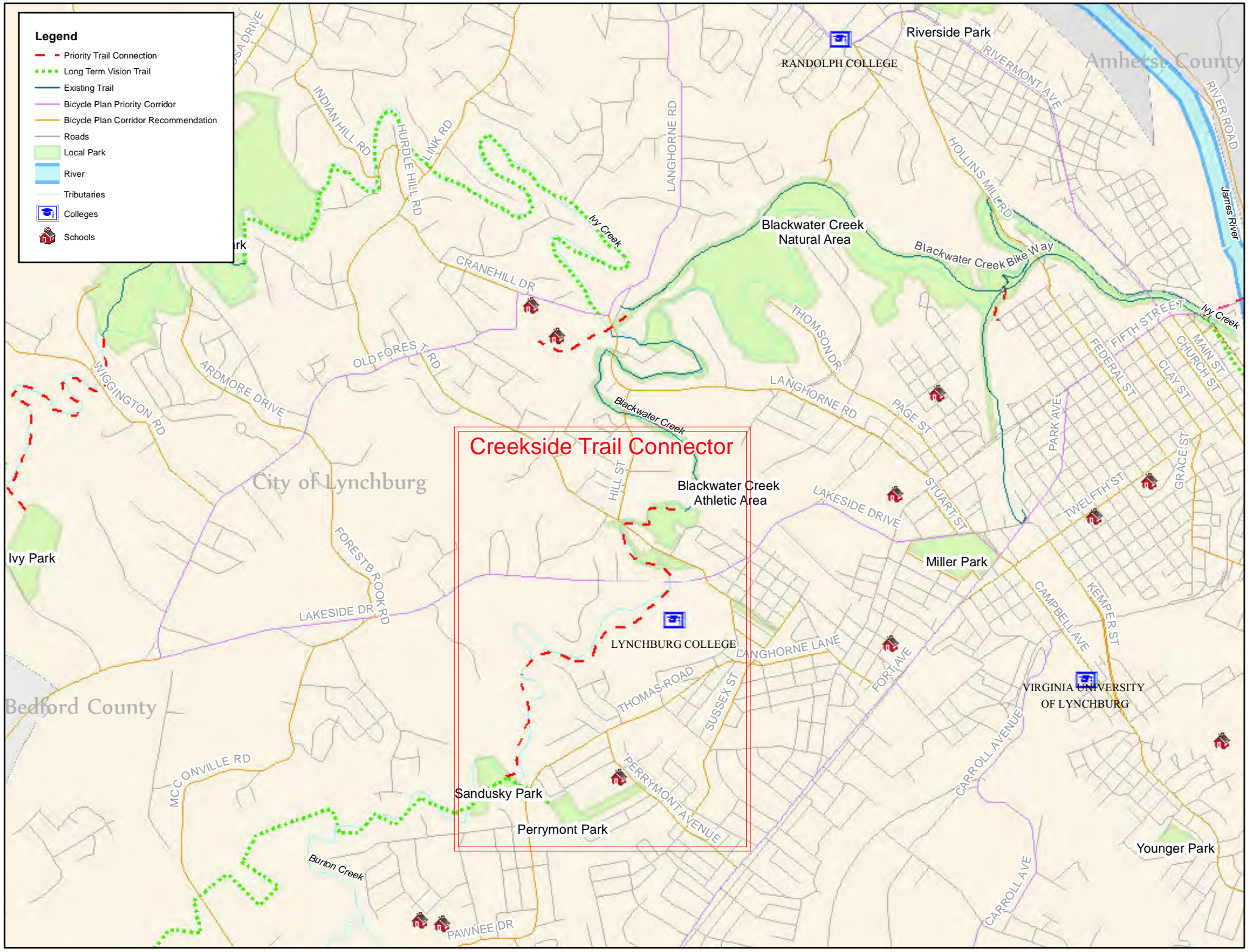
Legend

- Priority Trail Connection
- Long Term Vision Trail
- Existing Trail
- Bicycle Plan Priority Corridor
- Bicycle Plan Corridor Recommendation
- Roads
- Local Park
- River
- Tributaries
- Colleges
- Schools

