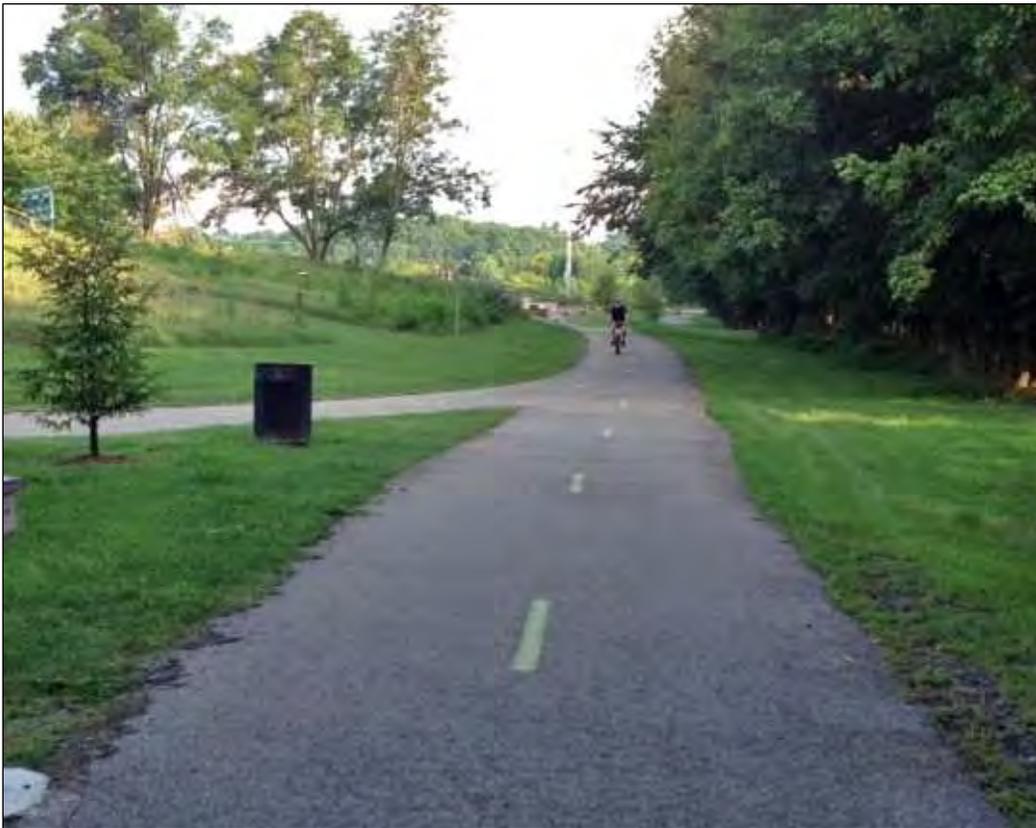


West Piedmont Regional Bicycle Plan



Prepared by the
West Piedmont Planning District Commission
Adopted February 22, 2018

Disclaimer

The routes highlighted within the West Piedmont Regional Bicycle Plan are simply offered as a general guide to provide bicyclists alternatives to consider for recreation, leisure, and healthy exercise opportunities incorporating connections to other attractions in the West Piedmont region. Bicycling on roads, while enjoyable and enabling cyclist to explore the various resources found throughout the region impose risk of bodily harm – up to and including death – resulting from interaction between bicycles and motor vehicles. Therefore the West Piedmont Planning District accepts no liability and will not be held responsible for any accident, injury or potential death occurring as a result of an interaction with a motor vehicle and other injuries which may potentially occur during bicycling activities. It is the responsibility of each individual rider to assess his/her health condition and the difficulty of any bike route taken as well as the traffic and other conditions of a route. It is additionally the responsibility of each individual rider to utilize a helmet as well as other appropriate safety equipment, maintain his or her bike in good mechanical order, and to obey the traffic laws of the Commonwealth of Virginia.

Acknowledgements

The contents of this guide do not necessarily reflect the current official views or policies of the West Piedmont Planning District Commission, the Danville-Pittsylvania Metropolitan Planning Organization, the Virginia Department of Transportation, the Commonwealth Transportation Board, or the Federal Highway Administration. This guide does not constitute a standard, specification, or regulation.

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- 2018 Bike Plan - Martinsville

Executive Summary

This document, the *West Piedmont Regional Bicycle Plan*, serves as an update of the original bicycle plan, adopted May 2005 by the West Piedmont Planning District Commission (WPPDC). The purpose of this document is to promote bicycling in the West Piedmont Planning District (WPPD) which includes Franklin, Henry, Patrick, and Pittsylvania counties, the cities of Danville and Martinsville, and the Town of Rocky Mount. Bicycling in the region is intended to be advanced primarily by localities adopting recommendations put forth in this plan. These routes were developed for recommendation based on a variety of data sources as well as to establish more effective bicycle connectivity throughout the region. Our region boasts outstanding assets which would be desirable for many visitors – particularly those residing in crowded, congested cities – to explore. These recommended bicycle routes will be promoted vis-à-vis local and regional economic development/tourism initiatives to those who enjoy bicycling. Preferential means to accommodate bicyclists, such as dedicated bike lanes and shared-use paths, are discussed as options. Very cost-effective options to encourage bicycling are suitable along many stretches of road in this region.

This plan was developed utilizing a combination of technical resources and input from multiple sources. Quantitative data such as bicycling Heatmaps, provided by Strava (see Chapter 1), as well as annual average daily traffic (AADT), were some data sources that were utilized to update this plan. From a qualitative perspective, input was solicited from localities early in the plan update process. Subsequent to this, the West Piedmont Regional Bicycle Plan Technical Committee was formed and met several times throughout the period. This Committee was instrumental in guiding the development of the plan and was comprised of individuals possessing diverse backgrounds of expertise and knowledge, including local planners, the proprietor of a local bike shop, a mobility manager, parks and recreation personnel, a town manager, law enforcement personnel, and others. In addition, opportunities were provided across the region for the public and other stakeholders to weigh in on this plan at five public input sessions held from October through early November.

The original plan developed routes which were based on cost (low, medium, high) depending on the type of bicycle accommodation infrastructure the planning consultant (Kimley-Horn) and the WPPDC determined was most suitable for each route. By contrast, this plan iteration does not estimate cost for each route, but rather, establishes priority routes and a priority zone in which to emphasize bicycle use. The Beaches to Bluegrass Priority Corridor spans the region from west to east, generally following one of the two alignments of the proposed Beaches to Bluegrass Trail, as put forth by the Virginia Department of Conservation and Recreation (DCR). The U.S. Route 29 Priority Corridor generally parallels U.S. Route 29 in Pittsylvania County and Danville. The Western Franklin County Priority Zone seeks to focus bicycling activities in the western portion of Franklin County, the characteristics of which include relatively low traffic volumes and outstanding scenic resources. In addition to these priority routes and zone, multiple connections were forged between existing proposed routes carried over from the original plan. These connections were primarily developed by determining the most current bicycle usage via Strava Heatmaps along various roadways, by conducting analyses to recommend connections between established routes and civic uses, and by visual examination of maps.

Chapter 1 of this plan provides an overview of the development of this plan update, as well as the elements discussed within each chapter. Chapter 2 focuses on bicycling as a driver of economic development for the region, as well as a means to promote healthy living, with extensive research conducted for both areas. Chapter 3 provides an extensive inventory of facilities located all across the region which can accommodate bicycling, including shared-use paths, mountain biking trails, and on-road facilities. Included in this chapter is a brief summary of bicycle-related crashes spanning a five-year period from 2012 to 2016. This chapter also highlights current planning activities throughout the region to promote bicycling. Chapter 4, the final chapter, discusses results of a survey designed to solicit input from the public and other stakeholders; describes each of the two priority routes and priority zone in detail; provides a list of local plans referenced in formulating recommendations for this bicycle plan; advances a variety of bicycle infrastructure

options and cost estimates; furnishes an exhaustive list of both priority and vision recommendations; lays out regional priorities, local priorities, and implementation strategies; and presents a list of funding sources to help implement recommendations.

The map that accompanies the written portion of this plan presents a plethora of bicycle route possibilities which localities are encouraged to consider for adoption. Paved and gravel country roads in Franklin and Patrick counties present bicyclists with breathtaking mountain views, rolling agricultural lands, and the internationally-renowned Blue Ridge Parkway. Henry and Pittsylvania counties allow cyclists to explore the rural reaches of Virginia on milder terrain, and the cities of Martinsville and Danville offer great food and cultural attractions.

The West Piedmont Regional Bicycle Plan builds upon the six goals established in the original plan, which include:

- 1) Promote bicycling in the community as an alternate mode of travel.
- 2) Develop a prioritized regional network of bicycle routes which provide connectivity between residential areas and activity centers such as business and commercial districts, historical and cultural destinations, and public facilities.
- 3) Increase public awareness of bicycling safety by providing additional education opportunities for cyclists, drivers, and property owners. Safe Routes to School Quickstart Mini Grants can be an effective means to promote bicycling education and safety.
- 4) Promote improved health and mental wellness among present and future generations of the region's citizens and enhance the quality of life by increasing the availability of recreational opportunities in the region.
- 5) Emphasize the development of bicycle infrastructure to leverage the economic development potential of the region's existing commercial and natural resources, and pursue opportunities to leverage tourism-based economic development vis-à-vis holding additional bicycling events throughout the region, through social media, and by promoting regional assets to bicyclists.
- 6) Provide guidance for the creation of bicycle-oriented policies, programs, and standards that will promote the development and maintenance of bicycle facilities.

This plan is intended to provide connectivity and a comprehensive network of bicycle-friendly routes, while promoting economic development and recreational opportunities, and ultimately a better quality of life. For more information on the West Piedmont Regional Bicycle Plan, please visit www.wppdc.org.

Chapter 1: Introduction and Background



The West Piedmont Planning District consists of the counties of Franklin, Henry, Patrick, and Pittsylvania, the cities of Danville and Martinsville, and the Town of Rocky Mount. As of the 2012 - 2016 American Community Survey (ACS), a product of the U.S. Census Bureau, the region's population was 244,922. The land area occupied by the Planning District is 2,587 square miles which, when factoring in the most current population estimate, produces an average population density of approximately 95 persons per square mile.

The West Piedmont Planning District is an ideal location in which to bicycle because of its many beautiful natural features and landscapes coupled with idyllic country roads characterized by low traffic volumes in many places. The eastern part of the region, dominated by Pittsylvania County and the City of Danville, is generally comprised of gentle topography consisting of rolling hills, while the far western extent, situated along the fringes of Franklin and Patrick counties where the internationally-renowned Blue Ridge Parkway can be found, consists of the steep and mountainous topography of the Blue Ridge Mountains. The lands between these areas – including the central and eastern portions of Patrick and Franklin counties, as well as Henry County and the City of Martinsville – consist generally of rural countryside forming a tapestry of agricultural and wooded landscapes interspersed with population centers.

This plan serves as the update to the first West Piedmont Regional Bicycle Plan, adopted in May 2005. The original plan recommended a series of on- and off-road bicycle routes throughout each locality, and each proposed route was based on cost per mile as follows:

- *Low-cost routes:* \$15,000/mile – would include minimal amount of investment to provide signing and striping for bicycles (both directions).

- *Medium-cost routes:* \$200,000/mile – would include routes requiring a modest level of investment, which could entail the addition of paved shoulders, along with full signing and striping for bicycles.
- *High-cost routes:* \$500,000/mile – would include significant improvements to accommodate bicycles, such as the construction of a parallel, off-road shared use path to keep bicycle traffic physically separated from automobile traffic.

In contrast to the 2005 version of the bicycle plan, which based many of its recommendations on the cost of providing facilities on a per-mile basis, this iteration of the plan focuses on priority routes, a priority zone, and connections between other routes and localities. The two official priority routes and one priority zone are summarized as follows:

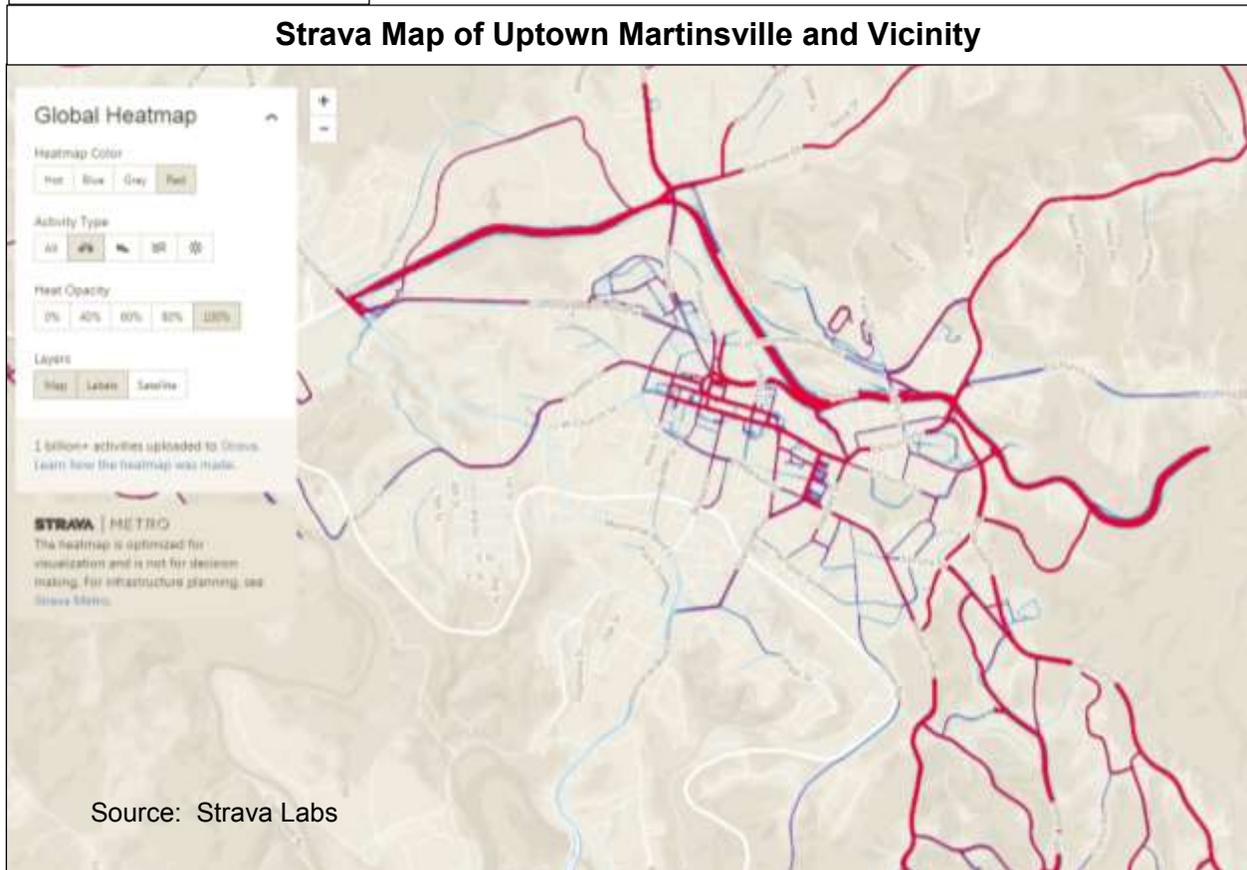
1. ***The Beaches to Bluegrass Priority Route:*** This route consists of roughly 135 miles of both on-road and off-road segments within the region, though the entire route is proposed to extend across southern Virginia from the Cumberland Gap in Tennessee to Virginia Beach. In the West Piedmont Planning District, the route extends through Patrick, Henry, and Pittsylvania counties, as well as through the cities of Martinsville and Danville. Several segments of the Beaches to Bluegrass Priority Route are comprised of existing trail, and those segments include the Mayo River Rail Trail in the Town of Stuart, which is approximately $\frac{3}{4}$ -mile in length; the Dick & Willie Passage Trail in the City of Martinsville and Henry County, comprising about 4.5 miles; the Danville Riverwalk Trail in the City of Danville, which is about 11.7 miles in length; and the Ringgold Depot Trail, which is about 5.5 miles in length. This priority route is an excellent alternative for U.S. Route 58, which is characterized by high volumes of general vehicular and truck traffic. The sections of roadways constituting this route are typified by rural roads with low traffic volumes and pleasant scenery in many areas, making them an ideal network on which to ride. The majority of this route is on paved roads, although a few segments in Patrick and Pittsylvania counties are on gravel roads. Please see Chapter 4 for additional information about the Beaches to Bluegrass Priority Route.
2. ***The U.S. Route 29 Priority Route:*** This route runs generally parallel to U.S. Route 29 from the City of Danville north to the Town of Hurt, near the Campbell County Line, extending for about 49 miles. Since U.S. Route 29 is characterized by relatively high vehicle and truck volumes and high posted speed limits, similar to U.S. Route 58, it was determined that this priority corridor would serve as a much safer alternative to U.S. Route 29 for bicyclists. This route consists entirely of a network of rural roads generally characterized by low traffic volumes and pleasant scenery. Most of the route consists of paved roads, although a few short segments of gravel roads are included. Please see Chapter 4 for additional information about the U.S. Route 29 Priority Route.
3. ***Western Franklin County Priority Zone:*** Unlike the previous two priority routes described above, the Western Franklin County Priority Zone is not typified by any one route. Rather, based on input received from Franklin County staff, a focus area on the western side of Franklin County consisting of approximately 249 square miles has been identified as the best section of the county to concentrate bicycling activities, based primarily on safety needs of bicyclists. All of the interconnected routes in this priority zone are on-road, and many roads are characterized by very low traffic volumes, some topographical relief, and outstanding scenery. One important aspect of this priority zone is that it serves as a segue between central Franklin County and the internationally-renowned Blue Ridge Parkway, situated on the western fringe of the county. Please see Chapter 4 for more information about the Western Franklin County Priority Zone.

