

Regional Bicycle Plan 2010 Update



**Prepared by the Commonwealth Regional Council
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COMMONWEALTH REGIONAL COUNCIL PD# 14 2010 BICYCLE PLAN UPDATE

Introduction

In June of 2000 the Piedmont Planning District Commission adopted the 2000 Regional Bicycle Plan. In the Spring of 2010 the Commonwealth Regional Council¹ undertook an update of this document. The document was adopted in August of 2010. For the purpose of this plan, the entire District was evaluated. Planning District 14 is comprised of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway and Prince Edward Counties. The District also has eleven (11) incorporated Towns. They include Towns of Blackstone, Burkeville, Charlotte Court House, Crewe, Dillwyn, Drakes Branch, Farmville, Kenbridge, Keysville, Phenix and Victoria. All seven (7) counties supported the development of this plan and participated in the planning process.

In the ten years that followed the adoption of this plan, there has been a movement towards a multi-modal transportation system that serves all. One legislative movement towards this goal is the inclusion of a transportation element in local comprehensive plans. Beginning in 2007, it became a requirement that VDOT review and provide comments on new or amended local comprehensive plans for activities that will substantially affect transportation on state-controlled highways. It has been indicated by VDOT that local plans should be the primary resource for determining where and what type of bicycle and pedestrian accommodations are desired by localities. However, in the absence of a local plan that provides specific information regarding bicycle and pedestrian needs, the bicycle and pedestrian element of the applicable Rural Long-Range Transportation Plan should be used to determine the appropriate bicycle and pedestrian accommodations.

In order for a locality to be covered by the 2010 Regional Bicycle Plan a covered jurisdiction must formally adopt the Bicycle Plan and incorporate this plan into their current Comprehensive Plan.

PD#14 Demographics

PD#14 has a land area of 2,818 square miles and an estimated 2008 population of 102,396. Planning District 14 is rural in nature and is one of the largest in land area as well as sparsely populated in Virginia. PD#14, however, does have eleven (11) incorporated Towns with populations ranging from 200 to 6,845 according to the 2000 U.S. Census.

The District offers an abundance of scenic natural environment including rivers, lakes, streams and forests. PD#14 also has many historic places that are noted on the Virginia Landmarks Register as well as many listed on the National Register of Historic Places². These resources offer great potential for the development of bikeways. However, many of the roads that traverse the region are rural secondary roads and therefore there are concerns over increased bicycle traffic on these windy roads.

PD#14 is home to two higher institutions; Longwood University and Hampden Sydney College. Both Longwood University and Hampden-Sydney College request that students register their bicycles with the institutions to assist the students in case of theft. Longwood University had 37 bicycles registered in the 2010 school year, Hampden-Sydney had 62 bicycles registered during the same school year. Both institutions acknowledged that far more bicycles were present on campus and utilized by the students frequently on and off campus.

In 2004, VDOT initiated a Policy for integrating bicycle and pedestrian accommodations into the planning, funding, design, construction, operation and maintenance of Virginia's transportation network. It was stated this would achieve a safe, effective, and balanced multimodal transportation system. (*Policy for Integrating Bicycle and Pedestrian Accommodations*) This Policy stated further that VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking. Factors that would support the need to provide bicycle and pedestrian accommodations include, but are not limited to, the following:

- Project is identified in an adopted transportation or related plan
- Project accommodates existing and future bicycle and pedestrian use
- Project improves or maintains safety for all users

- Project provides a connection to public transportation services and facilities
- Project serves areas or population groups with limited transportation options
- Project provides a connection to bicycling and walking trip generators such as employment, education, retail, recreation, and residential centers and public facilities
- Project is identified in a Safe Routes to School program or provides a connection to a school
- Project provides a regional connection or is of regional or state significance
- Project provides a link to other bicycle and pedestrian accommodations
- Project provides a connection to traverse natural or man-made barriers
- Project provides a tourism or economic development opportunity

VDOT is currently developing a Statewide Bicycle Policy Plan to implement this initiative.

The District has one stretch of limited access highway which excludes bicycle travel. This is the Route 460 bypass south of the Town of Farmville.

Purpose and Plan Development

The purpose of this plan is to provide information and guidance on the development of bicycle facilities and accommodations to enhance and encourage safe bicycle travel within PD#14. In updating this plan the CRC Transportation Committee and CRC staff kept in mind that the plan needed to be realistic, and include attainable goals.

An important aspect of the bicycle planning process is the need to involve and obtain input from the bicycling public. For the development of the 2000 Bicycle Plan an Advisory Committee was created. This Committee included bicycle advocates, County government staff, planners and the Virginia Department of Transportation. These Committee members were appointed by their respective local units of government. The primary purpose of the group was to guide plan preparation and review, establish bicycle needs for the region and to provide overall policy guidance.

In 2010 an update was initiated to update the Bicycle Plan. In order to guide the

CRC staff and provide input on the process, the CRC Transportation Committee, already established by the CRC, was tasked with the update. The Committee met four times over a six month period to review and discuss the Update. The Committee also sought input from the local government staff on the document throughout the plan update process. A public input session was held on August 5, 2010 to provide the public an opportunity to provide input on the updated document. A copy of the document and map was provided on the CRC website for public review prior to the meeting.

The Committee reviewed and revised the established goals, objectives and strategies to encourage the coordinated development of bicycle networks, accommodations and activities throughout the PD #14 Region.

GOAL

- *To identify and begin to develop a viable bicycle network within Planning District 14 to improve the environment for bicycling, enhance bicycle safety, enhance the regions recreational and tourism opportunities and promote healthful exercise for citizens.*

OBJECTIVES

- *To increase multi-modal opportunities through bikeways within the region.*
- *To enhance the regions tourism opportunities through the development of bicycle routes and facilities.*
- *To request each County to adopt the Bicycle Plan as a part of their Comprehensive Plan process.*

STRATEGIES

- *Develop appropriate bikeway facilities for this rural region to accommodate the needs of bicycle enthusiasts of all ages and ability levels including commuters, racers and family cyclists.*
- *Ensure that the proposed bicycle network is made safer and user friendly.*

- *Ensure that the public is aware of existing bicycle routes and facilities within the region and of the opportunities which may be available for future developments.*
- *To educate the public on the transportation, tourism and recreational potentials which may be available through bicycle programs and facilities.*

The CRC Transportation Committee with input provided by local government staff, developed the attached listing of bicycle routes and points of interests under APPENDIX I. The potential bicycle routes listed are not prioritized. Once the Plan is approved by the Virginia Department of Transportation and adopted by the Commonwealth Regional Council, the Plan will be forwarded to each of the participating counties to be considered for adoption as part of their local Comprehensive Plan. This Plan Update reflects the interest of the local units of government. The Council has not included any bicycle routes in the Plan unless it was approved by the Transportation Committee.