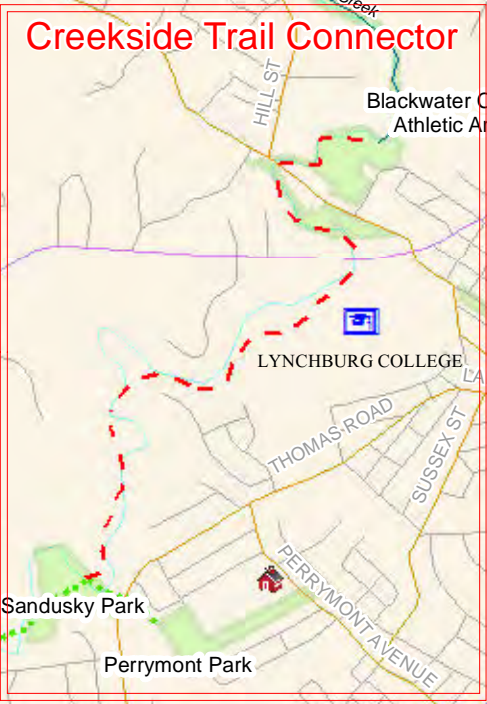


Legend

- - Priority Trail Connection
- ... Long Term Vision Trail
- Existing Trail
- Bicycle Plan Priority Corridor
- Bicycle Plan Corridor Recommendation
- Roads
- Local Park
- River
- Tributaries
- Colleges
- Schools