The update process to the 2005 West Piedmont Regional Bicycle Plan began in March 2017. Among the first tasks staff embarked upon was reviewing 2015 Strava Heatmap data as a tool to determine the routes

in each locality within the region bicyclists were riding. Strava is an online application by which bicyclists can download an app which tracks where they ride, and then posts it online in a “Heatmap” format. Figure 1.1 illustrates a Strava Heatmap depicting bicycle ridership in the City of Martinsville. Though multiple color schematics are available through Strava, the figure shows a color ramp ranging from blue to red. There is no legend to display what different line colors and thickness represent, however, light blue lines show little ridership, thin red lines represent a more moderate amount of ridership, and thick red lines are indicative of the greatest amount of ridership. The thick red line extending from left to right across the top third of Figure 1.1 represents the Dick & Willie Passage Trail, where one would expect a significant amount of bicycle activity to take place.

Many bicyclists may not use Strava, but some certainly do, and this tool serves as a basis to gain insight about where those bicyclists who use it are riding. The fact that one route may depict greater ridership than another assumes certain attributes about that particular route which make it attractive to cyclists. Perhaps a popular route, as articulated by Strava Heatmaps, is characterized by relatively gentle terrain, low traffic volumes, pleasant scenery, and good connectivity to other routes or to a popular destination. Staff conducted these analyses by locality and compared recommended routes in the previous plan with routes in Strava Heatmaps which depicted high ridership, and a major conclusion drawn by staff from these analyses was that in many cases, recommended routes in the 2005 plan were consistent with high ridership levels as depicted by the Strava website. These Heatmaps were also utilized as a means to select additional routes for possible inclusion into the updated version of this bicycle plan. To learn more about Strava Heat Maps and other tools available through Strava Labs, please see <https://labs.strava.com/>.

Figure 1.1



2018 West Piedmont Regional Bicycle Plan

Following initial Strava analyses, WPPDC staff met with staff from localities to solicit input into this plan. These meetings began with the City of Danville and Pittsylvania County in April and concluded with Patrick County/Town of Stuart, Henry County/City of Martinsville, and Franklin County in May. WPPDC staff also contacted colleges and universities in the region to solicit input regarding their students' bicycling desires and habits.



Franklin County and Town of Boones Mill staff meet to formulate recommendations for the updated West Piedmont Regional Bicycle Plan at the Franklin County Government Center in May.

Following these steps, some of the proposed routes in the 2005 plan were reviewed and relegated to either the “challenging” category, as depicted in the map accompanying this document, or were deleted from the plan entirely. Other data referenced in the update to this plan included annual average daily traffic (AADT), which refers to traffic volume; percentage of truck traffic; percent grade; and speed limits. In many cases, new bicycle routes were proposed and included based on the Strava data as well as locality input, and beginning in June 2017, staff embarked on field visits to the localities to drive roads on which proposed routes were recommended. The intent of these field visits was to evaluate the suitability of each of the proposed routes by visually evaluating factors such as forward vehicular sight distance, roadway geometry, observed traffic levels and speed, topography, presence of shoulders, scenery, and other factors.

An integral part of the update to this plan has been the formation of the West Piedmont Regional Bicycle Plan Technical Committee. The purpose of this Committee was to guide the development of the plan.

2018 West Piedmont Regional Bicycle Plan

Members of the Technical Committee included local planners, law enforcement, park and recreation staff, the Mobility Manager of the Southern Area Agency on Aging, and the owner of a local bicycle shop, among others. Three meetings of the Technical Committee took place, with the first commencing on August 19, 2017, the second taking place on September 20, 2017, and the third being held on December 7, 2017.

A necessary ingredient to the update of this regional bicycle plan was public input, since members of the region's public will be the beneficiaries of it. Five public input meetings were held across the region during fall 2017. The first was held in the City of Danville on October 17, the second took place in Pittsylvania County on October 18, the third was held in Martinsville/Henry County on October 24, the fourth took place in Patrick County on November 1, and the fifth occurred in Franklin County/Town of Rocky Mount on November 2. Public participation at these meetings varied, but valuable input was nonetheless received.



Residents of Pittsylvania County meet to provide input into the bicycle plan update at the Pittsylvania County Administration building on October 18th.

In advance of these meetings, legal public notices were placed in each locality's major newspapers, including:

- The Martinsville Bulletin (representing the City of Martinsville and Henry County)
- The Danville Register & Bee (representing the City of Danville and Pittsylvania County)
- The Chatham Star Tribune (representing Pittsylvania County)
- The Enterprise (representing Patrick County)
- The Franklin News-Post (representing Franklin County and the Town of Rocky Mount)

In addition, public meeting notices were forwarded to each of the localities, who were asked to include them on their public websites. In addition to legal public notices about the regional input meetings, press releases were sent to the above-referenced newspapers, as well as to the Roanoke Times.

A flyer advertising the regional bicycle plan meetings was distributed to regional and local entities to post in public areas, which, it was believed, would promote awareness of the meetings to citizens who may have had an interest in providing input into the plan. The flyers were e-mailed to local libraries, YMCAs and United Way facilities in the region, and both the West Piedmont and Danville/Pittsylvania Health Districts.

To obtain a greater degree of input, WPPDC staff created a survey by which to solicit input into this updated plan. The survey was generated in two formats: as a paper document to be distributed at public input meetings and other venues across the region, and via a Survey Monkey link. The link was made available on press releases, on flyers sent to advertise the public input meetings, and on the West Piedmont Planning District Commission website, www.wppdc.org. The press release was also emailed to localities within the region with encouragement to post it on their websites. While the Survey Monkey link posed the same questions as the paper survey form, formatting was slightly different in some cases, as the digital format does not have the same content space restrictions as does a one-sided sheet of paper. For example, while the paper sheet provided check boxes for only the counties of residence of the survey taker and provided a generic space for he or she to fill in their town/village of residence, individual towns and villages in the region were displayed as choices in the digital survey. Information solicited through the surveys included:

- Locality of residence of the survey taker
- Bicycling skill level
- How often the survey taker rode a bicycle, and for what purposes they rode
- The length of time the survey taker would be willing to commute to various destinations if bicycle facilities were improved in their area
- Ranking of the importance of factors influencing when, where, and if a survey taker rode a bicycle
- The type of surface the survey taker preferred to ride on
- Factors, changes, or tools which would encourage the survey taker to ride more
- Where the survey taker would like to see new or improved bikeways
- Age of the survey taker
- The most important message the survey taker would like to send the study team

Chapter 4 and Appendix A provide more information regarding this survey, including feedback received results.

Other steps that were taken to develop this updated plan included conducting an analysis of civic uses including schools, colleges and universities, parks, schools, YMCAs, and libraries to determine how they related contextually to the proposed bicycle routes. WPPDC staff looked at these destinations as places which could be accessed utilizing the bicycle as a means of active transportation, thereby serving as an alternative to vehicular travel. Staff reviewed these destinations to determine whether they were on, or in close proximity to, recommended bicycle routes as put forth in the original plan, and then made determinations to extend recommended routes to these destinations if feasible. Staff later imported numerous points of interest into the plan based largely on *Virginia's West Piedmont Local Foods Guide*, which was recently completed and published by the WPPDC. The main goal of including these destinations – which include Bed & Breakfast/Lodging establishments, Bicycle Repair shops, Campgrounds, Farmers' Markets, Restaurants, Roadside Stands, and Winery/Brewery/Distilleries – was to help leverage tourism and economic development efforts in the region. For more information on the inclusion of tourism-oriented establishments included in this plan, please see Chapter 2, *Bicycling, Economic Development, and Public Health*.

Six goals were advanced in the original plan, and while those goals remain, there have been slight modifications to some of them, based on Technical Committee and staff input. Please see the updated list of goals below:

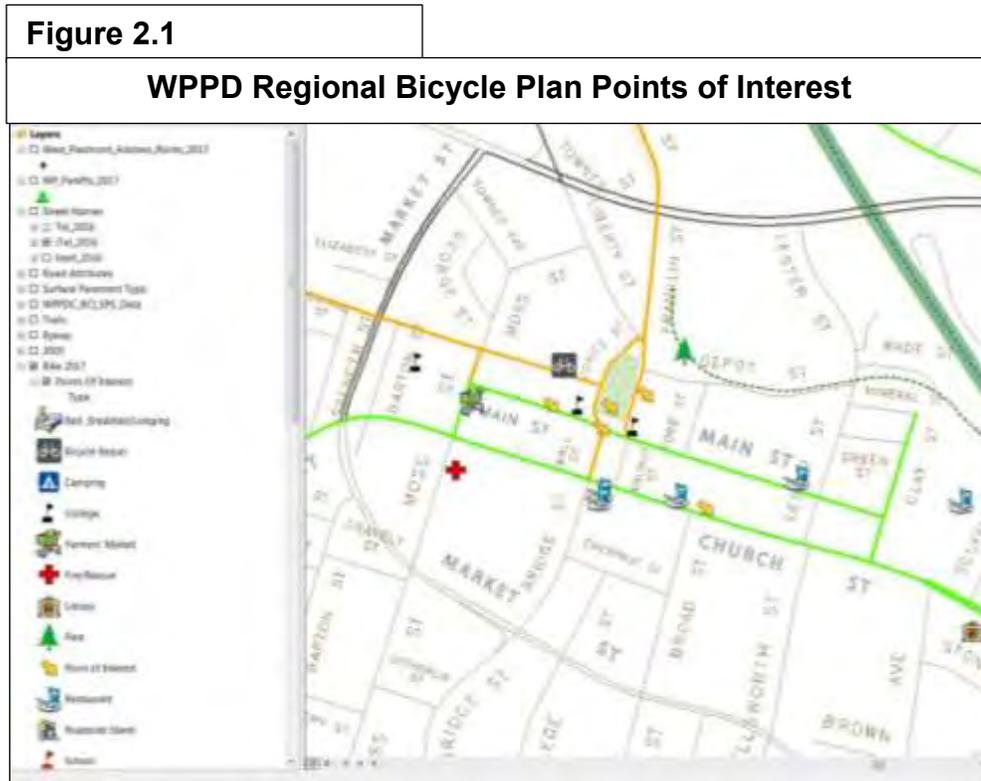
- 1) Promote bicycling in the community as an alternate mode of travel.
- 2) Develop a prioritized regional network of bicycle routes which provide connectivity between residential areas and activity centers such as business and commercial districts, historical and cultural destinations, and public facilities.
- 3) Increase public awareness of bicycling safety by providing additional education opportunities for cyclists, drivers, and property owners. Safe Routes to School Quickstart Mini Grants can be an effective means to promote bicycling education and safety.
- 4) Promote improved health and mental wellness among present and future generations of the region's citizens and enhance the quality of life by increasing the availability of recreational opportunities in the region.
- 5) Emphasize the development of bicycle infrastructure to leverage the economic development potential of the region's existing commercial and natural resources, and pursue opportunities to leverage tourism-based economic development vis-à-vis holding additional bicycling events throughout the region, through social media, and by promoting regional assets to bicyclists.
- 6) Provide guidance for the creation of bicycle-oriented policies, programs, and standards that will promote the development and maintenance of bicycle facilities.

Chapter 2 of this plan will touch upon the economic development impacts of bicycling, as analyzed in Virginia's Shenandoah Valley, as well as the health benefits of this activity. Chapter 3 will contain an inventory of existing bicycle infrastructure in the region, a brief region-wide bicycle crash analysis, and a compendium of current planning activities as they pertain to bicycling. Finally, Chapter 4 will focus on recommendations to advance bicycling in the region. This chapter will discuss sources of information utilized in formulating recommendations, will summarize the results of the survey distributed as part of this plan's development process, will elaborate on the two priority routes and the priority zone as described herein, will provide infrastructure options and associated cost estimates to promote bicycling in the region, and will outline specific priority and vision recommendations to advance bicycling in the region and its localities. Finally, this chapter will provide regional and local policy recommendations, will highlight steps by which this plan can be implemented, and will list funding sources by which recommendations in this plan can be brought to fruition.

Chapter 2 - Bicycling, Economic Development, and Public Health

Bicycling and Economic Development

In addition to being a fun (and healthful) activity, bicycling is a great way to promote economic development via tourism in our region. This update to the West Piedmont Regional Bicycle Plan incorporates some of the elements of *Virginia’s West Piedmont Local Foods Guide*, a document recently completed by the WPPDC, which directs local consumers and visitors to farms and other establishments that produce foods and artisan goods locally. Prominent destinations included in this guide which bicyclists may find appealing to visit while riding comprise wineries, breweries, and distilleries; restaurants that incorporate locally-produced goods into their menus or that make items from scratch; farmers’ markets; and bed & breakfasts. Other destinations including museums, libraries, parks, campgrounds, bike shops, YMCAs, etc., have been incorporated into the map element of this plan to provide bicyclists with a variety of interesting places to stop which are located along or nearby their cycling routes. In addition to showcasing many interesting destinations to bicyclists and rendering their rides more fulfilling, this strategy will promote economic development in our region by increasing tourism, thereby encouraging additional foot (or wheel) traffic to our region’s establishments and venues. When a bicyclist exploring our region opens the digital map of the recommended bicycle routes, they will see icons representing these destinations incorporated therein. When they click on a destination icon, a brief box will pop up which will provide the viewer some basic information about the establishment. Figure 2.1 illustrates an overview of the map and some of the displayed destinations, as depicted for the City of Martinsville. To view *Virginia’s West Piedmont Local Foods Guide* in its entirety, please see <http://www.wppdc.org/documents-publications/environment-natural-resources>.



Tourism serves as a significant source of economic activity for the West Piedmont Planning District. According to the Quarterly Census of Employment and Wages, a product of the Virginia Employment

Commission, the average number of jobs in the West Piedmont Planning District for the 1st Quarter of 2017 was 83,121. Of those, employment in the Leisure and Hospitality sector accounted for approximately 6,831 jobs, or about 8.2 percent of the region’s workforce. Table 2.1 summarizes the economic impact of tourism on the West Piedmont Planning District, as it provides information regarding tourism-related expenditures, payroll as a result of tourism, employment in the tourism sector, as well as state and local tax revenues generated by tourism in 2016. The table shows that travel expenditures in the region totaled more than \$363 million in 2016 and employed 3,884, indicating the importance of this industry to the region.

Table 2.1

2016 Travel Impacts, West Piedmont Planning District					
	Total Travel Expenditures	Travel Generated Payroll	Travel Generated Employment	State Tax Receipts	Local Tax Receipts
Franklin County	\$107,835,130	\$24,405,845	1,305	\$4,331,323	\$3,226,540
Henry County	\$48,040,362	\$10,470,906	543	\$2,080,264	\$964,935
Patrick County	\$27,694,278	\$6,198,940	284	\$1,550,925	\$821,883
Pittsylvania County	\$73,270,449	\$14,039,133	657	\$3,983,900	\$2,138,623
Danville City	\$85,939,635	\$17,162,805	875	\$3,720,658	\$2,092,329
Martinsville City	\$20,743,925	\$4,294,871	220	\$975,809	\$541,549
West Piedmont Planning District	\$363,523,779	\$76,572,500	3,884	\$16,642,879	\$9,785,859
Virginia	\$23,699,809,658	\$5,624,410,444	229,259	\$1,014,406,138	\$663,385,817

Source: Virginia Tourism Corporation

The information presented above paints a broad picture of tourism-related economic development in the West Piedmont Planning District, however, let’s get a bit more specific about the impact bicycle-related tourism may have on the region. In August 2016, the Central Shenandoah Planning District Commission (CSPDC), in concert with the Roanoke Valley-Alleghany Regional Commission (RVARC), produced a report entitled *The Economic Impact of Bicycling in the Shenandoah Valley*. Much of the information obtained for this report was acquired through surveys. These surveys, conducted in April through November of 2015, revealed that just over 55 percent of bicyclists who took the surveys were residents of the Central Shenandoah Planning District, while nearly 45 percent resided elsewhere in Virginia or in other states. The study points out that about 62 percent of the nearly 45 percent of bicyclists living outside the Central Shenandoah region were from other areas of Virginia.¹ This suggests that intrastate bicycle tourism had a greater impact on the Central Shenandoah region than did this segment of tourism from other states.