Examination of Bicycle Facilities/Accommodations and Technical Options

A locality or MPO must have an adopted bicycle plan before the Virginia Department of Transportation (VDOT) will consider constructing bicycle facilities as a part of their highway construction projects within that jurisdiction. In the absence of a local plan, the bicycle and pedestrian element of the applicable Rural Long-Range Transportation Plan should be used to determine appropriate bicycle and pedestrian accommodations.

As a part of the overall planning procedures and processes for the development of the Regional Bicycle Plan, the plan reviews option facilities which VDOT recognizes as appropriate accommodations for bicyclists. The information below in this section is an overview of the VDOT, Virginia Bicycle Facility Resource Guide (January 2002).

Bicyclists fall primarily into one of three groups.

Group A - Are the advanced bicyclists who generally use their bicycles as they would a motor vehicle. They are riding for convenience and speed and

want direct access to destinations with a minimum of detour or delay. They are comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.

Group B - Are the basic or less confident adult riders using their bicycles for transportation, but prefer to avoid roads with fast and busy motor vehicles unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared use paths and prefer designated on-road facilities such as bike lanes or wide shoulders.

Group C – are children riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in the community, such as schools, libraries, parks, and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared used paths and busier streets with well-defined pavement markings between bicycles and motor vehicles can accommodate children without encouraging them to ride in the travel lane of major arterials.

There is a range of possible bicycle facility improvements that could be implemented to accommodate bicyclists and improve bicycle travel. It should be noted that Virginia does not permit bicycles on interstate highways or other selected controlled access highways. As mentioned previously, the Route 460 Bypass around the Town of Farmville is the only stretch of limited access highway in the District which excludes bicycles.

Included are the following five (5) types of bicycle facilities which may be considered:

Shared Lanes - Shared lanes are any streets and highways with no special provision for bicyclists and which do not specifically prohibit bicycle travel. Shared lanes typically provide 12 feet or less lane widths with no shoulders.

Wide Curb Lanes (curb and gutter) - Wide curb lanes or wide outside lanes can be defined as the right-most through traffic lanes with a width of a least 14 feet.

Bicycle Lanes - A bicycle lane is a portion of the roadway which has been designated by striping, signing, and/or pavement markings for the preferential or exclusive use of bicyclists. For VDOT projects, the bike lane stripe will lie 4 feet minimum from the edge of a gutter pan and 5 feet minimum from the face of curb.

Paved Shoulders - A paved portion of the roadway to the right of the edge stripe from 4 to six feet on which bicyclists may ride. These areas are not marked or signed as bicycle lanes.

Shared Use Paths – A shared use path is a path physically separated from motorized vehicular traffic by an open space or barrier. The path is typically shared with bicyclists, pedestrians, skaters, joggers, wheelchair users, and other non-motorized users.

Cost Estimates

The table below provides estimated bikeway costs by facility type based on 2010 cost estimates for bicycle facilities from the Virginia Department of Transportation.

COST ITEM	2010 UNIT COST
Shared Use Path (10 feet)	\$742,000 per mile
Bike Lanes 4 Feet on Each Side with Curb/Gutter	\$650,000 per mile
Paved Shoulder (4 Feet on Each Side)	\$453,000 per mile
Wide Curb Lane (2 Feet Extra on Each Side)	\$247,000 per mile
Signs: Sign Panel Sign Post (4 X 4 wood/U channel)	\$250 per installation
*Pavement Markings Thermoplastic Pavement Line 4" - (cost per linear foot)	\$1.73
Grade Railroad Crossing for a Single Track (per linear ft)	\$1,250
Note: A Unit Cost does not include additional right-of-way costs. *VDOT Example Planning-Level Cost Estimates for Bicycle Accommodations, 12/06 (includes a 3% annual inflation rate)	

Bicycle Network Identification and Recommended Bicycle Facilities Improvements

Through the process of developing this Bicycle Plan, the identification of Points of Interest (POI) were identified. These points of interest include historic sites, cultural sites, natural features, etc., which are listed in APPENDIX I and depicted on a MAP under APPENDIX II. During the Update of the Plan, the Transportation Committee reviewed the Points of Interest and also requested input from localities to bring the Points of Interest up-to-date.

PD#14 is home to many State Parks with several that offer multi-use trails. Listed below are six of the State Parks that offer trail conditions for biking:

- 1) **Bear Creek Lake State Park Trails:** Bear Creek Lake State Park offers multi-use trails that allow hiking, biking and horseback riding that are all self contained in the Park. However, the Park also provides access to the 16-mile Willis River Trail and the 14-mile Cumberland Multi-Use Trail that do continue outside the Park's boundaries.
- 2) **James River State Park Trails:** The Park has nearly 15 miles of multi-use trails for hiking, biking, and bridle use. The James River Heritage Trail is located in the James River State Park. The Green Hill Trail and fishing pier are wheelchair accessible.
- 3) **Holliday Lake State Park Trails:** Holliday Lake State Park has five trails and one Aquatic trail. Most of the trails are for hiking only. However, the 12-mile Carter Taylor Trail is for hiking, biking and horseback riding and while it begins in the Park boundaries it continues outside the Park into the Buckingham State Forest.
- 4) **Twin Lakes State Park Trails:** The Park has six miles of trails for hiking that take you throughout the Park. The Prince Edward Gallion Multi-Use Trail located adjacent to the Park takes you on a 8-mile non-loop trail throughout the Prince Edward Gallion State Forest. This Trail is open to hikers, bikers and horses.
- 5) **High Bridge State Park Trail:** The High Bridge Trail State Park is unique in that the entire State Park is a 33-mile Trail system. The Trail begins north of the Town of Burkeville and travels through the counties of Nottoway, Cumberland, and Prince Edward and also travels through the Town of Farmville and the communities of Rice and Prospect. The Trail ends east of Pamplin City. The portion of the trail including the High Bridge structure to north of the Town of Burkeville is currently under construction. The rest of the trail is open to the public. The Trail is ideal for hiking, biking and bridle.
- 6) **Staunton River Battlefield State Park:** The Staunton River Battlefield State Park is located in Charlotte County. The Park has 2.4-mile multi-purpose

trail that is open to hiking and bicycling.

The Tobacco Heritage Trail is also moving forward to offer a multi-purpose trail. The Tobacco Heritage Trail will encompass many local trails in Southside Virginia and will primarily utilize abandoned railroad corridors in Southside Virginia. The off-road trail is intended to be non-motorized and multi-use - for hiking, bicycling, and horseback riding, with handicap accessible portions as well. The trail and bike route network will link historic sites and other points of interest, natural and recreational areas, and many Southside localities. The overall trail will link together Mecklenburg, Brunswick, Charlotte, Lunenburg, Halifax and Dinwiddie Counties. The Town of Victoria pursued with the help of citizens and businesses to open a 2-mile section of the Trail, at interim conditions, that connects to the Town of Victoria's Railroad Park in the Central Business District. This section is open to hiking and bicycling. This is the only section currently complete in PD#14.