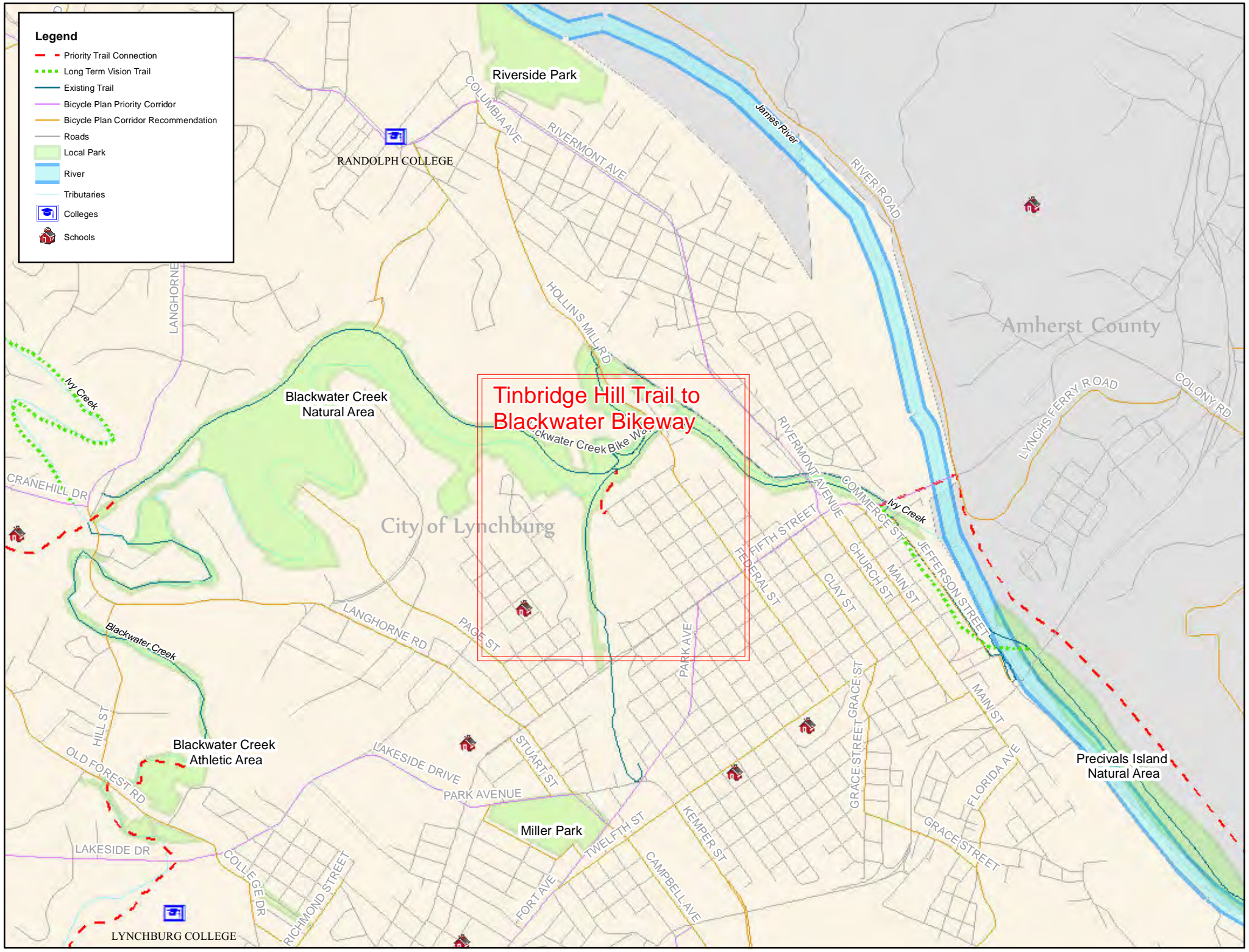


Creekside Trail Connector



Legend

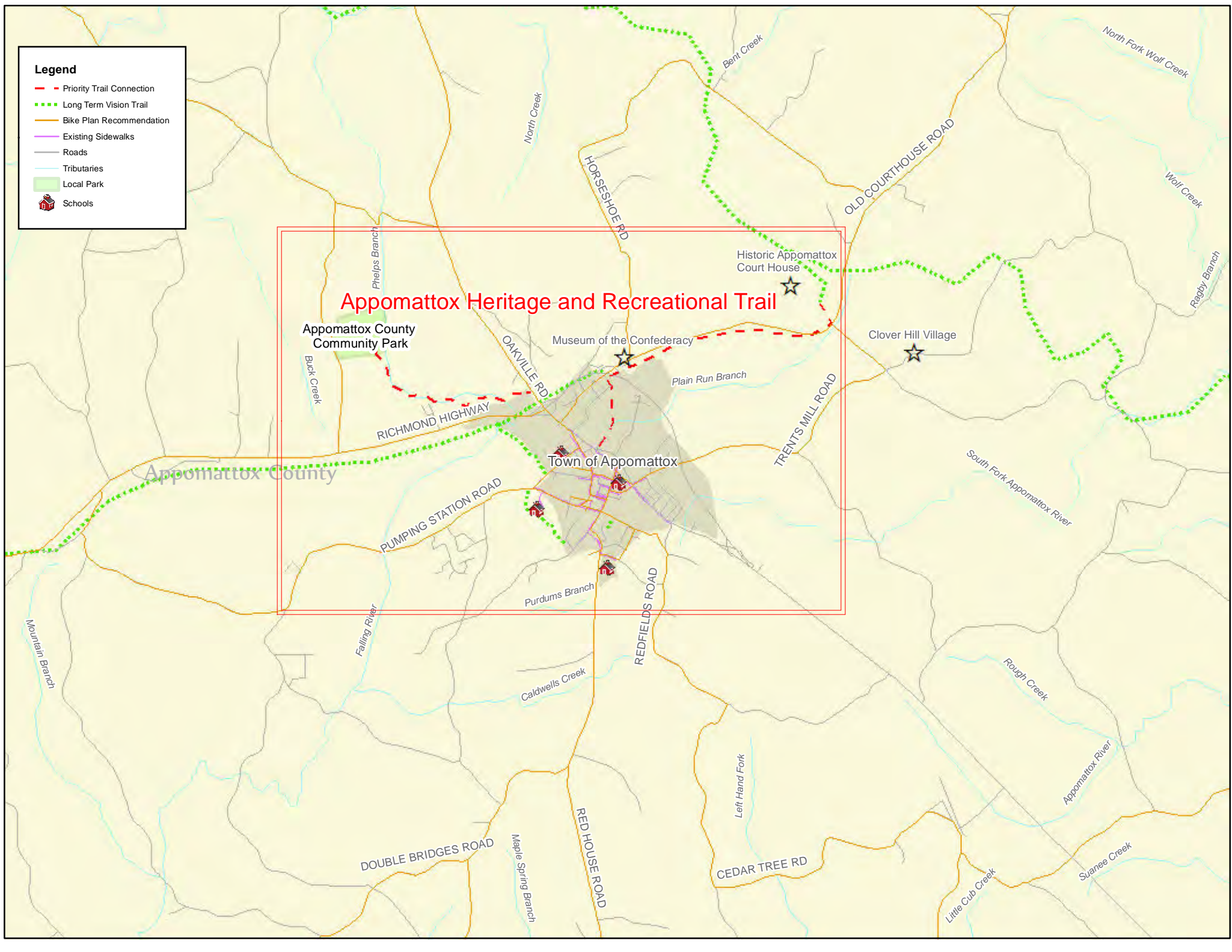
- - Priority Trail Connection
- ... Long Term Vision Trail
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- Bicycle Plan Priority Corridor
- Bicycle Plan Corridor Recommendation
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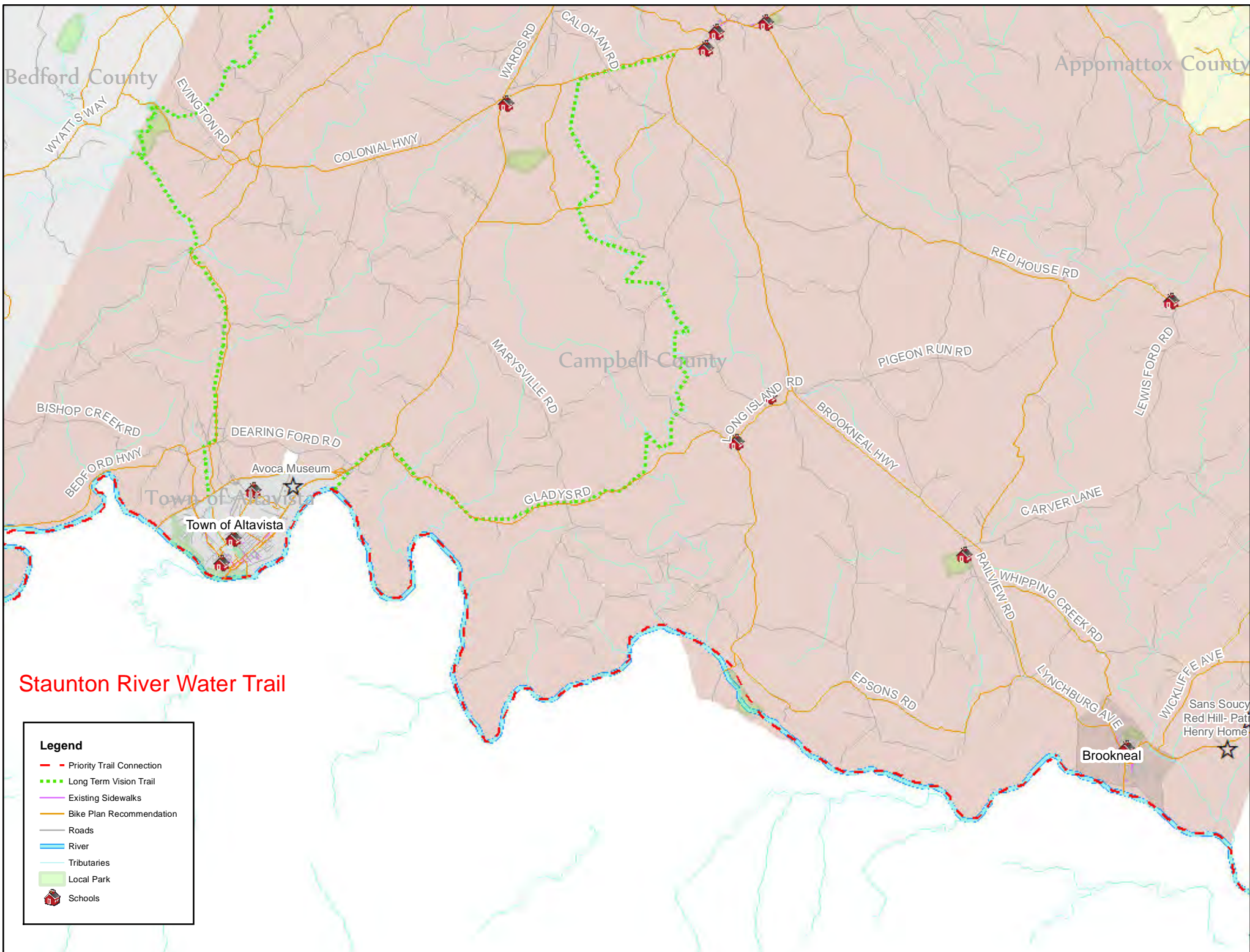