¹ Central Shenandoah Planning District Commission, et al. *The Economic Impact of Bicycling in the Central Shenandoah Valley*. 2016. Pages 8, 11. Retrieved November 18, 2017. https://www.adventurecycling.org/default/assets/File/USBRS/Research/Shenandoah%20Valley_Bike%20Tourism%20Econ%20Benefits%20Study.pdf.

Surveys used to develop the above-referenced study also revealed that people who engaged in bicycling as a recreational activity generally had higher education and income levels than the population in general. With regard to bicyclists who were residents of the region, 80 percent reported holding either a bachelor's or higher degree and 52 percent reported household incomes over \$100,000. Visiting bicyclists reported similar socio-economic attributes, with the same percentage as resident bicyclists holding either a bachelor's or higher degree, and 55 percent of households earning over \$100,000 per year.² The household income figures reported by the majority of the surveys are substantially higher than the median household income for the Central Shenandoah Planning District derived by calculations involving U.S. Census Bureau 2011 – 2015 American Community Survey (ACS) data for the combined communities of that region, which was \$48,116. Based on this ACS data, the share of the population of the Central Shenandoah Planning District which held a bachelor's degree or higher was 25.3 percent, which was significantly lower than the share of either residents of that region - or visitors to that region - who held similar educational degrees and who completed the surveys.

The Economic Impact of Bicycling in the Shenandoah Valley also sheds light on the estimated direct impact of bicycle tourism on the economy of the Central Shenandoah Valley. Through the use of an IMPLAN economic development model employed for this analysis, it was determined that visitors to the region for the purpose of bicycling directly contributed to the sustenance of 144 jobs. The most significant employment sectors which bicycle tourism was assumed to impact, according to this study, were full-service restaurants; lodging establishments, such as hotels and motels; sporting goods-related retail establishments; and various other industries pertaining to amusement or recreation. It must also be noted that the combination of direct, indirect, and induced employment by bicycle-related visitors resulted in a total of 184 jobs for the region. The direct economic impact on the region by visiting bicyclists was found to be nearly \$8.6 million, with the indirect and induced impacts added to that totaling nearly \$13.6 million.³

Two other important details put forth in this study which are of value to the update of this regional bicycle plan include the types of venues visiting bicyclists chose as overnight accommodations, and how they learned about bicycling opportunities in the Central Shenandoah Valley. Of those visitors who stayed overnight in the region, 32.5 percent chose to stay at campgrounds, 33.4 percent stayed at motels or hotels, and 2.1 percent stayed at Bed and Breakfasts. The remainder stayed with friends or relatives (14.5 percent), at resorts (2.7 percent), at condominiums or time-shares (4.8 percent), or at rental homes (9.9 percent).⁴ In the West Piedmont Planning District, then, it is likely that the lodging preferences of bicycle tourists would be similar. The study also revealed how bicyclists visiting the region learned about the cycling opportunities. The majority, 42.3 percent of visitors, learned about bicycling opportunities through family and friends; 33.0 percent indicated that prior visits acquainted them with cycling opportunities; and 28.8 percent indicated that they became aware of cycling opportunities through events. The other sources of knowledge included websites or blogs (15.9 percent), social media (15.7 percent), other (14.2 percent), and magazines (5.2 percent).⁵ Based on this data, it is recommended that localities and economic development organizations throughout the West Piedmont Planning District consider organizing additional bicycle-related events to attract additional bicycle tourism to our region. In addition, social media – relatively low-cost outreach medium - should be utilized to advertise bicycling opportunities throughout the region.

² Central Shenandoah Planning District Commission, et al. *The Economic Impact of Bicycling in the Central Shenandoah Valley*. 2016. Pages 3 – 4.

³ Central Shenandoah Planning District Commission, et al. *The Economic Impact of Bicycling in the Central Shenandoah Valley*. 2016. Page 31.

⁴ Central Shenandoah Planning District Commission, et al. *The Economic Impact of Bicycling in the Central Shenandoah Valley*. 2016. Page 17.

⁵ . Central Shenandoah Planning District Commission, et al. *The Economic Impact of Bicycling in the Central Shenandoah Valley* 2016. Page 15.

According to this study, the top five places outside of the Central Shenandoah Valley from which bicycle tourists traveled were, in order, Virginia, Maryland, Pennsylvania, North Carolina, and Washington, D.C.⁶ What this indicates is that bicycle tourists to that region traveled from either the same state (Virginia) or from contiguous states. It can be assumed, then, that visitors to the West Piedmont Planning District will travel from within Virginia or perhaps from no more than 3 – 5 hours away.

While the West Piedmont Planning District and the Central Shenandoah Planning District are two distinct regions of the state, they do have some similarities. Both regions are characterized by rural landscapes interspersed with population centers, both tend to have agriculture tied closely into their cultures and economies, and each offers outstanding scenic capital. Education and income are two areas, however, where the two regions differ. As noted above, the median household income for the Central Shenandoah Planning District, based on the 2011 – 2015 ACS data was \$48,116 and the share of the population holding a bachelor's degree or higher was 25.3 percent. The median household for the West Piedmont Planning District for the same period was \$38,717, while only 15.7 percent of the population held a bachelor's degree or higher.

Based on what we now know about the socio-economic makeup of bicyclists and their travel preferences, as advanced in *The Economic Impact of Bicycling in the Shenandoah Valley*, several conclusions and assumptions can be drawn. First, bicyclists tend to have attained relatively high educational credentials and are characterized by relatively high household incomes. Second, the majority of bicyclists tend to patronize campgrounds and motels/hotels when they stay overnight. Third, events and social media outlets may be important means of attracting bicycle tourism to our region, but word of mouth from family and friends may also be important, so positive cycling experiences will likely result in greater “free advertisement” for the region. Finally, the study suggests that bicyclists are willing to travel at least several hours to engage in cycling activities. Therefore, efforts to market bicycling events as well as the region's assets would best be directed at areas characterized as possessing populations that are well-educated and earn relatively high incomes. Such target areas would include Greensboro, Winston-Salem, Raleigh/Durham/Chapel Hill, Charlotte, Lynchburg, Richmond, and Charlottesville. While urban regions such as the Washington, D.C. Metropolitan Area and Hampton Roads may hold some promise for targeted tourism efforts, they are likely on the fringe of the distance many bicycle tourists would travel. Table 2.2 provides a variety of socio-economic data about numerous metropolitan areas within relatively close proximity (several hours' drive) of the West Piedmont Planning District, as well as the West Piedmont Planning District, the Commonwealth of Virginia, and the United States for the sake of comparison. Information expressed in this table includes population, median household income, the share of the population over age 25 holding a bachelor's degree or higher, and the share of households earning at least \$100,000 annually.

⁶ Central Shenandoah Planning District Commission, et al. *The Economic Impact of Bicycling in the Central Shenandoah Valley*. 2016. Pages 11 - 12.

Table 2.2

Socio-Economic Characteristics of Metro Areas Within Relative Proximity of the West Piedmont Planning District (WPPD), the WPPD, Virginia, and the United States				
Metro Area	Population	Median Household Income	Individuals Age 25 and Over Holding Bachelor's Degree or Higher	Share of Households Earning \$100,000 and Over
Charlotte-Gastonia-Concord, NC-SC	2,381,152	\$55,191	32.9%	24.0%
Charlottesville, VA	226,817	\$61,664	41.7%	27.5%
Durham-Chapel Hill, NC	542,399	\$54,842	45.9%	25.5%
Greensboro-High Point, NC	746,301	\$45,107	28.0%	16.7%
Lynchburg, VA	258,062	\$48,269	25.8%	17.6%
Raleigh, NC	1,243,720	\$65,834	44.3%	30.6%
Richmond, VA	1,258,158	\$61,124	34.3%	27.3%
Winston-Salem, NC	654,589	\$45,296	26.3%	16.5%
WPPD	244,922	\$39,997	16.1%	11.6%
Commonwealth of Virginia	8,310,301	\$66,149	36.9%	31.8%
United States	318,558,162	\$55,322	30.3%	24.6%

Source: 2012 - 2016 American Community Survey (ACS), U.S. Census Bureau

Bicycling, Millennials, and Boomers

Another facet of economic development as it relates to bicycling is the attraction of the millennial generation – those generally born between the early 1980s and early 2000s – to this mode of transportation. Compared to previous generations, millennials are tied to a lesser extent to the automobile for travel, and many tend to prefer to reside in communities having multimodal transportation systems which include good transit, walkability, and bicycle accommodations. Therefore, it is imperative that communities embrace multimodalism – including bicycling – as part of their transportation systems to attract this generation which is becoming a larger share of the workforce. In generations past, a large employer would select a town or city in which to establish its operations, and the employees would follow. The major departure from that paradigm in contemporary America is that millennials have a tendency to choose a place to live because of its assets – a multimodal transportation system, authenticity which may include features such as unique and original architecture, good public spaces, eclectic restaurants, etc. Next, because of the assets the community offers, people move to that community, and finally, the employers follow. It is up to communities, therefore, to furnish these assets and experiences to attract new residents.⁷

While there may be a belief among many that millennials only want to live in large urban centers, this is proving to be a fallacy. Younger Americans are choosing to live in suburban areas characterized by small-town centers with the caveat that these places offer amenities of the larger cities, albeit on a smaller scale. In addition to eateries with unique cuisines, a variety of drinking venues, and quality shopping establishments, these communities should offer good bicycling infrastructure such as bike trails and lanes, as well as a good network of sidewalks to maximize walkability. Good bikeability and walkability of small communities on the outskirts of urban areas are very desirable amenities for potential residents, and homes in the vicinity of trails often benefit from higher resale values. An example of this within an urban context is

⁷ Martin, John. “The Future of Transportation and Economic Development: Millennials, Mobility, and Mojo.” Southeastern Institute of Research, Governor’s Transportation Conference, November 14, 2014, The Hotel Roanoke and Conference Center, Roanoke, VA. Presentation.

the Indianapolis Cultural Trail, in which homes located within one block of this amenity experienced an increase in value of 148 percent in only a six-year time frame.⁸

But suburbs are not alone in attracting millennials. Small cities have been attracting this generation in recent years due to their affordability in comparison to large metro areas, a strong sense of community, and other factors. Some cities attracting educated youth include Morgantown, WV; Sioux Falls, SD; Columbus, IN; and Blacksburg, VA. Columbus, a small city in Indiana of more than 45,000 residents, has attracted the young and educated because of its beautiful architecture, relatively low cost of living, and professional career opportunities offered by Cummins (Diesel) Inc.⁹ The City of Danville can be compared to Columbus in many ways. In addition to the population size similarities of both cities, Danville has been attracting millennials in large part because of the revitalized River District, which offers living and working spaces in an authentic setting within former tobacco and textile warehouses, at a lower cost of living than larger cities. The Danville Metropolitan Planning Organization (MPO), via EPR planning consultants, recently completed a bicycle and pedestrian study in Danville's River District which recommends improvements to enhance walkability and bikeability in this thriving area of the city.



A bike share station that was recently installed at Crossing at the Dan, in Danville's River District.

Communities that are bicycle-oriented can also be a major draw for older Americans and retirees. It is well known that the West Piedmont Planning District is aging. In fact, from the 2010 Census to the 2012 – 2016 American Community Survey, the region's median age has increased from 44.2 to 45.3 years. This is likely due to simple aging of the region, as younger people move away and the population ages in place, but it is also a result of the region's assets which make it an attractive area for retiring baby boomers. The West Piedmont Planning District's low cost of living; relatively mild climate; natural features such as the Blue Ridge Mountains and Smith Mountain, Leesville, and Philpott lakes; and charming towns and cities, draw

⁸ Trapasso, Clare. "Bike Lanes Are Bringing More Millennials to the Suburbs." Realtor.com. July 20, 2016.

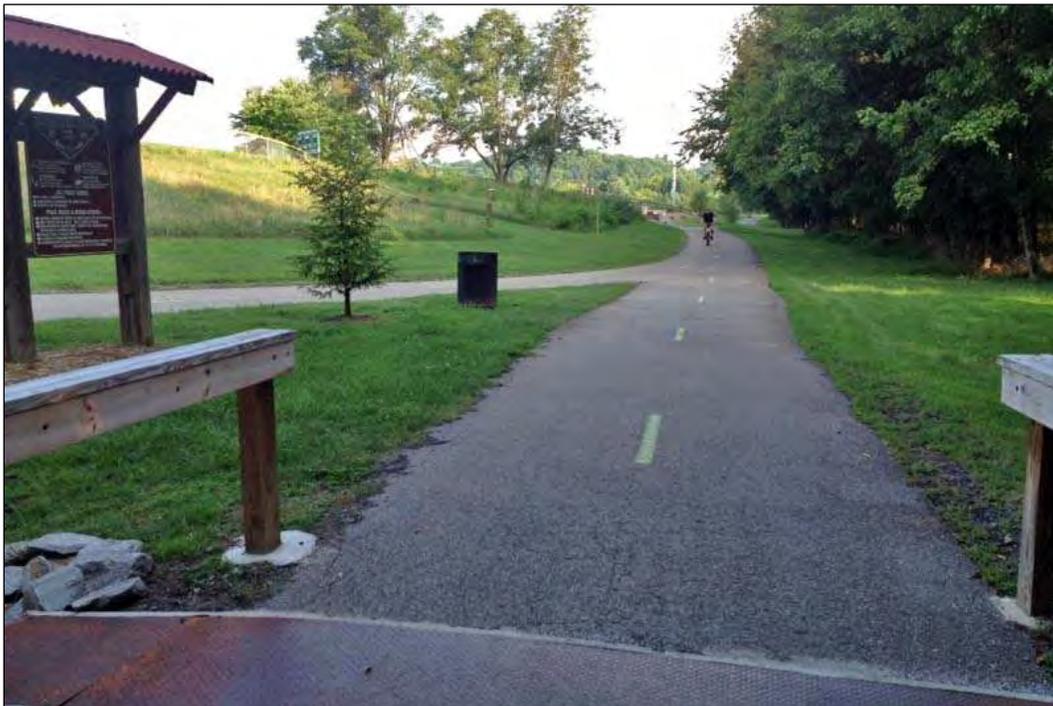
Retrieved November 29, 2017. <https://www.realtor.com/news/trends/bike-lanes-bring-millennials-to-suburbs/>.

⁹ Henderson, Tim. "Millennials to Small Cities: Ready or Not, Here We Come." Stateline, the Pew Charitable Trusts.

November 3, 2017. Retrieved November 30, 2017. <http://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2017/11/03/millennials-to-cities-ready-or-not-here-we-come>.

retirees to our region. Localities in the region should plan accordingly for the provision of services to these older Americans. A major need of retirees is recreational opportunities, and while much of this need can be satisfied by the provision of active- and passive-recreational parks, the implementation of recommendations contained in this bicycle plan would be a great way to supplement current recreational planning efforts for this growing demographic group. Bicycling among the age group of 60 – 79 increased significantly between the years 1995 and 2009, exhibiting a growth rate of more than 320 percent, while the rate of bicycling among those ages 40 – 59 increased by about 160 percent during the same time period.¹⁰ Some of the reasons older Americans bicycle are multi-faceted and include performing errands and improving their health, as well as staying young. To add to this last point, a British study revealed that individuals ages 55 – 79 who bicycled for recreational purposes had many of the physiological qualities of people much younger.¹¹

Bicycling and Public Health



Chronic diseases and conditions such as diabetes, hypertension, and obesity have been more prevalent in the West Piedmont Planning District than in the Commonwealth of Virginia. According to the Virginia Department of Health, the West Piedmont Health District, comprising Franklin, Henry, and Patrick counties, the City of Martinsville, and the Town of Rocky Mount, exhibited a weighted diabetes prevalence of 16.2 percent in 2015. For the same year, the Pittsylvania/Danville Health District, comprising the City of Danville and Pittsylvania County, exhibited a weighted diabetes prevalence of 11.4 percent. That same year, the weighted prevalence of hypertension in the West Piedmont Health District was nearly 50 (49.7) percent, while it was 37.5 percent for the Pittsylvania/Danville Health District. In 2015, the weighted prevalence of the population of the West Piedmont Health District which was overweight or obese was 68.4 percent, while it was 75.2 percent for the Pittsylvania/Danville Health District. In 2015 in Virginia by contrast, the

¹⁰ Andersen, Michael. "Bike Use is Rising Among the Young, But it is Skyrocketing Among the Old." People for Bikes. June 19, 2014. Retrieved November 30, 2017. <http://peopleforbikes.org/blog/bike-use-is-rising-among-the-young-but-it-is-skyrocketing-among-the-old/>.