U.S. recognized Interstate Bicycle Route 1 stretches through Amelia, Lunenburg, and Nottoway counties in PD 14. PD#14 t also has two self-guided driving tours, Lees Retreat, and the Civil Rights in Education Heritage Trail, both of which have become significant tourist attractions. The Lees Retreat Route increased bicycle traffic onto secondary roads in the late 1990's. Concern over the increase in bicycle traffic on these roads in part spurred the interest amongst the localities in developing a Regional Bicycle Plan. Enhancing bicycle safety for the increased numbers of cyclists in the region is of utmost importance.

Existing and potential new bikeways were reviewed and identified and are attached in APPENDIX 1. In the process of reviewing the existing and potential new bikeways an effort was made to pick routes that would be both enjoyable and practical for bicyclists. The following factors were also considered in choosing the routes: 1) relationship to points of interest which were identified, 2) the aesthetic quality of the proposed bikeway, 3) existing vehicular traffic volumes and speeds, 4) physical configuration of the proposed bike route including number of lanes, grades, shoulders, etc., 5) the kind of improvements or provisions required to make the new route an effective bikeway (signs, widening for lanes, etc.) and the connectivity with other bikeways outside but adjoining Planning District 14.

The table under APPENDIX I provides a descriptive list of recommended bicycle routes (by segments), the 2008 Average Annual Daily Traffic (AADT), speed

limit, road widths and recommended facility improvements for the District.

PD#14 has two small urban areas; the Town of Farmville and the Town of Blackstone. VDOT completed the 2035 Town of Farmville Transportation Plan in 2008. It is noted in the Farmville Plan “Bicycle facilities and increased bus accessibility is encouraged; however, infrastructure changes to accommodate new bike lane and buss pull-offs is not possible within the limited R.O.W. and urban street character downtown. (Town of Farmville Downtown Study, 2006).” There are however bicyclist accommodations recommendations that mainly recommend shared road with some suggestions to widen the outside lane of specific streets. There are also recommendations for multi-purpose trails. See map in Appendix II. VDOT completed the Blackstone 2020 Transportation Plan in 2002. It is noted in the Blackstone Plan that there are no recommendations associated with bicycle access.

In addition to bikeways, a number of potential bicycle projects were identified. An effort was undertaken to identify projects which are practical, realistic and achievable within a one (1) to five (5) year period of time. Those projects are as follows:

- * Publication of a Regional Bicyclists Guide
- * Sponsorship of a Regional Bicycling Event
- * Signs on selected routes
- * Appropriately placed bike racks in park & ride lots
- * Fund Raisers
- * Bicyclists Guide Home Page* Bicycle Education Programs
- *Utilize the Safe Routes to School Program to fund educational programs for school children on biking safety.

Funding Strategies

Virginia has the third-largest state-maintained roadway system in the country. VDOT is responsible for building, maintaining and operating over 56,000 miles of the State’s roads, bridges and tunnels. VDOT also traditionally funds a large portion of bicycle accommodations. However, VDOT relies heavily on local governments to make decisions on how transportation funding will be spent in

their jurisdiction. VDOT gives preference to project located in localities that have adopted an approved bicycle plan. With the current trend of reduced VDOT funding for six year improvement projects in localities and also the elimination of funding for new construction projects, localities will need to take an active and proactive role in providing bicycle accommodations with roadway improvements projects. There are a number of potential sources available to fund various proposed bicycle accommodations which include:

The National Highway System (NHS): NHS funds may be used to construct bicycle transportation facilities on land adjacent to any highway on the National Highway System.

The Transportation Enhancement Program: The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was the beginning of a new era in federal transportation legislation. With this act, Congress introduced the Transportation Enhancement Program, which required each state to set aside 10 percent of its Surface Transportation Program funds for transportation enhancement projects. In 2009 the Commonwealth Transportation Board made a policy change to focus funding for the program in the future (FY 2013) on projects that promote a core transportation function. Six categories were identified including; Pedestrian and Bicycle Facilities and Pedstrian and Bicycle Safety and Education. This program requires a minimum of 20% match.

The Scenic Byway Program: This program may potentially be used to construct bicycle facilities only along highways that are designated federal scenic byways to be eligible for federal funding. Eligible activities include corridor planning, promotion, and other activities to improve the byway experience.

Safe Routes to School Program: The Safe Routes to School Program (SRTS) is a federally funded program through VDOT. The purpose of the Program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air

pollution in the vicinity of schools. The Safe Routes to School Program is a two-phased program. Each applicant is first required to develop a local SRTS School Travel Plan, once this is approved the applicant can then apply for either non-infrastructure programs and activities or infrastructure improvements.

Bicycle and Pedestrian Safety Program: VDOT provides funding for the Bicycle and Pedestrian Safety Program (BPS) through the Highway Safety Improvement Program. The purpose of the BPS is to implement safety projects addressing both bicycle and pedestrian crashes and the potential for crashes in Virginia. The program is intended to address bicycle and pedestrian safety concerns in locations with the potential for risk that typically do not have sufficient numbers to rank well for project selection under the traditional crash reduction methods. The BPS Program is intended to compliment the Safe Routes to School Program. The BPS Program safety projects are federally financed at 90% with the State or local government providing the 10% match.

Recreational Access Program: The Recreational Access Program is a state-funded program intended to assist in providing adequate access to or within public recreational areas and historic sites operated by the Commonwealth of Virginia, a local government or authority. Federal sites are not eligible. Areas may qualify under recreational or historical categories, however projects may contain both. The Commonwealth Transportation Board upon consideration of a completed application may allocate funds for the requested project.

National Recreation Trails Fund (NRT): The NRT fund may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians and other non-motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Act.

VDOT Six Year Improvement Program: The local Boards of Supervisors must take formal action to approve the Six Year Improvement Program for Secondary Road funds and road projects. Localities will need to take an active and proactive role in providing bicycle accommodations with roadway improvements projects. VDOT will not construct bicycle facilities

without approval and support of local government.

Revenue Sharing Program: The purpose of the Revenue Sharing Program is to provide additional funding for the maintenance, improvement, construction or reconstruction of the primary and secondary systems and eligible additions. Matching funds must be provided by the locality on a dollar-for-dollar basis matched by VDOT if approved by the CTB. A locality can request up to \$500,000 per year (subject to change by the General Assembly annually). Funding for this program is appropriated annually in June by the CTB.

National Park Service (NPS): The NPS has two (2) programs, the Land and Water Conservation Fund and the Rivers, Trails and Conservation Assistance Program. The Land and Water Conservation Fund provides matching grants to States and Local Governments for the acquisition and development of public outdoor recreations areas and facilities. The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of NPS. The RTCA provides a variety of assistance, including technical assistance to put the pieces together tailored to the partner's needs but does not provide direct grants.