Legend

- - Priority Trail Connection
- ... Long Term Vision Trail
- Bike Plan Recommendation
- Existing Sidewalks
- Roads
- Tributaries
- Local Park
- Schools

Appomattox Heritage and Recreational Trail





Staunton River Water Trail

Appendix B: Resource Guide

Planning Documents

Central Virginia Long Range Transportation Plan (2035)

Available at: <http://www.region2000.org/required-docs.html>

Region 2000 Bicycle Plan

Available at: <http://www.region2000.org/bicycle-plan.html>

Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan

Available at: <http://www.region2000.org/2035-rural-long-range-transportation-plan.html>

Virginia's Outdoor Plan -2007

Available at: http://www.dcr.virginia.gov/recreational_planning/vop.shtml

Greenway and Trail Planning, Design, and Maintenance Guidance Websites

There is a wealth of information on organizing, planning, design and maintenance – too many to list, the following is a brief summary of some national sites dedicated to advancing greenways and trails.

American Trails

Available at: <http://www.americantrails.org/>

Rails to Trails Conservancy

Available at: www.railstotrails.org

Virginia Resources

Virginia Department of Conservation and Recreation

Available at: http://www.dcr.virginia.gov/recreational_planning/greenway.shtml

The Virginia Greenways and Trails Toolbox

Available at: http://www.dcr.virginia.gov/recreational_planning/greentrailtools.shtml

Virginia Department of Transportation

Available at: http://www.virginiadot.org/programs/bicycling_and_walking/trail_development_guide.asp

Community Trail Development Guide

Available at: http://www.virginiadot.org/VDOT/Programs/Bicycling_and_Walking/asset_upload_file915_58111.pdf

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Virginia's Region 2000 Local Government Council

Virginia Department of Transportation - Local Assistance Division. Presentation: Transportation Enhancement, Safe Routes to School, and Recreational Trails to "Transportation Alternatives". September, 2012.

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