¹¹ Walljasper, Jay. "Bicycles Aren't Just for Kids." AARP. June 2015. Retrieved November 30, 2017. <https://www.aarp.org/livable-communities/getting-around/info-2015/bicycles-bike-riding-older-adults.html>.

prevalence of diabetes was estimated at 10.3 percent, hypertension was estimated at 33.2 percent, and the percentage of those overweight or obese was 64.1 percent. The figures described in this paragraph are those of adults at least 18 years of age.¹²

The 2017 County Health Rankings & Roadmaps, an annual publication of the Robert Wood Johnson Foundation, ranks, as two of its health measures, the percentage of the population of each state and county which is not physically active, and that which lacks access to exercise opportunities. Based on this data, 21 percent of adults in Virginia at least 20 years of age reported not engaging in exercise activities. The percentage of this health measure is higher in each locality comprising the West Piedmont Planning District compared to the state. The percentage of Virginians having access to exercise opportunities is 81 percent. This measure is lower (in some cases, significantly) for each locality comprising the West Piedmont Planning District, with the exception of the City of Martinsville, which showed that 98 percent of its population had access to exercise opportunities.¹³ The Virginia Department of Health reports that in 2015, the share of the populations of the West Piedmont Health District and the Danville/Pittsylvania Health District that had not engaged in physical activity in the previous month was 43.1 percent and 28.9 percent, respectively; the figure for Virginia for that year was 25.1 percent. The good news is that, for the Danville/Pittsylvania Health District, the gap with the state appeared to be narrowing in recent years.¹⁴ Provided with this data, one may question whether the share of adults not engaging in exercise activities may be due to the lack of access to exercise opportunities in some localities. One goal of this bicycle plan, as it pertains to public health, is to encourage localities to establish bicycle routes throughout their jurisdictions, while generating awareness among the local citizenry that bicycling is, in fact, a viable recreational activity in every locality in the region.

While the link between bicycling and health has been established, recent research confirms this. According to the University of Texas MD Anderson Cancer Center, bicycling yields multiple health benefits. Among these, and of paramount importance to our region, is that bicycling (and other cardio exercises) results in weight loss. Many are aware that being overweight or obese can lead to chronic health conditions such as diabetes and heart disease, but this article points out that several cancers can also result from being overweight. Another benefit of bicycling is stress relief due to the release of endorphins by the body during physical activity, which improves the way one feels. Coupled with the release of endorphins is the release of serotonin when one is engaging in physical activities outdoors. Serotonin assists with controlling stress hormones, and this may reduce one's cancer risk. Another benefit of bicycling is that it is a low-impact form of exercise, meaning that it puts little stress on the joints, which is important for individuals suffering from back pain, arthritis, and other conditions which may be adversely impacted by higher-impact forms of active recreation such as running.¹⁵

A recent article in *Bicycling* magazine, entitled *8 Ways Cycling Will Make You Healthier*, complements the benefits of bicycling articulated directly above. This article references a study in which a determination was made that individuals who were active each day were more than 30 percent less prone to developing high blood pressure than their less active counterparts. Like the reference in the above article, this one touches on the relationship between being active and losing weight by, in this case, noting that while the emphasis on weight loss appears to be dieting, a study divulged that older women with diabetes along with younger women, were unable to lose weight via diet alone, but were able to do so once exercise was incorporated as part of a comprehensive weight-loss plan. Also like the above article, this one ties bicycling to a reduced risk of cancer. Specifically, it references a Journal of the American Medical Association study, which found

¹² *Data Portal*. Virginia Department of Health. Retrieved November 27, 2017. <http://www.vdh.virginia.gov/data/>.

¹³ Robert Wood Johnson Foundation. *County Health Rankings & Roadmaps*. Retrieved November 27, 2017. <http://www.countyhealthrankings.org/>.

¹⁴ Virginia Department of Health. *Data Portal*. Retrieved November 28, 2017. <http://www.vdh.virginia.gov/data/>.

¹⁵ Underferth, Danielle. "5 health benefits of cycling." The University of Texas MD Anderson Cancer Center. May 2016. Retrieved November 27, 2017. <https://www.mdanderson.org/publications/focused-on-health/May2016/health-benefits-cycling.html>.

that men who were drawing closer to middle age were less prone to colorectal and lung cancer if they engaged in a greater degree of fitness. Probably the most convincing benefit of bicycling this article advances is that cycling contributes to a longer life. It notes that one study found that former Tour de France cyclists lived 17 percent longer than the general public, while another study found that 14 months could be added to one's life if one commuted by bicycle rather than by driving.¹⁶ Evidence also suggests that a moderate amount of exercise can reduce the occurrence of certain conditions by as much as 40 percent, including Alzheimer's disease, colon cancer, high blood pressure, and cardiovascular disease.¹⁷

Mental health has increasingly become a concern throughout the United States, particularly pertaining to the mental disorders of anxiety and depression; this often-overlooked component of health is no exception in the West Piedmont Planning District. The Virginia Department of Health reports that in 2015, 36.4 percent of residents of the West Piedmont Health District (again, representing the counties of Franklin, Henry, and Patrick, the City of Martinsville, and the Town of Rocky Mount) suffered from poor mental health, and 29.2 percent of the residents of the Danville/Pittsylvania Health District (representing the City of Danville and Pittsylvania County) did so. This contrasts with 29.4 percent of Virginians as a whole who suffered from poor mental health.¹⁸

Bicycling has been demonstrated to be an excellent natural remedy for mental disorders, putting individuals who engage in this activity into a healthier state of mind. Bicycling releases dopamine and serotonin, chemicals which make people feel good. In fact, a Duke University study revealed that for depression, exercise was as effective as anti-depressant medications and psychotherapy. Furthermore, the release of endorphins and cannabinoids – other feel good chemicals - takes place after a duration of more than 20 or 30 minutes of cycling. Bicycling also helps to control stress and enables people to more quickly recover from anxiety-producing events because this activity helps to keep hormones in balance.¹⁹

In addition to its mental health benefits, bicycling can make you more of a brain – literally. Bicycling activates mental activity at the cellular level, which results in the creation of additional brain cells, and promotes greater neurotransmission which enables the brain to function more efficiently. A Journal of Clinical and Diagnostic Research study found that individuals who pedaled on a stationary bicycle for 30 minutes exhibited improved memory and other mental abilities than they had prior to this activity.²⁰

Complete Streets Initiatives in the Region

Complete streets are streets that are built for all users including drivers, pedestrians, bicyclists, and transit users (where applicable). In addition to traditional vehicular travel lanes, these streets often include bike lanes or other bicycle accommodations, sidewalks, as well as elements to accommodate transit (where applicable). The concept of Complete Streets is intended to create a transportation system facilitating travel by multiple modes so as to enable people to get around in a variety of ways, and when implemented comprehensively, can be advantageous to disadvantaged communities. In addition, Complete Streets can be an excellent tool to promote public health through active transportation. Please see additional information about complete streets from the National Complete Streets Coalition, a component of Smart Growth America, at <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>.

¹⁶ Hurford, Molly. "8 Ways Cycling Will Make You Healthier." Bicycling. May 25, 2016. Retrieved November 28, 2017. <https://www.bicycling.com/training/motivation/8-ways-cycling-will-make-you-healthier>.

¹⁷ Walljasper, Jay. "Bicycles Aren't Just for Kids." AARP. June 2015. Retrieved November 30, 2017. <https://www.aarp.org/livable-communities/getting-around/info-2015/bicycles-bike-riding-older-adults.html>.

¹⁸ Virginia Department of Health. *Data Portal*. Retrieved November 28, 2017. <http://www.vdh.virginia.gov/data/>.

¹⁹ Yeager, Selene. "How Cycling Makes You Smarter and Happier." Bicycling. March 31, 2014. Retrieved November 28, 2017. <https://www.bicycling.com/training/fitness/your-brain-bicycling>.

²⁰ Yeager, Selene. "How Cycling Makes You Smarter and Happier." Bicycling. March 31, 2014.



A bike lane on West Main Street in Danville.

In fall 2015, the West Piedmont Complete Streets Coalition was formed, the goal of which is to encourage the adoption of complete streets policies throughout the West Piedmont Health District. The activities of the Coalition are funded by a 1422 Grant awarded to the West Piedmont Health District by the U.S. Centers for Disease Control and Prevention with the goal of reducing obesity and chronic disease in the Health District. The Coalition is comprised of local planners and other local staff, representatives of the West Piedmont Health District, the West Piedmont Planning District Commission, community organizations, and the proprietor of a local bike shop. This bicycle plan will undoubtedly serve as an excellent resource to promote bicycling as part of this complete streets initiative.

Beginning in 2016, a Complete Streets initiative kicked off in the City of Danville, which was undertaken by the Active Living component of The Health Collaborative, a multi-faceted effort to improve health in Danville, Pittsylvania County, and Caswell County, NC, which the Danville Regional Foundation (DRF) launched in 2014. Since that time, the City of Danville has adopted a Complete Streets policy to be used internally by city staff to evaluate each transportation improvement project to determine the feasibility of implementing provisions enabling all forms of transportation mobility to be integrated into the project. The City went a step further, and worked with DRF to incorporate an intern into the City's planning department to promote the Complete Streets concept.

Chapter 3 - Existing Asset Inventory and Current Initiatives

As noted in the introduction to Chapter 1, the West Piedmont Planning District consists of the counties of Franklin, Henry, Patrick, and Pittsylvania, the cities of Danville and Martinsville, and the Town of Rocky Mount. As of the 2012 – 2016 American Community Survey, a product of the U.S. Census Bureau, the region's population was 244,922. The land area occupied by the Planning District is 2,587 square miles which, when factoring in the most current population estimate, yields an average population density of approximately 95 persons per square mile.

The West Piedmont Planning District is an ideal location in which to bicycle because of its many beautiful natural features and landscapes coupled with idyllic country roads which are characterized by low traffic volumes in many places. The eastern part of the region, dominated by Pittsylvania County and the City of Danville, is generally typified by gentle topography consisting of rolling hills, while the far western extent, situated along the fringes of Franklin and Patrick counties and the internationally-renowned Blue Ridge Parkway, consists of the steep and mountainous topography of the Blue Ridge Mountains. The lands between these areas – including the central and eastern portions of Patrick and Franklin counties, as well as Henry County and the City of Martinsville – are generally characterized by rural countryside forming a tapestry of agricultural and wooded landscapes interspersed with population centers.



Roadway Functional Classification

While a number of trails exist or are proposed throughout the region to accommodate bicyclists, the majority of recommended bicycle facilities in the West Piedmont Planning District are proposed on existing roads. In fact, a total of approximately 1,723 miles of recommended on-road bikeways exist vis-à-vis the 2005 West Piedmont Regional Bicycle Plan which have been retained in this iteration of the plan, or have been added in this iteration of the plan. Of this, approximately 1,671 miles consists of paved roadway, and gravel roads comprise about 52 miles. The majority of this road mileage comprises local roads, while some consists of collector or arterial roadway. A summary of each roadway functional classification, comprising **Local** through **Other Principal Arterial**, follows. Other Freeways and Expressways and Interstates are excluded, as bicycling is not permitted on these roadway classifications. Additionally, no Interstates currently exist in the West Piedmont Planning District.

Local Roads The main purpose of Local Roads is to enable vehicular traffic to directly access lands that are adjoining them. These roads are intended for short-distance travel and serve transitional roles between various land uses (residences, farms, small businesses, etc.) and roadways of higher functional classifications such as collectors and arterials, which are intended for longer-distance travel.²¹



An example of a local road in a rural context.

- **Minor Collectors** In rural areas, a function of Minor Collectors is to distribute traffic to smaller communities and to serve as avenues of travel between traffic-generating activity centers and outlying areas. For example, these roads may serve as conduits between schools and small town and village centers and the low-density residential areas in the countryside. In the urban context, Minor Collectors are typically characterized by relatively low speeds and few traffic signals, and they serve relatively low density areas comprising mostly commercial and residential as well as industrial functions.²²
- **Major Collectors** Distinguishing factors which differentiate Major Collectors from Minor Collectors include the function they perform. In contrast to the latter, Major Collectors accommodate higher traffic volumes, tend to carry traffic longer distances at higher speed limits, and provide less direct access to individual land uses. In the absence of arterial or routes of higher classification in the rural context, major collectors serve larger towns and county seats, connect these with towns and cities, as well as with the larger arterial routes serving as major transportation routes within localities. In the urban context, major collectors serve commercial, industrial, and residential areas with the dual purposes of access and traffic movement. Major collectors function as segues between these land uses and arterials, as well as between arterials and local streets.²³

²¹ Virginia Department of Transportation. *Functional Classification Comprehensive Guide*. Page. 9. June 6, 2014. Retrieved February 12, 2018. http://www.virginiadot.org/Functional_Classification_Comprehensive_Guide.pdf.

²² Virginia Department of Transportation. *Functional Classification Comprehensive Guide*. Page. 8. June 6, 2014.

²³ Virginia Department of Transportation. *Functional Classification Comprehensive Guide*. Page. 8. June 6, 2014.



Old Liberty Road in Henry County is a Major Collector, providing roadway connectivity between Spruce Street/Irisburg Road and U.S. Route 58 east of Martinsville.

- **Minor Arterials** Minor Arterials are suited to medium-length trips, and often serve as connections to roadways of higher classifications such as Major Arterials, Other Freeways and Expressways, and Interstates. In the rural context, these roadways function as higher-speed networks promoting greater through-movements than roads of lower classifications to link states and counties, and to connect sizable towns and cities and significant destinations together. In urban areas, Minor Arterials constitute arterials of lesser classification than Principal Arterials, but form networks with them and complement them, and provide greater access to land than do they.²⁴



Route 40, a minor arterial, serves an inter-county travel function between Franklin and Pittsylvania counties.

²⁴ Virginia Department of Transportation. *Functional Classification Comprehensive Guide*. Pages 7 - 8. June 6, 2014.

- **Other Principal Arterials** In the rural context, Other Principal Arterials facilitate significant interstate or intrastate travel, forming a comprehensive network without “dead ends.” In urban areas, Other Principal Arterials serve as the main conduits for a significant amount of vehicular travel in the major metropolitan centers, and serve to transition traffic from rural areas into urban areas. They also accommodate travel between suburban areas and urban centers, as well as linking virtually all urbanized areas and urban clusters.²⁵

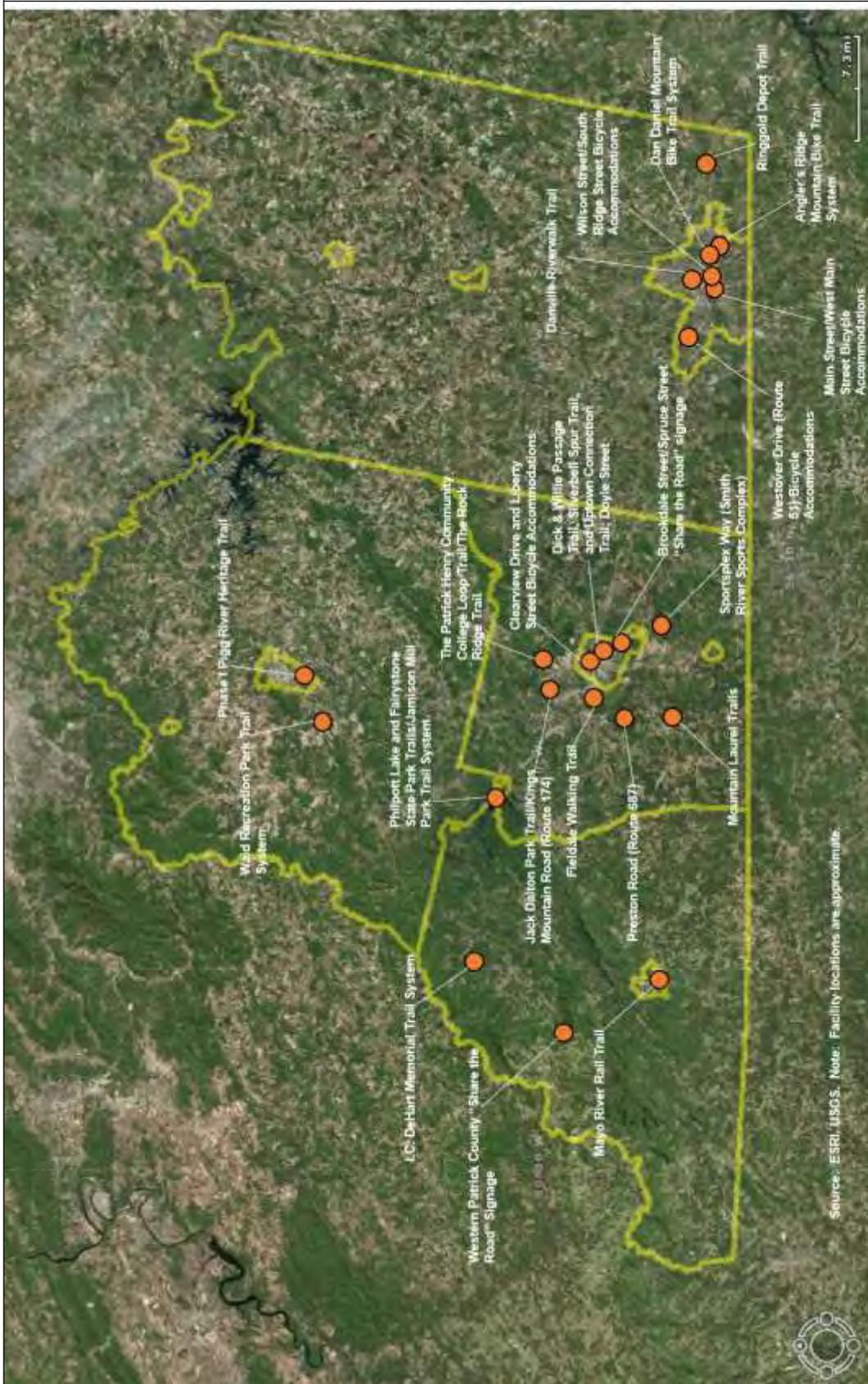
Asset Inventory

Each locality is characterized by its unique assets, whether they may be picturesque countryside, cultural attractions, educational resources, or recreational destinations. This section provides an inventory of existing facilities to accommodate bicyclists, as well as popular destinations cyclists may be inclined to visit. Figure 3.1 provides an overview of where these facilities are located throughout the region.