Transportation Safety Grants: The National Highway Safety Act of 1966 provides federal grants to states to support coordinated national highway safety programs. The Virginia Highway Safety Office (VAHSO) is responsible for administering these federal highway safety funds and serves as a valuable resource to the Virginia Legislature on highway safety issues. Local governments, law enforcement agencies, state agencies, academic institutions, and private non-profits can apply for National Highway Traffic Safety Administration pass-through funding for projects related to various areas of highway safety. Eligible project areas include Pedestrian and Bicycle Safety.

County Sheriff and Town Police Departments: Sheriff and Police departments who enforce bicycle law enforcement may have some money to raise awareness concerning bicycle laws.

Corporate Donors: Companies located within the region may be interested in donating funds recognizing their company, for example; to provide children with free bicycle helmets for youth and their parents who attend a bicycling safety educational program.

Local Government: Local governments (Towns and Counties) within PD#14 may be willing to provide cash, matching funds for grants and/or labor to provide for more bicycle facilities and accommodations around the region.

Revisions and Updates to Regional Bicycle Plan

Revisions and/or updates to this adopted plan may occur from time to time. It will be the responsibility of the locality to inform the Commonwealth Regional Council (CRC) in writing of any changes to the plan. The CRC will take those changes and attach them as APPENDIX V to the plan. A form for a jurisdiction making a revision can be found under APPENDIX V. The CRC will formally adopt any revisions made to the plan as needed.

APPENDIX I

EXISTING AND POTENTIAL BICYCLE ROUTES

Legend:

Letter Code refers to the Code used on the Regional Bicycle Plan Map for reference.

Chart abbreviations include:

DNA-Data Not Available	Am-Amelia
CL-County Line/Corporate Limits	Bu-Buckingham
Rte.-Route	Ch-Charlotte
N-North	Cu-Cumberland
S-South	Lu-Lunenburg
E-East	No-Nottoway
W-West	PE-Prince Edward
Bus-Business	

A-U: Letter Code for the Existing and Potential Bicycle Routes Listed

<u>County Location</u>	<u>Letter Code</u>	<u>Bikeway</u>
Amelia, Nottoway and Lunenburg	A	Route 1 (existing)
Amelia, Cumberland, Prince Edward and Buckingham	B	Lee's Retreat
Nottoway	B1	Lee's Retreat
Lunenburg	C	Rt. 40 linking Lunenburg Court House to Victoria and Kenbridge
Buckingham	D	Route 604 and 606 linking Yogaville and the James River State Park
Prince Edward	E	Farmville/Hampden Sydney to Darlington Heights/Five Forks - Rt. 643 in Farmville to Rt. 658 to 639 to 660 to 665 to 692 to 643 back to Farmville
Prince Edward	F	Longwood College to Hampden Sydney College - Route 643 - Back

		Hampden Sydney Road (travel W on High Street from Longwood College) to Hampden Sydney College, Rt. 665 to Rt. 630 to Rt. 628 back to Longwood College
Cumberland	G	River Road (Rt. 600) to Stoddard and Angola to 638 to Rt. 45 to Rt. 636 to Plank Road (Rt. 600) back to Farmville (High Bridge can be viewed from this route.
Farmville	H	Historic Farmville (Third Street, Milnwood Road, Main Street, High Street)
Charlotte	M	Route 40 from Campbell County to the West to Lunenburg County to the East.
Prince Edward/Amelia	N	Rice/Sailor's Creek - Rt. 619 at Rice to Rt. 618 to Rt. 617 to Rt. 600 back to Rice.
Prince Edward	P	Prospect Loop - Rt. 626 from Prospect to Rt. 625 to Rt. 609 to 651 to 608 to 460 to 608 to 626 back to Prospect
Prince Edward	Q	Prospect to Elam - Rt. 626 at Prospect to Rt. 657 to Elam to Rt. 627 to 609 to 626 to 708 to 652 to 460 back to Prospect
Prince Edward	S	Briery Creek and Wildlife Management Area Mountain Bike Trail
Charlotte	T	Rt. 15 North from Keysville to Prince Edward County line, Rt. 747 to connect to Rt. 604.

Prince Edward	U	From Farmville travel 460 East to Rt. 696 to 636 to 637 to 630 to 665 to 692 (Hampden Sydney College) to 658 to 643 back to Farmville
Cumberland	V	From the intersection of Rt. 634 & 45 north to Route 640 to Rt. 660 to Rt. 639 to Rt. 631 to Rt. 641 to Rt. 642 to Rt. 600 to Rt. 643 to Rt. 13 across Rt. 60 to Rt. 728 to Rt. 624 to Rt. 623 to Rt. 622 to Rt. 650 to Rt. 629 to Rt. 633 to Rt. 632 to Rt. 634 to Rt. 45. This Route is connected in the middle by Rt. 629 to Rt. 60 to Rt. 670 to Rt. 669 to Rt. 631 to the intersection of Rt. 631 and Rt. 639.
Cumberland	V-Alt.	Connector to Route G
Cumberland	V-Alt.	Connector to Cumberland Court House
Cumberland	W	From Ashby on Rt. 45 follow Rt. 616 to 45 to Rt. 690 to Rt. 612 to Rt. 608 to Rt. 624 to Rt. 625 to Rt. 45.
Buckingham	X	Travel Rt. 15 South from Fluvanna/Buckingham County line to Rt. 640 to Rt. 638 to connect to Lee's Retreat at Rt. 636.
Charlotte	Y	Travel Rt. 727 from Appomattox/Charlotte County line South to the Town of Phenix to connect to Rt. 40.
State Park Trails: Cumberland		Bear Creek Lake State Park - Multi-Use Trail/Hike, Bike, Horse (existing)
Buckingham		Holliday Lake State Park - Multi-Use Trail/Hike, Bike, Horse (existing)

Prince Edward

Twin Lakes State Park - Multi-Use
Trail/Hike, Bike, Horse (existing)

Buckingham

James River Heritage Trail - Multi-
Use Trail/Hike, Bike, Horse
(existing)

NOTE: All potential bicycle routes were expressly recommended and/or approved by the CRC Transportation Committee with input provided by the participating localities. All routes listed which are not noted as being an existing route are proposed routes.

POINTS OF INTEREST

Legend: Am-Amelia, Bu-Buckingham, Ch-Charlotte, Cu-Cumberland, Lu-Lunenburg, No-Nottoway and Pe-Prince Edward Counties. The Number Code is referenced to the Regional Bicycle Plan Map.