²⁵ Virginia Department of Transportation. *Functional Classification Comprehensive Guide*. Page 7. June 6, 2014.

Figure 3.1

Overview of Bicycle Facilities in the West Piedmont Planning District



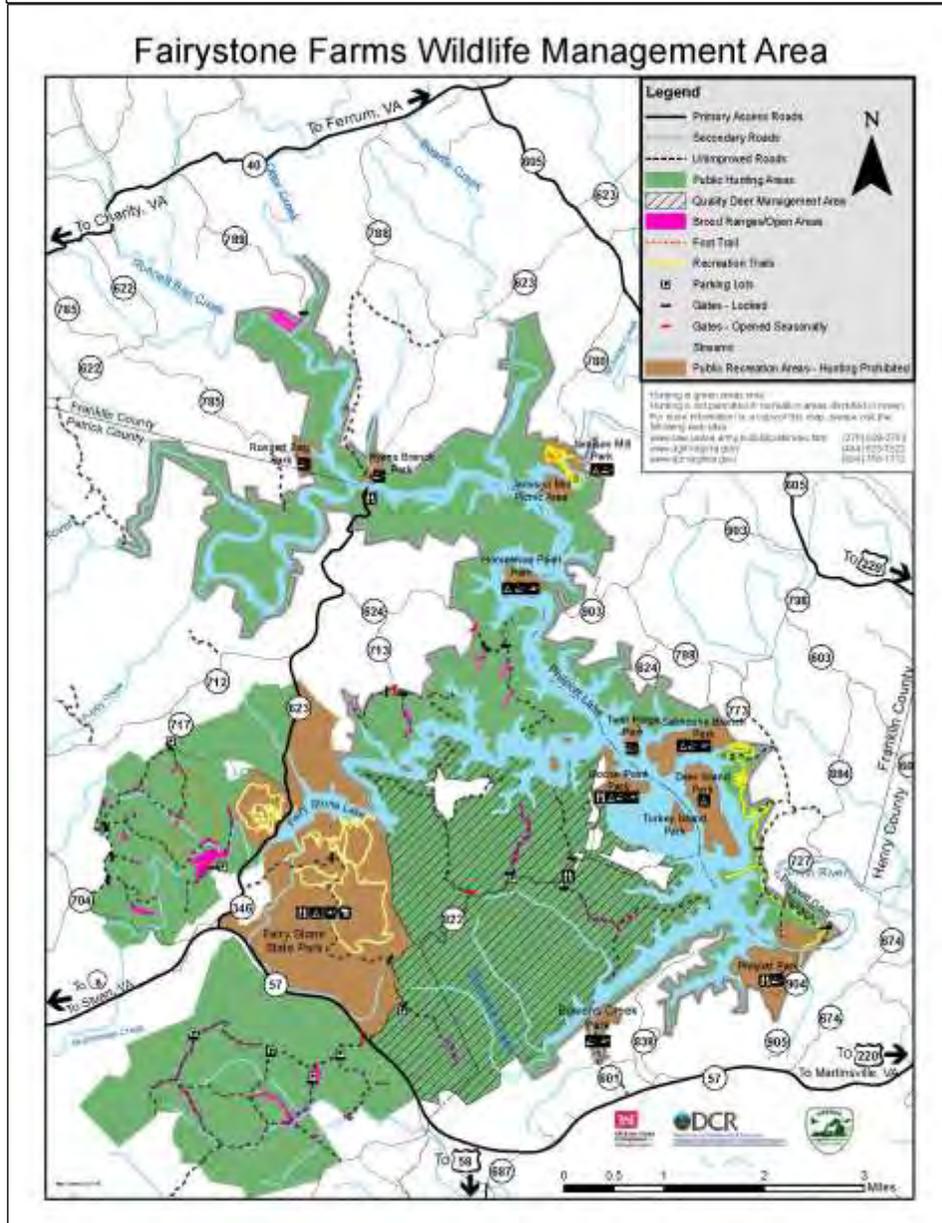
Regional Facilities

Philpott Lake/Fairystone State Park Trails

Figure 3.2 consists of a map showing the recreation areas surrounding Philpott Lake, most of which are managed by the U.S. Army Corps. of Engineers, as well as Fairy Stone State Park. The figure illustrates that numerous trails are located within this area, particularly in Jamison Mill Park (discussed later under Franklin County), between Salthouse Branch Park and Philpott Park, and throughout Fairy Stone State Park. The figure also depicts a variety of unimproved roads throughout the area which could be utilized for bicycling.

Figure 3.2

Philpott Lake and Fairy Stone State Park Trails



Franklin County

Franklin County is comprised of a variety of land cover, consisting of agricultural use, wooded area, and population centers scattered throughout the county. The northeastern section of the county, surrounding Smith Mountain Lake, is characterized by relatively rapid growth, particularly in the Westlake Corner area. The Town of Rocky Mount, situated in the center of the county and having a population of 4,782 as of the U.S. Census Bureau's 2012 – 2016 American Community Survey (ACS), serves as the county seat and is the largest population center in the county. Smaller population centers include the Village of Ferrum, located in the county's southwestern section; and the Town of Boones Mill, situated in the northwestern section of the county. The southeastern portion of Franklin County is somewhat mountainous, as is the extreme western portion where it meets the Blue Ridge Mountains. Much of the remainder of the county consists of rolling, hilly topography with beautiful scenery. Existing opportunities for bicycling in Franklin County currently consist mostly of on-road facilities.

Currently, on-road mileage, which includes those proposed routes advanced in the original plan in addition to new routes recommended in this plan, totals approximately 424 miles. Most of the road mileage is represented by paved roads, although some gravel roads are also present.

Based on input from Franklin County staff, the decision was made to create a Western Franklin County Priority Zone in which to encourage bicycling. In contrast to the eastern section of the county, particularly in the vicinity of Smith Mountain Lake where higher traffic volumes are often the norm, the Western Franklin County Priority Zone is characterized, in general, by low-traffic rural roads offering outstanding scenery, and a variety of road surfaces including paved and gravel to satisfy the tastes of a broad range of bicyclists. This Priority Zone will be described in further detail in Chapter 4.

In addition to on-road recommended bicycle routes, Franklin County is home to a number of parks which provide a multitude of mountain biking trails. The inventory of these, and all of the facilities in the county which can be utilized by bicyclists, is as follows:

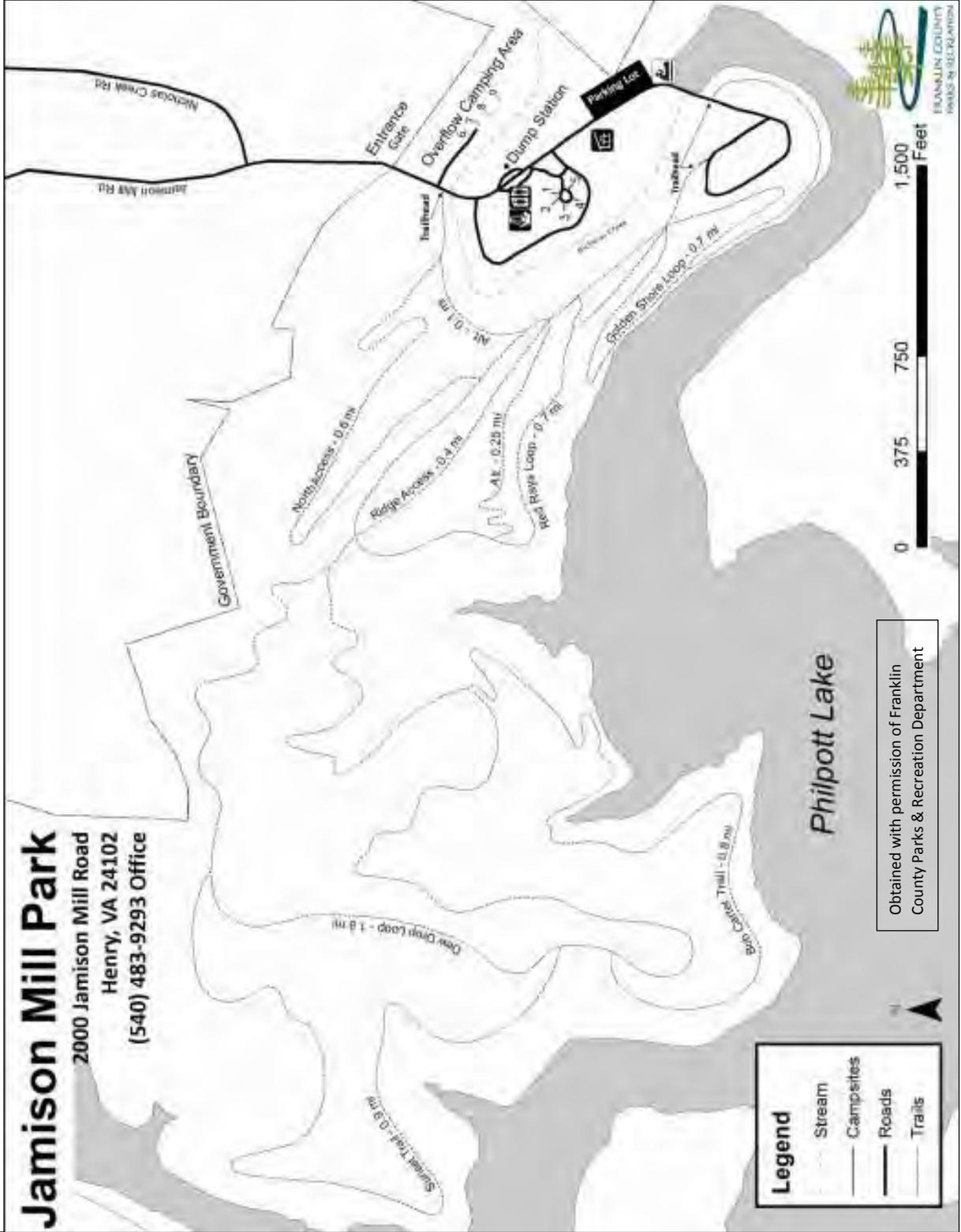
Jamison Mill Park

Jamison Mill Park, located along the north shore of Philpott Lake off of Jamison Mill Road, is served by 6.25 miles of mountain biking trails. These interconnected trails provide the mountain bicyclist mountain-top views as well as views of the shoreline of Philpott Lake. The trail widths are variable, comprising single-track trails as well as those that are similar to fire roads. While some steeper segments of trail exist throughout the park, many follow contour lines.²⁶ Figure 3.3 illustrates the layout of Jamison Mill Park, including its trail system.

²⁶ Dan River Basin Association. *Philpott Lake Strategic Planning Guide*. Pg. 5. Retrieved December 12, 2017. http://www.danriver.org/content/danriver/uploads/PDF/our_watershed/philpott_plan_revised_july_9.pdf.

Figure 3.3

Jamison Mill Park Trail System



Phase I Pigg River Heritage Trail

Phase I of the Pigg River Heritage Trail, located in the Town of Rocky Mount, is a multi-use trail linking Veterans' Memorial Park, which is situated at the intersection of South Main Street (U.S. Route 220 Business) and Scuffling Hill Road, and Lynch Park, located along Old Fort Road. The trail is about 850 feet in length, but serves as the first phase of the larger Pigg River Heritage Trail, which, at completion will be over 3 miles in length.²⁷ Figure 3.4 provides an overview of this trail. Please see Current Planning Activities within this chapter for a broader discussion of the Pigg River Heritage Trail.

Figure 3.4

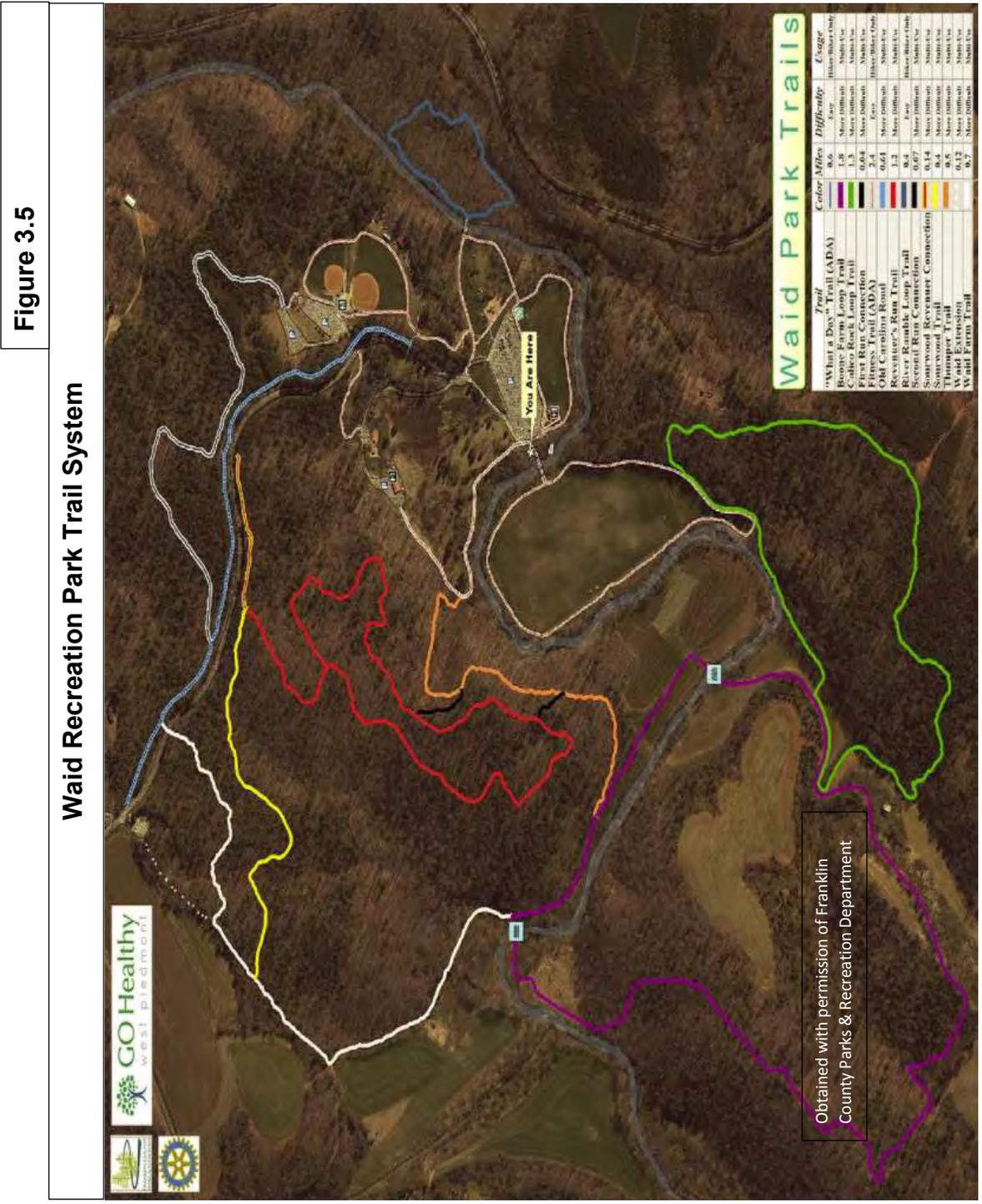
Phase I Pigg River Heritage Trail



²⁷ Town of Rocky Mount. *Pigg River Heritage Trail Master Plan*. December 10, 2007. Retrieved February 12, 2018. http://www.rockymountva.org/content/uploads/File/pigg_river_heritage_area/adopted_12-10-2007_pigg_river_trail_master_plan_11x17.pdf.

Waid Recreation Park

Waid Recreation Park, located generally in central Franklin County southwest of the Town of Rocky Mount, off of Six Mile Post Road, provides more than 10 miles of multi-use, hiking, and biking trails. The park also includes athletic fields, picnic shelters, access to the beginning of the Pigg River Blueway, and other amenities. Figure 3.5 provides an overview of the trail system at Waid Recreation Park.



YMCA Community Fitness Trail

The Franklin County YMCA, located at Technology Drive in Rocky Mount, offers a paved community fitness trail, which is 2/3-mile in length.²⁸

Henry County/City of Martinsville

Henry County, situated along the North Carolina border in Southside Virginia, consists of 393 square miles. The City of Martinsville, a separate political entity from Henry County, is situated within the geographic center of the county, serving as the major medical, shopping, and cultural destination for the city-county area. Henry County's topography ranges from flat to lightly rolling within its eastern and western sections; its southern, central, and northern portions are characterized by more hilly and moderately sloping landscapes.

The City of Martinsville is the second most populous city in the West Piedmont Planning District, following Danville. The city's land area consists of about 11 square miles, and the landscape is generally characterized by gentle topographical relief in most areas, with uptown Martinsville being relatively flat and occupying what could almost be described as a plateau. Uptown Martinsville serves as the city's business district, which is home to a variety of restaurants and other eateries, a farmers' market, historical sites such as the Historic Henry County Courthouse, and cultural attractions such as the Virginia Museum of Natural History, as well as a variety of performance venues.

Most of Henry County's major population centers are located north and west of Martinsville and include the communities of Collinsville, Fieldale, and Bassett. The Town of Ridgeway is situated south of Martinsville, close to the North Carolina border. Other smaller population centers are scattered in various places around the county.

Currently, on-road mileage within this iteration of the plan, which includes many of those proposed routes advanced in the original plan in addition to new routes proposed in this plan, totals approximately 269 miles. Most of the road mileage consists of paved roads, although some gravel roads are included.

The Beaches to Bluegrass Trail, which is a planned multi-use trailway spanning southern Virginia from the Cumberland Gap in Tennessee east to Virginia Beach, traverses Martinsville and Henry County, and will serve as the basis for the Beaches to Bluegrass Priority Corridor, noted in detail in Chapter 4.

Apart from on-road recommended bicycle routes, Henry County and the City of Martinsville are served by the Dick & Willie Passage Trail and the associated Silverbell Spur Trail and Uptown Connection Trail; the Fieldale Walking Trail, part of the Smith River Trail System; Mountain Laurel Trails; the Patrick Henry Community College Loop Trail; and the Rock Ridge Trail. The Dick & Willie Passage Trail will serve as part of the Beaches to Bluegrass Priority Corridor in the city and county. The inventory of these, and other facilities, follows:

Brookdale Street/Spruce Street "Share the Road" Signage

The road network comprising Brookdale Street and Spruce Street, categorized as Minor Arterials on the Functional Classification system, alerts drivers to the possible presence of bicycles vis-à-vis "Share the Road" signage. This roadway network extends approximately 3.85 miles from East Church Street to the U.S. Route 58 Bypass, although it meanders along both sides of the City of Martinsville and Henry County border between its termini, as defined here. The roadway pair is comprised of four lanes, and is characterized by low to moderate traffic volumes, although near the Henry County Line, it reverts to two lanes. The posted speed limit on Brookdale Street is 35 MPH, and it transitions from 35 to 45 MPH on Spruce Street, and then back to 35 MPH in Henry County south of the Martinsville City Line.

²⁸ Franklin County YMCA. YMCA Rocky Mount. Retrieved December 29, 2017. http://www.franklincountyyymca.org/index.php?option=com_content&view=article&id=27&Itemid=182.



Looking north along Brookdale Street. Here, a “Share the Road” sign alerts drivers to the potential presence of bicyclists.

Clearview Drive/Liberty Street

Clearview Drive, categorized as a Major Collector on the Functional Classification system between Barrows Mill Road and Royal Drive/Progress Drive, includes bike lanes in both directions for a distance of approximately 0.46-mile. Liberty Street, located just to the west of Clearview Drive, and categorized as a Minor Arterial on the Functional Classification system, was recently reconstructed and now includes sharrow arrows as well as “Share the Road” signage. This segment of roadway is about 0.7-mile in length and is included in this plan as a bicycle route recommendation; Clearview Drive is also included in this plan as a recommended bicycle route. The portion of Clearview Drive described herein is posted as a 30 MPH speed limit, and Liberty Street is posted at 35 MPH. Figure 3.6 illustrates the location of Liberty Street and Clearview Drive, as well as the bicycle accommodations provided on each.

Figure 3.6

Clearview Drive and Liberty Street Bicycle Accommodations



Dick & Willie Passage Trail, Silverbell Spur Trail, and Uptown Connection Trail

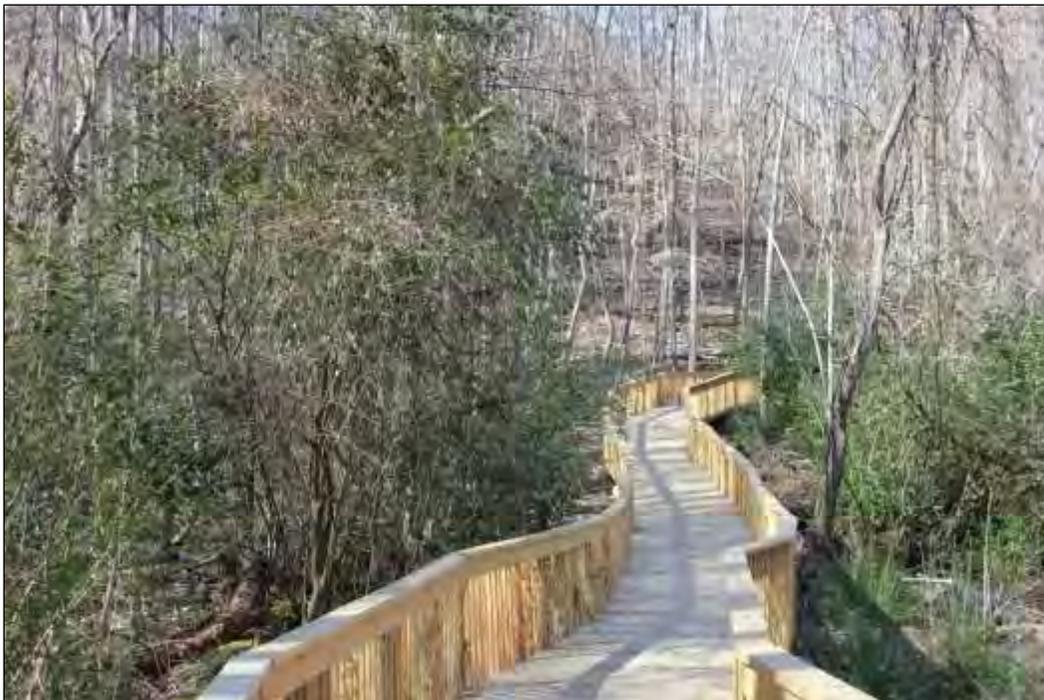
Occupying the right-of-way of what was once the Danville and Western Railroad, the Dick & Willie Passage Trail is a paved multi-use trail that extends for 4.5 miles between Mulberry Creek at its eastern terminus and Virginia Avenue (U.S. Route 220 Business) near Wal-Mart at its western terminus.²⁹ The western portion of the trail is characterized by a gradual uphill grade as one proceeds east, while the eastern section of the trail is generally level. The process to extend this trail from its eastern terminus to the Smith River Sports Complex in Henry County is underway, and this process is discussed in greater detail within the Current Planning Activities section of this chapter. There are also plans to extend the Dick & Willie Passage Trail from its western terminus past Wal-Mart to Fieldale. Neither right-of-way nor funding are currently available for this extension, so this proposal may be realized over a longer-term period. The Dick & Willie Passage Trail is a component of the proposed Beaches to Bluegrass Trail, described above.

²⁹ Martinsville/Henry County Department of Tourism. *Dick & Willie Passage Rail Trail*. Retrieved December 12, 2017. <http://www.visitmartinsville.com/>.



The Dick & Willie Passage Trail in Martinsville

The Silverbell Spur Trail, part of the Dick & Willie Passage Trail, was recently constructed to provide a means for users of the Dick & Willie to more easily access nearby destinations along East Church Street and Starling Avenue such as the YMCA and the Virginia Museum of Natural History.



Part of the Silverbell Spur Trail consists of an elevated boardwalk

Another extension of the Dick & Willie Passage Trail is the Uptown Connection Trail. This spur trail, extending from the Dick & Willie Passage from the vicinity of Pine Street to uptown Martinsville, is approximately 0.6-mile in length. The function of this spur is to channel trail users from the Dick & Willie Passage Trail to uptown Martinsville.



A section of the Uptown Connection Trail near uptown Martinsville

Doyle Street

Doyle Street, located off of Hooker Street in the City of Martinsville, is marked with “Share the Road” signage, as a trailhead exists along this road.

The Fieldale Walking Trail

The Fieldale Walking Trail, a component of the Smith River Trail System, begins near Fieldale Park in Fieldale and extends 2.4 miles south, along the west bank of the Smith River. This trail, dubbed a walking trail, actually serves as a multi-use trail; its surface is gravel. The trail is a great way for those who walk for exercise, joggers, and bicyclists to get a brief workout, and it provides visibility of and access to the Smith River as well as to an abundance of wildlife. The topography of the trail is generally level.³⁰

Jack Dalton Park Trail

Jack Dalton Park, located behind the Henry County Administration Building along Kings Mountain Road, provides a 0.6-mile paved multi-use loop trail.

Kings Mountain Road (Route 174)

Kings Mountain Road, categorized as a Minor Arterial on the Functional Classification system and located in Henry County between the northwestern border of the City of Martinsville and Virginia Avenue (U.S. Route 220 Business) in Collinsville, provides “Share the Road” signage as well as shoulders in both directions from the Martinsville Corporate Limit to about Colonial Drive - a distance of approximately 3.3 miles. Kings Mountain Road, having a posted speed limit of 45 MPH, is included as a recommended bicycle

³⁰ Martinsville/Henry County Department of Tourism. *Fieldale Walking Trail*. Retrieved December 12, 2017. <http://www.visitmartinsville.com/>.

route in this plan, so the provision of shoulders and signage on this road improves safety for bicyclists and indicates to drivers the possible presence of bicyclists. Figure 3.7 illustrates the extent to which bicycle accommodations are provided on Kings Mountain Road.

Figure 3.7

Kings Mountain Road Bicycle Accommodations



Mountain Laurel Trails

Mountain Laurel Trails is a single track mountain bike trail system located on 150 acres of private land in southwest Henry County off of Horsepasture Price Road just south of U.S. Route 58. Though situated on private land, the 11 miles of trails are open to the public at no cost. These mountain biking trails have been designed with cyclists of all skill levels in mind. Once complete, the trail system, which began development in 2013, will consist of about 15 miles of trails.³¹ Figure 3.8 illustrates a map of the Mountain Laurel Trail system. This trail network earned accolades from Singletracks, which named it the #1 mountain bike trail system in Virginia.³² More information on these trails may be found at www.mountainlaureltrails.com.

³¹ Mountain Laurel Trails Mountain Biking. Retrieved December 12, 2017. www.mountainlaureltrails.com.

³² Singletracks. *The BEST Mountain Bike Trails in Virginia*. Retrieved December 12, 2017. https://www.singletracks.com/mountain-bike/best-trails.php?new_state_id=427.

Figure 3.8

Mountain Laurel Trail system



The Patrick Henry Community College Loop Trail

This combination mountain biking and hiking trail begins near the Frith Building on the campus of Patrick Henry Community College, and extends for about 0.75 miles, offering views of the Martinsville Reservoir. The trail passes through a wooded area and is characterized by a combination of crushed rock and earthen surface.³³

The Rock Ridge Trail

A counterpart to the Patrick Henry Community College Loop Trail, the 1.2-mile Rock Ridge Trail is a multi-use trail for use by mountain bikers, joggers, and those looking to view nature, and it is characterized by its rock outcroppings and hardwood forest features. The trail forms a loop, bringing the trail user back to the starting point on the west side of Martinsville Reservoir off of Redskin Drive, while passing near reservoir's shore.

³³ Martinsville/Henry County Department of Tourism. *Patrick Henry Community College (PHCC) Loop Trail*. Retrieved December 12, 2017. <http://www.visitmartinsville.com/>.

Figure 3.9 illustrates a map of the existing Patrick Henry Community College Loop Trail and the Rock Ridge Trail. The yellow line surrounding the perimeter of the Martinsville Reservoir represents trails that are proposed around the reservoir.



Preston Road (Route 687)

Preston Road from its intersection with U.S. Route 58 north to about 0.22-mile bicyclists south of its intersection with Station Drive/Dick and Willie Avenue in Henry County – a distance of about 2.4 miles – was reconstructed to include shoulders on both sides of the road comprising several feet of width each. The improvements to this road, which is categorized as a Major Collector on the Functional Classification system, are important because it is included as a recommended bicycle route in this plan, and the new shoulders provide an added sense of comfort and safety for bicyclists.



New shoulders on Preston Road add a greater level of comfort and safety for bicyclists.

Sportsplex Way (Smith River Sports Complex)

Sportsplex Way serves as the access road to the Smith River Sports Complex in Henry County. This road, 0.3-mile in length from Irisburg Road to the gate of the Sports Complex, is served by bi-directional bike lanes.



Sportsplex Way, serving as the access road to the Smith River Sports Complex from Irisburg Road, is served by bike lanes in both directions.

Patrick County

Patrick County is the southwestern-most county of the West Piedmont Planning District and, like Henry County, it is situated along the North Carolina border. Patrick County consists of approximately 483 square miles, and forest and agricultural land comprise a majority of the county's landscape. The county's topography ranges from rolling hills to mountainous geography, with the most rugged areas found in the west and northwest sections of the county. A great deal of topographical relief exists between the lower elevations of the county, such as the land occupying the Town of Stuart and the Ararat community, and the Blue Ridge Parkway. Bicyclists riding between these lower-elevation communities and the Blue Ridge Parkway will encounter outstanding natural beauty, such as along Squirrel Spur Road.

The planned Beaches to Bluegrass Trail, noted above, will traverse Patrick County, and most of the mileage will be on-road, with the exception of the Mayo River Rail Trail in the Town of Stuart. As is the case in Henry County and the City of Martinsville, the Beaches to Bluegrass Priority Corridor is based on the alignment of the Beaches to Bluegrass Trail, but does not necessarily share every segment. The Beaches to Bluegrass Priority Corridor will be discussed in greater detail in Chapter 4.

2018 West Piedmont Regional Bicycle Plan

Currently, on-road mileage within this iteration of the plan, which includes those proposed routes advanced in the original plan in addition to new routes recommended in this plan, totals approximately 345 miles. Most of the road mileage consists of paved roads, although some roads are gravel surfaced. Many of the roads in Patrick County, particularly those outside of the population centers of Stuart and Patrick Springs, are characterized by low traffic volumes and outstanding natural and agricultural scenery. As noted earlier in this paragraph, a few segments of road in the county consist of gravel. While gravel roads may not be ideal for all bicyclists, particularly those who ride road bikes, they are typified by very low traffic volumes and slow travel speeds relative to paved roads; these factors add a safety dynamic to a cycling trip.



Squirrel Spur Road, a Major Collector on the Functional Classification system, is part of the proposed Beaches to Bluegrass Trail (and Beaches to Bluegrass Priority Corridor) extending from the Cumberland Gap in Tennessee to Virginia Beach. This road, characterized by low traffic volumes and outstanding scenery, serves as a key conduit between the lowlands of Patrick County and the Blue Ridge Parkway, complete with a rest area and picnic tables featuring a breathtaking view of the landscape.



Archie's Creek Road, located off of Claudville Highway (Route 103) is a recommended bicycle route added during this iteration of the plan. Archie's Creek Road is a paved road classified as Local on the Functional Classification system.



Brushy Mountain Road is a gravel road in southern Patrick County. Gravel roads such as this provide bicyclists a diversity of riding experiences, as well as generally low-speed and very low traffic volumes resulting in increased safety, not to mention beautiful pastoral scenery. Brushy Mountain Road is another example of a Local road on the Functional Classification system, and it was added to the plan during this update.