<u>County Location</u>	<u>Number Code</u>	<u>Point of Interest</u>
Amelia	Am-1	Lee's Retreat (Hillsman House on Route 617)
Amelia	Am-2	Lee's Retreat (Marshall's Crossroads)
Amelia	Am-3	Lee's Retreat (Holt's Corner)
Amelia	Am-4	Lee's Retreat (Deatonville)
Amelia	Am-5	Lee's Retreat (Amelia Springs)
Amelia	Am-6	Lee's Retreat (Jetersville)
Amelia	Am-7	Lee's Retreat (Amelia Court House)
Amelia	Am-8	Lee's Retreat (Namozine Church on Rt. 708)
Amelia	Am-9	Dykeland (Chula Rt. 632)
Amelia	Am-10	Egglestetton (NW of Chula)
Amelia	Am-11	Farmer House (3 mi. SE of Deatonville on Rt. 647)
Amelia	Am-12	Haw Branch (N of Amelia off Rt. 667)
Amelia	Am-13	Ingleside (10920 Rodophil Road)
Amelia	Am-14	St. John's Church (3.8 mi W of Chula on Rt. 609)
Amelia	Am-15	Wigwam (8 mi NW of Chula)
Buckingham	Bu-1	Holliday Lake State Park

Buckingham	Bu-2	Lee's Retreat (Clifton)
Buckingham	Bu-3	Lee's Retreat (New Store)
Buckingham	Bu-4	Yogaville
Buckingham	Bu-5	James River State Park
Buckingham	Bu-6	Bryn Arvon and Gwyn Arvon (Rt. 675 Arvonian)
Buckingham	Bu-7	Buckingham Courthouse Historic District (both sides of Rt. 60)
Buckingham	Bu-8	Buckingham Female Collegiate Institute Historic District (Rt. 617 Gravel Hill)
Buckingham	Bu-9	Chellowe (Rt. 623 Sprouses Corner)
Buckingham	Bu-10	Peter Francisco House (SE of Dillwyn, 0.9 mi. S of SR 626)
Buckingham	Bu-11	Mount Ida (Rt. 610 New Canton)
Buckingham	Bu-12	Perry Hill (Rt. 56 Saint Joy)
Buckingham	Bu-13	Seven Islands Archeological and Historic District (address restricted, Arvonian)
Buckingham	Bu-14	Stanton Family Cemetery (Rt. 677 side, .04 mi. N of jct. with Rt. 676)
Buckingham	Bu-15	Woodside (Rt. 631 N side, 0.5 mi. SW of jct. with US Rt. 60)
Charlotte	Ch-1	Red Hill (Patrick Henry National Memorial)
Charlotte	Ch-2	Southside Virginia Community College - John H. Daniel Campus
Charlotte	Ch-3	Charlotte Court House (Rt. 40 and 47)
Charlotte	Ch-4	Charlotte Court House Historic District

		(Rt. 40 between Rt. 645 and 47)
Charlotte	Ch-5	Greenfield (E of Charlotte Court House on Rt. 656)
Charlotte	Ch-6	Mulberry Hill (N of Randolph on Rt. 641)
Charlotte	Ch-7	Red Hill (SE of Brookneal on SR 677)
Charlotte	Ch-8	Roanoke Plantation (W of Saxe off Rt. 746)
Charlotte	Ch-9	Salem School (Jct. Of Rtes. 608 and 632)
Charlotte	Ch-10	Staunton Hill (SW of Jct. Of Rtes. 619 and 693)
Charlotte	Ch-11	Toombs Tobacco Farm (Red Oak-1125 Tates Mill Rd.)
Charlotte	Ch-12	Westview (Brookneal-1672 Terrell Rd.)
Cumberland	Cu-1	Bear Creek Lake State Park
Cumberland	Cu-2	Lee's Retreat (Cumberland Church on Rt. 45)
Cumberland	Cu-3	Amphill (W side of Rt. 602, 3 mi. N of Jct. With Rt. 45)
Cumberland	Cu-4	Cartersville Bridge (Rt. 45 over James River)
Cumberland	Cu-5	Cartersville Historic District (Roughly bounded by Rt. 45. Rt. 649 and Rt. 656)
Cumberland	Cu-6	Clifton (N of Hamilton off Rt. 690)
Cumberland	Cu-7	Grace Church (W of Cumberland on Rt. 632)
Cumberland	Cu-8	Morven (Rt. 45, 2 mi. S of Cartersville)

Cumberland	Cu-9	Muddy Creek Mill (S of Cartersville of Rt. 684)
Cumberland	Cu-10	Needham (Rt. 45, 1.4 mi. N-of jct. With Rt. 460)
Cumberland	Cu-11	Charles Irving Thornton Tombstone (W of Cumberland on Oak Hill Rd.)
Cumberland	Cu-12	Confederate Cemetery
Cumberland	Cu-13	Sports Lake
Cumberland	Cu-17	County Ball Field
Cumberland	Cu-19	Country Corner
Cumberland	Cu-20	JR's Store
Cumberland	Cu-21	Parking
Cumberland	Cu-22	Farmville Regional Airport (Wedgewood Drive)
Cumberland	Cu-23	Farmville Municipal Golf Course (Wedgewood Drive)
Cumberland	Cu-24	Historic High Bridge
Cumberland	Cu-25	Cumberland Historic District
Lunenburg	Lu-1	Campground at Lunenburg Court House (to be built)
Lunenburg	Lu-2	Lunenburg Courthouse Historic District
Lunenburg	Lu-3	Old Victoria High School (Jct. of Eighth St. and Lee Ave.)
Lunenburg	Lu-4	Victoria Railroad Park
Lunenburg	Lu-5	Stagecoach Stop on Route 40

Lunenburg	Lu-6	Flat Rock (SW of Kenbridge on Rt. 655)
Lunenburg	Lu-7	Jones Farm (Rt. 609, approx. .75 mi. N of jct. With 613)
Nottoway	No-1	Lee's Retreat (Battle of Nottoway)
Nottoway	No-2	Blackstone Historic District (Roughly bounded by Mann, Dillard, Tavern, S High, Oak, Eighth and Freeman Strs. And the Norfolk and Western RR tracks)
Nottoway	No-3	Burke's Tavern (1.5 mi. W of Burkeville at jct. Of Rt. 621 and 607)
Nottoway	No-4	Inverness (884 Inverness Ave. - Burkeville)
Nottoway	No-5	Little Mountain Pictograph Site (Address Restricted - Blackstone)
Nottoway	No-6	Nottoway County Courthouse (Off Rt. 460 on Rt. 625)
Nottoway	No-7	Oakridge (W of Blackstone off Rt. 626)
Nottoway	No-8	Schwartz Tavern (111 Tavern St. - Blackstone)
Prince Edward	PE-1	Longwood University
Prince Edward	PE-2	Hampden Sydney College
Prince Edward	PE-3	Twin Lakes State Park
Prince Edward	PE-4	Lee's Retreat (High Bridge)
Prince Edward	PE-5	Lee's Retreat (Double Bridges - Rt. 619)
Prince Edward	PE-6	Lee's Retreat (Lockett House - Rt. 619)
Prince Edward	PE-7	Lee's Retreat (Rice's Depot on Route 600)