In addition to the on-road proposed routes, the following two facilities in Patrick County serve bicyclists:

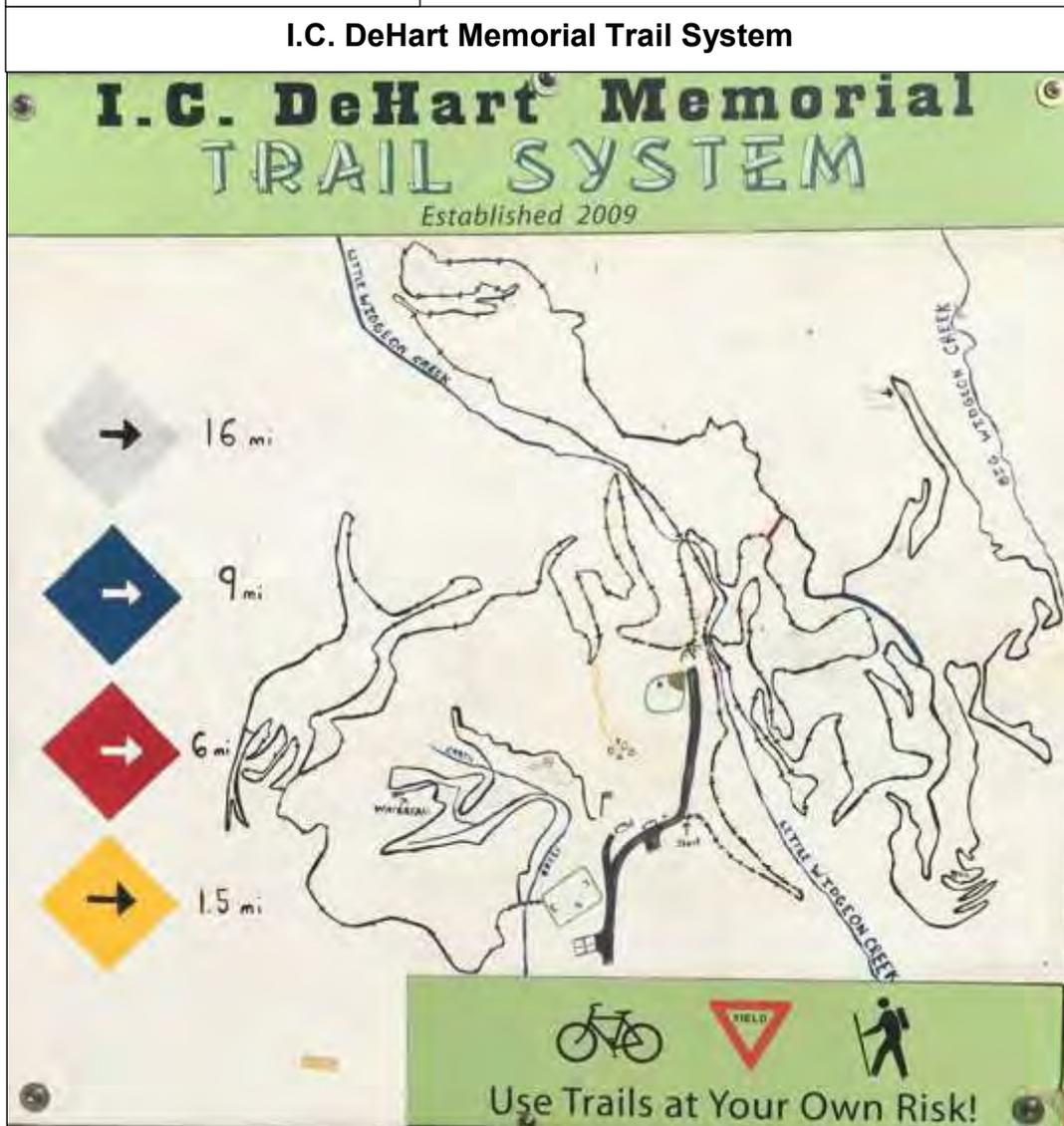
I.C. DeHart Memorial Trail System

I.C. DeHart Park, which is separate from DeHart Park in the Town of Stuart, is situated along Route 40 (Charity Highway) in Woolwine. The park offers about 15 miles of mainly single track trail that can be used for mountain biking or hiking. The trails are described as rocky descending sections along with stimulating climbs.³⁴ Singletracks ranked this mountain bike trail system the 6th best in Virginia.³⁵ Figure 3.10 features a map of the I.C. DeHart Memorial Trail System.

³⁴ Dan River Basin Association. *Trails – Virginia*. Retrieved December 14, 2017. <http://danriver.hdwebstudio.com/our-watershed/trails-and-river-info/trails-virginia>.

³⁵ Singletracks. *The Best Mountain Bike Trails in Virginia*. Retrieved December 15, 2017. https://www.singletracks.com/mountain-bike/best_trails.php?new_state_id=427.

Figure 3.10



Mayo River Rail Trail

The Mayo River Rail Trail is a paved multi-use trail that occupies part of the right-of-way of the former Danville & Western Railway, more commonly known as the Dick & Willie.³⁶ The trail has undergone two phases of development in recent years which have resulted in the approximate 4,200-foot trail serving the residents of Stuart and Patrick County today. The trail begins along Commerce Street in the Town of Stuart and follows the Mayo River for about 0.75 mile. A spur of the trail crosses Commerce Street for approximately an additional 2,000 feet, where it ends at the Landmark Center, an assisted living facility. This rail trail will serve as part of the proposed Beaches to Bluegrass Trail (and Beaches to Bluegrass Priority Corridor), noted earlier in this chapter. Future phases of the trail are planned, which are discussed at greater length within the Current Planning Activities section of this chapter.

³⁶ Patrick County Chamber of Commerce. *Mayo River Trail*. Retrieved December 14, 2017. <http://www.patrickchamber.com/profile.cfm?ID=933>.



The Mayo River Rail Trail, pictured here, winds along the Mayo River for about 0.75-mile in the Town of Stuart.

Western Patrick County

A network of roads in western Patrick County, just east of Meadows of Dan, are marked with “Share the Road” signage to alert drivers that bicyclists share the roads with vehicles. These roads include the following:

- Busted Rock Road
- Cherry Creek Road
- Cloudbreak Road
- Dan River Road
- Willis Road
- U.S. Route 58



U.S. Route 58 (straight) and Cloudbreak Road (right), near Meadows of Dan in Patrick County, are marked with “Share the Road” signage.

City of Danville and Pittsylvania County

The City of Danville occupies about 43 square miles and is situated within south-central Pittsylvania County along the North Carolina border. The city is characterized by relatively level or gently rolling topography. Danville’s traditional downtown, centered along Main Street south of the Dan River and the adjoining historic Tobacco Warehouse District located principally along Craghead Street, form the River District, a focus of redevelopment which includes new apartments and lofts, restaurants, retail establishments, and attractions such as the Danville Science Center and Danville Community Market.

Currently, on-road mileage within this iteration of the plan for the City of Danville - including those proposed routes advanced in the original plan as well as new routes proposed in this plan - totals approximately 109 miles. On-road bicycling is ideal in the River District, as speed limits are low and future on-road cycling infrastructure such as bike lanes, sharrow arrows and, potentially road diets, may become part of the street network in this area of the city, as these improvements were recommended in the Danville MPO River District Bicycle and Pedestrian Study, adopted May 2017. Currently in the River District, sharrow arrows are present on South Ridge Street between Main Street and Wilson Street. Additionally, a bike lane currently exists on Wilson Street between Craghead Street and South Ridge Street. Main Street and Westover Drive in the city also provide bicycle accommodations in the form of bike lanes and sharrow arrows (see the inventory section below).

The Danville Riverwalk Trail is a major component of bicycle infrastructure in Danville, connecting the River District with other areas of the city including the popular Dan Daniel Memorial Park and Anglers Park. Along with redevelopment of Danville’s River District in recent years has been commensurate development of this trail. Much of the trail is situated along the north shore of the Dan River, while the River District is mainly located along the river’s south bank. However, two connections currently link the River District to the Danville Riverwalk Trail, one of which is located on a former railroad bridge and dubbed Crossing at the Dan, and the other which is situated on a new separated bike/pedestrian right-of-way occupying a former travel lane on the Dr. Martin Luther King Memorial Bridge. A third crossing, consisting of a separated bike/pedestrian lane, was incorporated as a component of the new Robertson Bridge when it was reconstructed in 2012, though this crossing is situated further west of the River District. The development of the River District along with the Danville Riverwalk Trail has allowed the city to evolve into a very bike-

friendly destination. Furthermore, there are plans to develop a new riverfront park on a former industrial property, which would include a large lawn area, a sprayground, a kayak/canoe launching area, a riverwalk promenade, and other amenities.³⁷ Please see more detailed information about the Danville Riverwalk Trail below.

The Danville Riverwalk Trail will serve as a segment of the planned Beaches to Bluegrass Trail, noted earlier in this chapter. Westover Drive (Route 51), traversing the western side of Danville, serves as an on-road portion of the trail; part of Westover Drive is served by on-road bike lanes and the remainder is printed with sharrow arrows. In the eastern section of the city, Airport Drive, and Halifax Road serve as an on-road network of the proposed Beaches to Bluegrass Trail, east to the Pittsylvania County border. The Beaches to Bluegrass Priority Route generally follows the proposed alignment of the Beaches to Bluegrass Trail.

In 2017, the City of Danville partnered with Zagster, a firm engaged in bike-share programs throughout the United States, to launch a bike share program. The program currently consists of five bike-share stations located throughout the River District. These locations include Dan Daniel Memorial Park, the Danville Amtrak station, the Crossing at the Dan, Main Street Plaza near the Dr. Martin Luther King Memorial Bridge, and along Riverside Drive on the north bank of the Dan River near Biscuitville. One would participate in the bike share by downloading an app to a smartphone or by utilizing the text message function of a non-smartphone device. The first hour of riding is free, and the charge for every subsequent hour is \$3, with a maximum of \$24 in a 24-hour period.³⁸ As of early August 2017 – about three weeks into the operation of the bike share program in the city – almost 800 rides had taken place by more than 400 people who signed up for the service.³⁹ Currently, there are no other bike share programs in the region, but that is likely to change, especially as bike sharing increases in popularity. And with a popular and growing bike share program in nearby Roanoke, the possibility exists for that program to expand south into Franklin County.



A bike share station located at Crossing at the Dan, in Danville's River District.

³⁷ City of Danville. *Danville Riverfront Park Concept Plan Report*. February 2017. Retrieved December 15, 2017. <https://www.playdanvilleva.com/DocumentCenter/View/1397>.

³⁸ Zagster. *Danville Rides Bike Share*. Retrieved December 18, 2017. <http://bike.zagster.com/danville/>.

³⁹ Crane, John. "Danville's bike share program cycles along with nearly 800 rides." *Danville Register & Bee*. August 2, 2017. Retrieved December 18, 2017. http://www.godanriver.com/news/danville/danville-s-bike-share-program-cycles-along-with-nearly-rides/article_9abba6b8-77d5-11e7-a1bc-8b2ace5da897.html.

The inventory of facilities in the City of Danville includes the following:

Angler's Ridge Mountain Bike Trail System

This premiere mountain bike trail system, named #3 mountain biking facility in Virginia by Singletracks,⁴⁰ features 35 miles of mountain bike trails for bikers of various skill levels. Angler's Ridge is situated in a wooded area at Angler's Park in the City of Danville, and its trails provide bikers a variety of challenges and experiences such as dramatic switchbacks, gravity drops, log pyramids, and other features. These singletrack trails offer exciting climbing opportunities featuring rooted areas and other features where bikers can view wildlife and encounter water crossings.⁴¹ Figure 3.11 illustrates the Angler's Ridge Mountain Bike Trail System.

⁴⁰ Singletracks. *The BEST Mountain Bike Trails in Virginia*. Retrieved December 15, 2017. https://www.singletracks.com/mountain-bike/best-trails.php?new_state_id=427.

⁴¹ Barber, Jeff. "Angler's Ridge." Singletracks. Retrieved December 15, 2017. <https://www.singletracks.com/bike-trails/anglers-ridge.html>.

Figure 3.11

Angler's Ridge Mountain Bike Trail System



Dan Daniel Mountain Bike Trail System

The Dan Daniel Mountain Bike Trail System complements the nearby Angler's Ridge trail system. This trail system can be accessed at Dan Daniel Memorial Park and extends through wooded areas featuring variable terrain located throughout the park. To access the Angler's Ridge trails from this park, the bicyclist must simply ride the Danville Riverwalk Trail to nearby Angler's Park. Figure 3.12 features a map of the Dan Daniel Mountain Bike Trail System.

Figure 3.12

Dan Daniel Mountain Bike Trail system

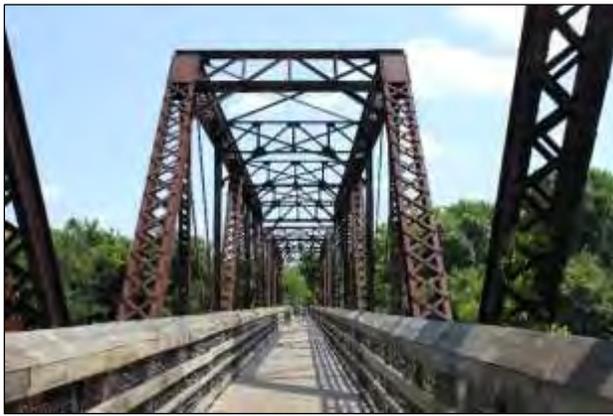


This map provides a rough overview of the mountain bike trails found at Dan Daniel Memorial Park.

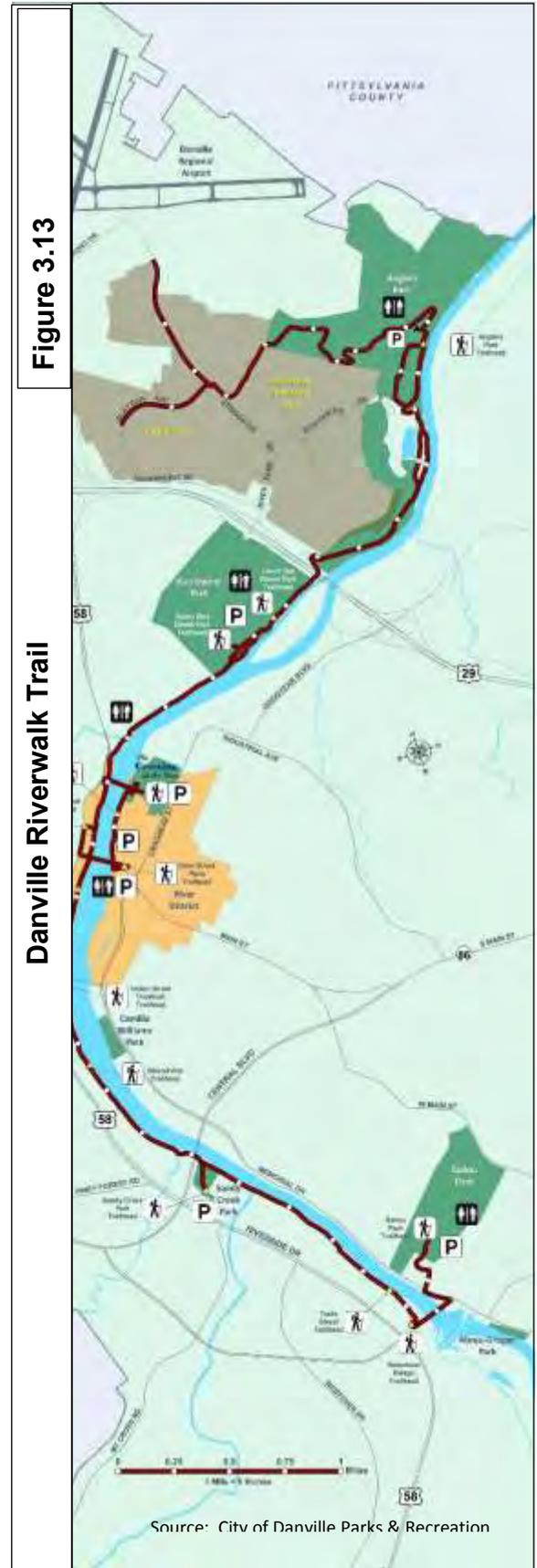
Danville Riverwalk Trail

The Danville Riverwalk Trail is a premiere active recreational asset in the City of Danville. This paved, multi-use trail, currently 11.7 miles in length, extends from Stinson Drive near Danville Regional Airport to about the Robertson Bridge/Piedmont Drive. In between these two termini, the trail passes through the Cyber Park, a technology-oriented business park; Anglers Park; and Dan Daniel Memorial Park. The trail

is situated along the north bank of the Dan River, but offers multiple connections to the south bank, where the city's River District and associated attractions are located, as noted earlier in this chapter. The Danville Riverwalk Trail, in addition to serving as an excellent recreational resource for the city, also links many areas of the city together – including the River District, various parks, the Cyber Park, and western areas of the city near Piedmont Drive. A short extension of the Danville Riverwalk Trail, comprising about 0.35-mile, is situated along the south bank of the Dan River, extending from the area of the Danville Community Market west to about the Dr. Martin Luther King Bridge. A trailhead was opened in early 2014 connecting this south bank trail component to a parking lot near Main Street Plaza. Plans are in place to extend the Danville Riverwalk Trail, and they can be found within the Current Planning Activities section of this chapter. Figure 3.13 depicts a map of the Danville Riverwalk Trail.



Top: The Danville Riverwalk Trail is linked with the River District at Crossing at the Dan vis-à-vis a former railroad bridge converted to a bike/pedestrian bridge. Bottom: Part of the Danville Riverwalk Trail winds through a wooded and grassy area near the shore of the Dan River.