Prince Edward	PE-8	Lee's Retreat (Calvary at High Bridge)
Prince Edward	PE-9	Wilck's Lake
Prince Edward	PE-10	Sandy River Reservoir
Prince Edward	PE-11	Briery Church (N of jct. Of Rtes. 747 and 671)
Prince Edward	PE-12	Buffalo Presbyterian Church (Rt. 659, 0.3 mi. S of Jct. With 658)
Prince Edward	PE-13	Debtor's Prison (Rt. 15 - Worsham)
Prince Edward	PE-14	Falkland (NW of Meherrin on Rt. 632 - Redd Shop)
Prince Edward	PE-15	Farmville Historic District (Roughly bounded by Main, Venable, High, Griffin, School, First Ave., Irving, Second Ave. Oak, W Third St. and Mill)
Prince Edward	PE-16	Hampden-Sydney College Historic District (Bounded approx. By the College Campus)
Prince Edward	PE-17	Longwood House (Johnston Dr. - Farmville)
Prince Edward	PE-18	Robert Russa Moton Mueum (Jct. Of S Main St. and Griffin Blvd. - Farmville)
Prince Edward	PE-19	Old Prince Edward County's Clerks Office (Rt. 15 - Worsham)
Prince Edward	PE-20	Farmville Train Station (East Third Street)
Prince Edward	PE-21	Briery Creek Lake and Wildlife Management Area
Prince Edward	PE-22	Farmville/Prince Edward Community

		Library (East Third Street)
Prince Edward	PE-23	Proposed New Farmer's Market (North Street)
Prince Edward	PE-24	Farmville Skatepark (East Third Street)
Prince Edward	PE-25	Field of Dreams Ball Park (East Third St./Industrial Park Road)
Prince Edward	PE-26	Civil Rights in Education Heritage Trail

NOTE:

Am-Amelia County
 Bu-Buckingham County
 Ch-Charlotte County
 Cu-Cumberland County
 Lu-Lunenburg County
 No-Nottoway County
 PE-Prince Edward County

Bicycle Routes by Segment

The following table provides a descriptive list of recommended bicycle routes (by segments), the 2008 Average Annual Daily Traffic (AADT), speed limit, road widths and recommended facility improvements for the District:

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit:	Road Width:	Recommended Facility Improvement:
A - Route 1 Am-Rte. 604	Powhatan CL	Rte. 616	3,500	55	20'	Paved Shoulder
A - Route 1 Am-Rte. 616	Rte. 604	Rte. 632	1,300	55	18'	Paved Shoulder
A - Route 1 Am-Rte. 632	Rte. 616	Rte. 633	490	55	18'	Paved Shoulder
A - Route 1 Am-Rte. 633	Rte. 632	Rte. 609	340	55	18'	Paved Shoulder
A - Route 1 Am-Rte. 609	Rte. 633	Rte. 630	1,800	55	20'	Paved Shoulder
A - Route 1 Am-Rte. 630	Rte. 609	Rte. 681	740	55	16'	Paved Shoulder
A - Route 1 Am-Rte. 360 Bus	Rte. 681	Rte. 38	15,000	DNA	40'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit:	Road Width:	Recommended Facility Improvement:
A – Route 1 Am-Rte 38	Rte. 1007	Rte. 614	3,300	55	24'	Paved Shoulder
A - Route 1 Am-Rte. 614	Rte. 38	Rte. 603	5,200	55	20'	Paved Shoulder
A - Route 1 Am-rte. 614	Rte. 607	Nottoway CL	660	55	18'	Paved Shoulder
A - Route 1 No-Rte. 614	Amelia CL	Rte. 607	6,730	55	18'	Paved Shoulder
A - Route 1 No-Rte. 625	Rte. 614	Blackstone WCL	1,690	55	18'	Paved Shoulder
A - Route 1 No-Rte. 460 Bus	N. Amelia Ave.	Rte. 40	160	55	46'	Wide Curb Lane
A - Route 1 No-Rte. 40	Rte. 460 Bus	Lunenburg CL	40,600	45-55	20'-40'	Paved Shoulder & Wide Curb Lane
A - Route 1 Lu-Rte. 40	Nottoway CL	NCL Kenbridge	3,400	55	22'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit :	Road Width :	Recommended Facility Improvement:
A - Route 1 Lu-Rte. 40	NCL Kenbridge	Rte. 637	1,400	25-45	20'-60'	Paved Shoulder & Wide Curb Lane
A - Route 1 Lu-Rte. 655	Rte. 637	Rte. 635	740	55	18'	Paved Shoulder
A - Route 1 Lu-Rte. 635	Rte. 655	Mecklenburg CL	2,040	55	18'	Paved Shoulder
B-Lee's Retreat - Bu Rte. 636	Rte. 24 E	Rte. 638	270	55	16'	Paved Shoulder
B-Lee's Retreat - Bu Rte. 636	Rte. 638	Rte. 609	1,210	55	16'	Paved Shoulder
B-Lee's Retreat - Bu Rte. 636	Rte. 609	Rte. 15	1,670	55	18'	Paved Shoulder
B-Lee's Retreat - Bu Rte. 636	Rte. 15	Cumberland CL	270	55	16'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
B-Lee's Retreat Cu-Rte. 636	Rte. 600	Rte. 45	170	55	18'	Paved Shoulder
B-Lee's Retreat Cu-Rte 45	Rte. 636	Rte. 638	2,400	55	24'	Paved Shoulder
B - Lee's Retreat Cu-Rte.638	Rte. 45	Rte. 653	440	55	20'	Paved Shoulder
B - Lee's Retreat Cu-Rte. 653	Rte. 638	Rte. 600	250	55	17'	Paved Shoulder
B - Lee's Retreat Cu-Rte. 657	Rte. 600	Rte. 45	160	55	18'	Paved Shoulder
B - Lee's Retreat Cu-Rte. 45	Rte. 636	NCL Farmville	4,700	45-55	24'	Paved Shoulder
B- Lee's Retreat PE- 460 Bus	ECL Farmville	Rte. 307	13,000	55	48'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
B - Lee's Retreat PE- Rte. 600	Rte. 460 E	Rte. 619	1,100	55	16'	Paved Shoulder
B- Lee's Retreat PE-Rte. 619	Rte. 600	Rte. 620	570	55	16'	Paved Shoulder
B - Lee's Retreat PE-Rte. 619	Rte. 620	Rte. 618	220	55	16'	Paved Shoulder
B - Lee's Retreat PE-Rte. 618	Rte. 619	Amelia CL	110	55	16'	Paved Shoulder
B - Lee's Retreat Am-Rte. 618	Prince Edward CL	Rte. 616	190	55	16'	Paved Shoulder
B - Lee's Retreat Am-Rte. 642	Rte. 617	Rte. 360	960	55	20'	Paved Shoulder
B - Lee's Retreat Am-Rte. 360	Rte. 642	Rte. 360 Bus	14,000	55	44'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
B - Lee's Retreat Am-Rte. 360 Bus	Rt. 360 B. W of Amelia	Rt. 360 B. E of Amelia	5,600	55	22'	Paved Shoulder
B - Lee's Retreat Am-Rte. 38	Rt. 614	Rte. 153	1,400	55	20'	Paved Shoulder
B - Lee's Retreat Am-Rte. 153	Rte. 38	Rte. 708	4,500	55	20'	Paved Shoulder
B - Lee's Retreat Am-Rte. 708	Rte. 153	Dinwiddie CL	6,150	55	18'-20'	Paved Shoulder
B1 - Lee's Retreat No-Rte. 460 Bus	Rte. 460 E	ECL Blackstone	3,500	Var.	20'	Paved Shoulder
C Lu-Rte. 40	Charlotte CL	Rte 49 W	1,100	55	20'	Paved Shoulder
C Lu-Rte. 40	Rte. 49 W	Rte. 49 E	2,500	35-55	22'-36'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
C Lu-Rte. 40	Rte. 49 E	SCL Victoria	2,900	35	36'	Paved Shoulder
C Lu-Rte. 40	SCL Victoria	WCL Kenbridge	5,100	55	24'	Paved Shoulder
D Bu-Rte. 606	James River State Park	Rte. 605	110	55	20'	Paved Shoulder
D Bu-Rte. 606	Rte. 605	Rte. 604	70	55	16'	Paved Shoulder
D Bu-Rte. 604	Rte. 606	Rte. 56	290	55	18'	Paved Shoulder
D Bu-Rte. 56	Nelson County Line	Rte. 604 N	270	55	18'	Paved Shoulder
E PE-Rte. 643	WCL Farmville	Rte. 658	1,300	45	22'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit :	Road Width :	Recommended Facility Improvement:
E PE-Rte. 658	Rte. 643	Rte. 700	490	55	18'	Paved Shoulder
E PE-Rte. 658	Rte 700	Rte. 626	240	55	16'	Paved Shoulder
E PE-Rte. 658	Rte. 626	Rte. 639 N	510	55	16'	Paved Shoulder
E PE-Rte. 639	Rte. 658	Rte. 660	100	55	18'	Paved Shoulder
E PE-Rte. 660	Rte. 639	Rte. 665	660	55	17'	Paved Shoulder
E PE-Rte. 665	Rte. 660	Rte. 604	820	55	16'	Paved Shoulder
E PE-Rte. 665	Rte. 604	Rte. 692	2,400	55	18'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
F PE-Rte. 643	WCL Farmville	Rte 658	2,400	45	22'	Paved Shoulder
F PE-Rte. 692	Rte. 658	Rte. 133	4,800	55	18'	Paved Shoulder
F PE-Rte. 665	Rte. 1003	Rte. 15	830	55	18'	Paved Shoulder
F PE-Rte. 665	Rte. 15	Rte. 630	330	55	16'	Paved Shoulder
F PE-Rte.630	Rte.665	Rte. 628	830	55	16'	Paved Shoulder
F PE-Rte. 628	Rte. 630	Rte. 642	2,230	55	18'	Paved Shoulder
G Cu-Rte. 600	ECL Farmville	0.6 Mi. W. Rte.657	1,460	55	22'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit :	Road Width :	Recommended Facility Improvement:
G Cu-Rte. 600	0.6 Mi. W. Rte.657	Rte. 638	940	55	16'	Paved Shoulder
G Cu-Rte. 638	Rte. 600	Rte. 640	930	55	16'	Paved Shoulder
G Cu-Rte. 638	Rte. 640	Rte. 45	440	55	20'	Paved Shoulder
G Cu-Rte. 45	Rte. 638	Rte. 636	4,700	55	24'	Paved Shoulder
G Cu-Rte. 636	Rte. 45	Rte. 600	400	55	18'	Paved Shoulder
G Cu-Rte. 600	Rte. 636	Rte. 637	1,100	55	20'	Paved Shoulder
G Cu-Rte. 600	Rte 637	WCL Farmville	1,400	55	20'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
M Ch-Rte. 40	Campbell CL	Rte. 47 E	1,300	55	22'	Paved Shoulder
M Ch-Rte. 40	Rte. 47 E	Rte. 47 W	4,500	Var.	36'	Paved Shoulder
M Ch-Rte. 40	Rte. 47 W	Rt. 15 E Bus	6,600	55	22'	Paved Shoulder
N PE-Rte. 619	Rte. 600 (Rice)	Rte. 620 S.	210	55	16'	Paved Shoulder
N PE-Rte. 619	Rte. 620 S.	Rte. 618	220	55	16'	Paved Shoulder
N PE-Rte 618	Rte. 619	Rte. 617 (Amelia Co.)	110	55	16'	Paved Shoulder
N PE-Rte. 617	Rte. 600 (Amelia Co.)	Rte. 620	210	55	16'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
N PE-Rte. 600	Rte. 617	Rte. 619	420	55	16'	Paved Shoulder
P PE-Rte. 626	Rte. 460	Rte. 609 N	540	55	18'	Paved Shoulder
P PE-Rte. 626	Rte. 609 N	Appomattox CL Rte. 625	170	55	16'	Paved Shoulder
P PE-Rte. 625	Rte. 625 Appomattox CL	Rte. 609	150	55	16'	Paved Shoulder
P PE-Rte. 651	Rte. 690	Rte. 608	46	55	16'	Paved Shoulder
P PE-Rte. 608	Rte. 651/BCL	Rte. 460 E.	220	55	16'	Paved Shoulder
P PE-Rte. 608	Rte. 460 W	Rte. 626	670	55	18'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
P PE-Rte 626	Rte. 608	Rte. 609	540	55	19'	Paved Shoulder
Q PE-Rte. 609	Rte. 627	Rte. 626	190	55	16'	Paved Shoulder
Q PE-Rte. 708	Rte. 626	Rte. 652	160	55	16'	Paved Shoulder
Q PE-Rte. 652	Rte. 626	Rte. 460	110	55	16'	Paved Shoulder
Q PE-Rte. 460	Rte. 652	Rte. 626	7,800	55	48'	Paved Shoulder
S PE-Briery Creek Trail	DNA	DNA	DNA	DNA	DNA	Paved Bike Trail
T Ch-Rte. 15	NCL Keysville	Prince Edward CL	3,700	55	22'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
T PE-Rte. 671	Rte. 15	Rte. 604	570	55	18'	Paved Shoulder
U PE-Rte. 460	Rt. 630	Rte. 696	5,500	55	48'	Paved Shoulder
U PE-Rte. 696	Rte. 460	Rte. 636	2,600	55	18'	Paved Shoulder
U PE-Rte. 636	Rte. 696	Rte. 637	210	55	16'	Paved Shoulder
U PE-Rte. 637	Rte. 636	Rte. 628	270	55	24'	Paved Shoulder
U PE-Rte. 630	Rte. 637	Rte. 711	610	55	16'	Paved Shoulder
U PE-Rte. 665	Rte. 630	Rte. 15	330	55	16'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit :	Road Width :	Recommended Facility Improvement:
U PE-Rte. 692	Rte. 665	Rte. 133	4,800	55	18'	Paved Shoulder
U PE-Rte. 658	Rte. 692	Rte. 643	490	55	18'	Paved Shoulder
U PE-Rte. 643	Rte. 658	Rt. 644	2,400	45	22'	Paved Shoulder
V Cu-Rte. 640	Rte. 45	Rte. 638	440	55	18'	Paved Shoulder
V-Alt. Cu-Rte. 660	Rte. 640	Rte. 639 N.	90	55	18'	Paved Shoulder
V Cu-Rte. 639	Rte. 660	Rte. 638 (Connector to G)	260	55	16'	Paved Shoulder
V Cu-Rte. 631	Rte. 639	Rte. 641	220	55	16'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit :	Road Width :	Recommended Facility Improvement:
V Cu-Rte. 642	Rte. 641	Rte. 600	580	55	12'	Paved Shoulder
V-Alt. Cu-Rte. 600 W.	Rte. 642	Rte. 60 (Cumberland)	1,000	55	16'	Paved Shoulder
V Cu-Rte. 600 E	Rte. 642	Rte. 643	710	55	16'	Paved Shoulder
V Cu-Rte. 643	Rte. 600	Rte.13	240	55	18'	Paved Shoulder
V Bu-Rte. 13	Rte. 643	Rte. 60 W.	710	55	20'	Paved Shoulder
V Bu-Rte. 60	Rte. 13 W.	Rte. 728	5,400	55	22'	Paved Shoulder
V Cu-Rte. 624	State Forest Rd.	Rte. 608	90	55	18'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
V Cu-Rte. 623	Rte. 624	Rte. 622	90	55	18'	Paved Shoulder
V Cu-Rte. 650	Rte. 622	Buckingham C.L.	280	55	16'	Paved Shoulder
V Bu-Rte. 650	Buckingham C.L.	State Forest Rd.	260	55	22'	Paved Shoulder
V Bu-State Forest Rd.	Rte. 650	Rte. 629 (Cumberland Co.)	DNA	N/A	14'	Paved Shoulder
V Cu-Rte. 629	Rte. 633	Rte. 60	220	55	18'	Paved Shoulder
V Cu-Rte. 60	Rte. 629	Rte.670	2,400	55	22'	Paved Shoulder
V Cu-Rte. 45	Rte. 670	Rte. 631	3,400	55	22'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
V Cu-Rte. 631	Rte. 45	Rte. 639	680	55	16'	Paved Shoulder
V Cu-Rte. 633	Rte. 629	Rte. 60	30	55	16'	Paved Shoulder
V Cu-Rte. 632	Rte. 60	Rte 634 (Buckingham Co.)	170	55	18'	Paved Shoulder
V Bu-Rte. 634	Rte. 654	Rte. 45 (Cumberland Co.)	400	55	16'	Paved Shoulder
W Cu-Rte. 616	Rte. 607	Rte. 45	420	55	16'	Paved Shoulder
W Cu-Rte. 45	Rte. 616	Rte. 649	2,800	55	22'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
W Cu-Rte. 649	Rte. 45 S.	Rte. 45 N.	206	25	16'	Paved Shoulder
W Cu- Rte. 45	Rte. 649 Cartersville	Goochland C.L	890	55	24'	Paved Shoulder
W Cu-Rte. 45	Rte. 616	Rte. 690	1,200	55	20'	Paved Shoulder
W Cu-Rte. 608	Rte. 612	Rte. 624	250	55	18'	Paved Shoulder
W Cu-State Forest Rd.	Rte. 608	Rte. 625	DNA	N/A	14'	Paved Shoulder
W Cu-Rte. 625	State Forest Rd.	Rte.45	40	N/A	14'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit	Road Width	Recommended Facility Improvement:
W Cu-Rte. 45	Rte. 625	Rte. 616	1,200	55	22'	Paved Shoulder
X Bu-Rte. 15	Fluvanna CL	NCL Dillwyn	12,600	55	24'	Paved Shoulder
X Bu-Rte. 15	NCL Dillwyn	Rte. 20	22,800	25-35	36'	Paved Shoulder
X Bu-Rte. 15	Rte. 20	Rte. 60	8,800	45	24'-48'	Paved Shoulder
X Bu-Rte. 640	Rte. 15	Rte. 638	2,380	55	22'	Paved Shoulder
X Bu-Rte. 638	Rte. 640	Rte. 636	290	55	16'	Paved Shoulder

Route with Letter Code:	Segment From:	Segment To:	AADT:	Speed Limit :	Road Width :	Recommended Facility Improvement:
Y CH-Rte. 727	Appomattox CL	Rte. 40	5,610	55	20'	Paved Shoulder

APPENDIX II

Maps

See Separate Digital PDF Files:

- FarmvilleBicyclePlan.pdf**
- CRIEHTbrochure.pdf**
- WilsonKautz.pdf**
- Bearcreek.pdf**
- Highbridge.pdf**
- HollidayLake.pdf**
- JamesRiver.pdf**
- StauntonRiverBattle.pdf**
- TwinLake.pdf**

APPENDIX III

Public Input Notice

The following notice was published in the *Farmville Herald* on July 21, 2010.

Public Input Session

The Commonwealth Regional Council is accepting Public Input on the Draft 2010 Regional Bicycle Plan Update through August 4, 2010. A Public Input Session will be held on August 4, 2010 at 6:45 p.m. in the Commonwealth Regional Council conference room, at One Mill Street, Suite 101, Farmville, Virginia. A draft of the 2010 Regional Bicycle Plan Update can be viewed at http://www.virginiasheartland.org/about_proj_trans.html, or at the CRC offices. Written comments can be sent to MFoster@virginiasheartland.org or mailed to Melody Foster, Commonwealth Regional Council, P.O. Box P, Farmville, Virginia 23901. For additional information, contact Melody Foster at (434) 392-6104.

APPENDIX IV

Form for Revisions and Updates to the 2010 Regional Bicycle Plan

NOTE: To be considered as an amendment to the 2010 Regional Bicycle Plan participating localities must submit the proposed revision on the following form to the:

Commonwealth Regional Council
P.O. Box P
Farmville, Virginia 23901

REVISIONS AND UPDATES TO THE 2010 REGIONAL BICYCLE PLAN

DATE OF SUBMISSION OF REVISION:

NAME OF JURISDICTION

SUBMITTING REVISION TO PLAN:

DESCRIPTION OF JURISDICTIONS UPDATE OF REVISION (ATTACH ANY RELEVANT MATERIALS, FOR EXAMPLE: MAP/S, STUDIES, BUDGETS, ETC.):

CONTACT PERSON:

SIGNATURE: _____

DATE: _____

Endnotes:

¹ In June of 2005 the Piedmont Planning District Commission and the Virginia's Heartland Partnership dissolved and reorganized to become the Commonwealth Regional Council (CRC). The CRC still, for the purposes of Transportation funding , covers the PD#14 district localities.

² Please refer to <http://www.dhr.virginia.gov/registers/register.htm> if you would like to research the areas listed.