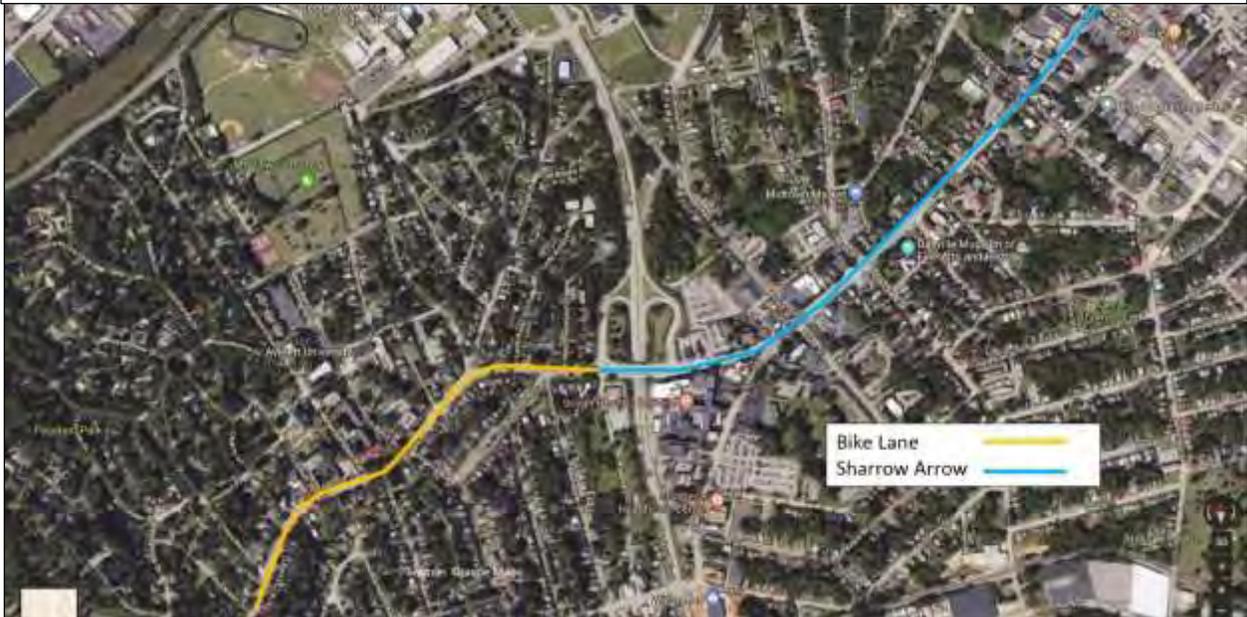


Main Street/West Main Street (Route 293)

Main Street and West Main Street in the City of Danville between Ridge Street and Blackwell Drive, categorized as a Minor Arterial on the Functional Classification system, serves bicyclists with on-road infrastructure. From Ridge Street, located on the west side of the River District, to Stewart Street, a distance of approximately 0.9-mile, sharrow arrows have been printed on the pavement to alert drivers that bicyclists may be present and to articulate to bicyclists that this is a bicycle route that has been recognized by the City. Bike lanes are present on West Main Street between Stewart Street and Blackwell Street, which is a distance of about 0.65-mile. Averett University's Main Campus is located along this segment of West Main Street, reinforcing the importance of bike infrastructure on this street. The posted speed limit along the corridor described herein is 25 MPH. Figure 3.14 illustrates current bicycle accommodations on Main Street and West Main Street in Danville.

Figure 3.14

Main Street/West Main Street Bicycle Accommodations

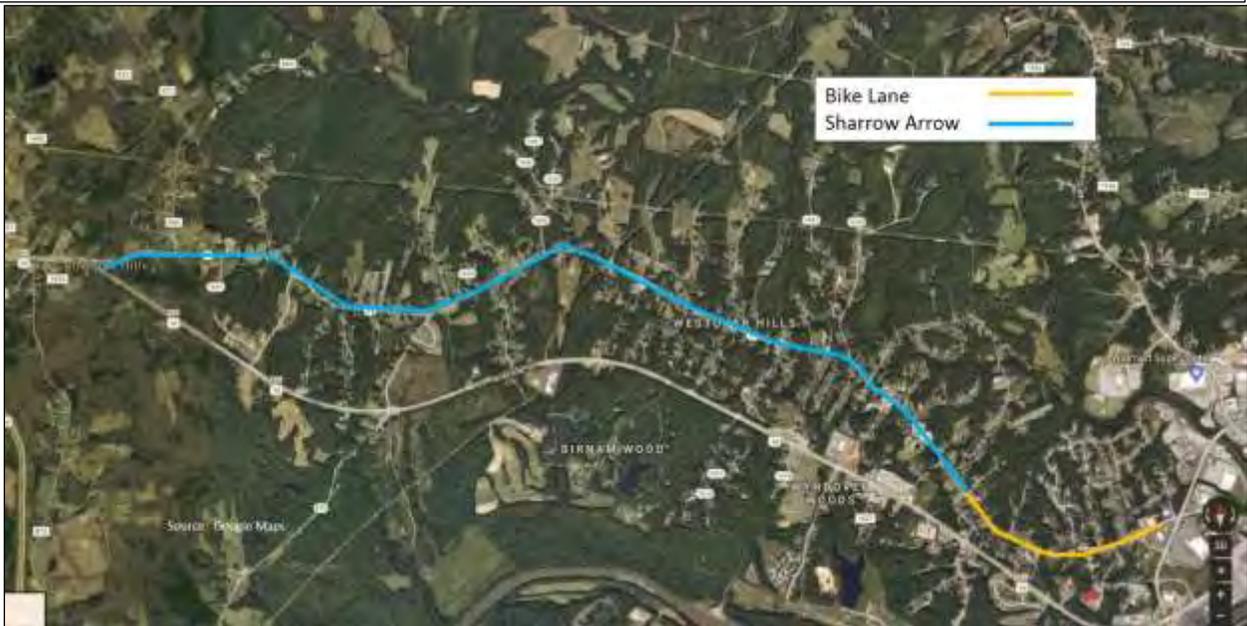


Westover Drive (Route 51)

On Westover Drive, categorized by the Functional Classification system as a Minor Arterial, bike lanes are present in both directions from about 400 feet west of its intersection with Piedmont Drive west to Wade Street/Capri Court, a distance of about one mile. The remaining length of Westover Drive west to its junction with Riverside Drive, a length of approximately 4.4 miles, has been printed with sharrow arrows, alerting drivers that bicyclists may be present. The eastern-most section of this road, at which the bike lanes are present, is configured with two travel lanes, whereas the remaining 4.4-mile section extending west to Riverside Drive is configured as four lanes. The posted speed limit on Westover Drive is 40 MPH. Figure 3.15 illustrates bicycle accommodations located on Westover Drive.

Figure 3.15

Westover Drive Bicycle Accommodations



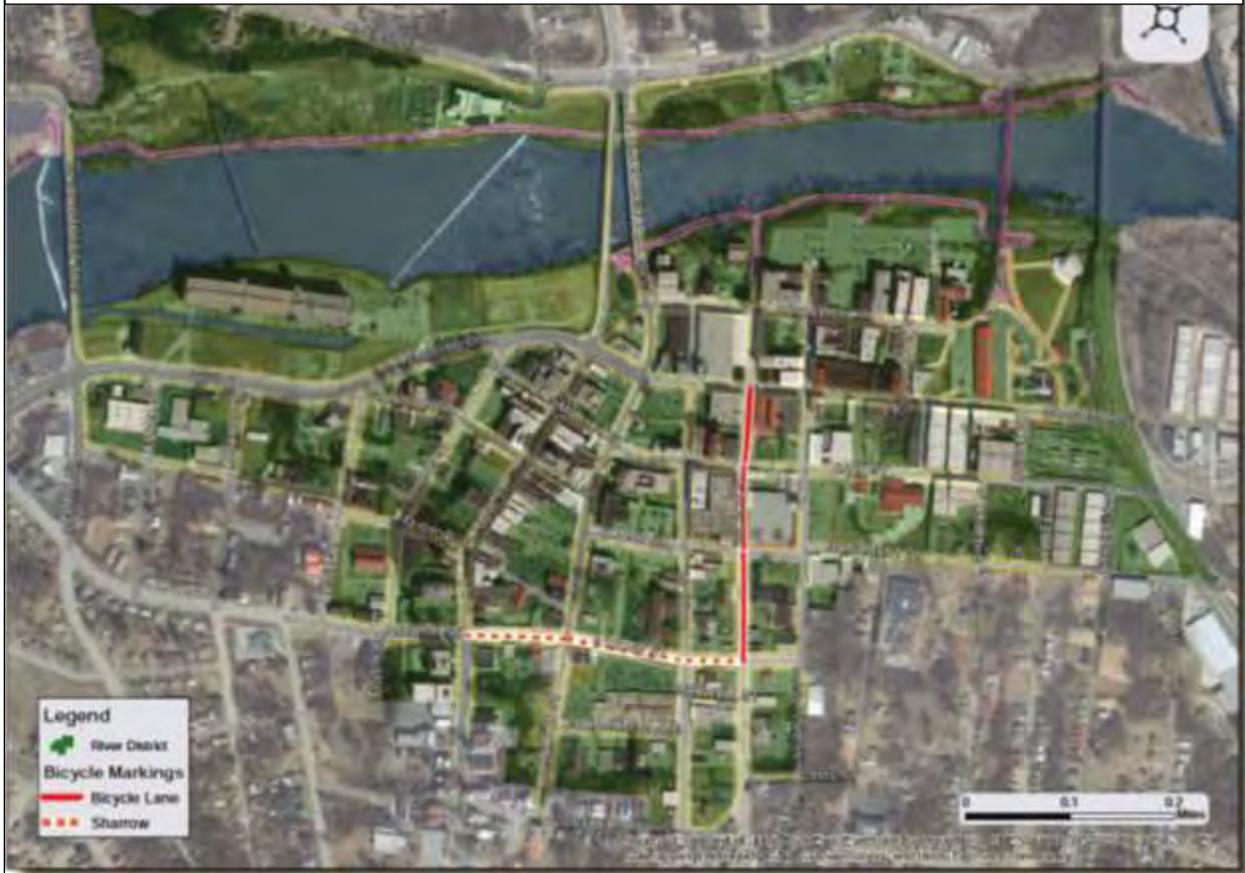
Bi-directional bike lanes are present on the eastern-most segment of Westover Drive, depicted by the orange line, while sharrow arrows have been printed onto the remainder of this road.

Wilson Street/South Ridge Street, Danville River District

Two short street segments in Danville's River District - South Ridge Street and Wilson Street - both provide on-street bicycle infrastructure. Sharrow arrows have been printed on South Ridge Street between Wilson Street and Main Street, a distance of just under 0.3-mile. Bi-directional bike lanes are present on Wilson Street, classified as a Minor Collector on the Functional Classification system, between its intersection with South Ridge Street and Craghead Street, a distance of about 0.25-mile. Figure 3.16 illustrates bicycle accommodations on South Ridge Street and Wilson Street.

Figure 3.16

Wilson Street/South Ridge Street Bicycle Accommodations



This image, obtained from the Danville River District Bicycle and Pedestrian Study, depicts the location of on-street bicycle accommodations in Danville's River District

Pittsylvania County is the easternmost locality in the West Piedmont Planning District, and also the largest county in the Commonwealth of Virginia, consisting of about 982 square miles. Compared to other jurisdictions in the region, Pittsylvania County is characterized by relatively little topographical relief, though there are many rolling hills throughout the county as well as the presence of White Oak Mountain, situated in the southeastern quadrant of the county where it provides some topographical contrast to the relatively tame landscape common to much of the rest of the county.

As is the case with most other localities of the West Piedmont Planning District, the vast majority of recommended bicycle routes are on-road. The total on-road mileage – inclusive of many of the routes put forth in the previous plan as well as those added during this iteration of the plan – is about 536 miles. Many of the roads recommended for utilization by bicycling are rural roads providing the bicyclist with beautiful views of agricultural countryside. During this iteration of the plan, efforts were made to include road networks that exhibited relatively low traffic volumes to promote safe and comfortable bicycling.

As part of this plan update, a priority corridor was established along U.S. Route 29 with the goal of encouraging bicyclists to utilize a network of roads that run generally parallel to this corridor, extending from east of Danville to Hurt; this corridor was established to discourage bicycling on U.S. Route 29 due to high

traffic volumes and speeds, as well as a relatively large share of truck traffic. The roads that comprise this priority corridor are generally characterized by low traffic counts and beautiful agricultural scenery. While most of these roads are paved, a few sections are gravel surfaced, providing for multiple types of roadway to accommodate various cycling tastes; bicyclists who wish to ride exclusively on paved roads can simply reference the map and select a nearby road that is recommended in this plan. Chapter 4 will include a more detailed description of the U.S. Route 29 Priority Corridor.

A second priority corridor spans Pittsylvania County from west to east, extending from the Henry County border to the Halifax County border, and this is the proposed Beaches to Bluegrass Priority Corridor. The network consists of a series of rural roads on the west side of Danville which are characterized by low traffic volumes and which run generally parallel to and south of U.S. Route 58. From there, the trail extends through the City of Danville, and then east of Danville, this Priority Corridor primarily occupies the Ringgold Depot Trail, a 5.5-mile crushed stone trail beginning in Ringgold and extending east to about the Halifax County Line. The Ringgold Depot Trail is discussed in greater detail below, and the Beaches to Bluegrass Priority Route is described in further detail in Chapter 4.



Old Richmond Road (Route 360), a Minor Arterial roadway in southern Pittsylvania County near the City of Danville, is characterized by scenic agricultural landscapes. Right: David Giles Lane, part of the U.S. Route 29 Priority Corridor, is a Local road that offers outstanding views of southern Pittsylvania County landscape from elevated terrain.



Left: Huntington Trail, one of the segments of the Beaches to Bluegrass Trail in Pittsylvania County, is characterized by low traffic volumes and scenic views of the county's rural countryside. Right: Dr. Edward Williams Road is a gravel road comprising a small part of the U.S. Route 29 Priority Corridor. Both roads are classified as Local under the Functional Classification system.

Ringgold Depot Trail

The Ringgold Depot Trail, also known as the Richmond and Danville Rail Trail, is a multi-use trail that extends 5.5 miles from Ringgold east to about the Halifax County Line. The trail occupies the rail bed of the former Richmond to Danville Railroad, which served a pivotal role during the Civil War, transporting troops between Southside Virginia and Richmond.⁴² The surface of this relatively level trail is comprised of crushed stone, though there are plans to pave it in the future. Thanks to a recent Danville Regional Foundation Make More Happen grant totaling \$25,000, the trail will undergo some enhancements including the installation of bike racks, benches, picnic tables, and trash receptacles, as well as some surface improvements to enrich the user experience.⁴³ There are plans to connect the Danville Riverwalk Trail to the Ringgold Depot Trail, utilizing a trail connector; this initiative is discussed at greater length within the Current Planning Activities section of this chapter. There are plans, noted in the 2013 edition of the *Virginia Outdoors Plan*, to connect the Ringgold Depot Trail to the Tobacco Heritage Trail, located in neighboring Halifax County. These independent trail systems, once united, will together constitute the Beaches to Bluegrass Trail.



The Ringgold Depot Trail is relatively straight and level and extends for 5.5 miles through eastern Pittsylvania County.

⁴² Pittsylvania County. *Ringgold Rail Trail & Depot*. Retrieved December 19, 2017.

<https://www.pittsylvaniacountyva.gov/479/Ringgolds-Rail-Trail>.

⁴³ Chatham Star Tribune. "Ringgold Rail Trail receives \$25K for renovations." March 8, 2017, Retrieved December 19, 2017.

Bicycle Crash Analysis

Table 3.1 summarizes crashes involving bicycles which have occurred in the West Piedmont Planning District over a five-year period encompassing 2012 through 2016. The table shows that all of the crashes in the region occurred in either 2013 or 2014, and all occurred in either the City of Danville or Pittsylvania County. While all of the crashes occurred in only these two localities, they revealed no discernible patterns.

Injury and Fatality Bicycle Crashes in the West Piedmont Planning District, 2012 - 2016			
Location	Jurisdiction	Date	Severity
West Main Street (U.S. Route 29 Business) at Garden Grove Street	City of Danville	June 27, 2013	Injury
Industrial Avenue at Holbrook Avenue	City of Danville	July 3, 2013	Injury
Piney Forest Road (U.S. Route 29 Business) at Audubon Drive	City of Danville	October 22, 2013	Injury
Van Buren Street at Adams Street	City of Danville	April 13, 2014	Injury
West Thomas Street west of North Main Street	City of Danville	April 17, 2014	Injury
Milton Highway (Route 62) 0.4 mile north of Cavalier Road	Pittsylvania County	August 27, 2014	Injury

Source: Virginia Roads (VDOT), Tableau VDOT Crash Analysis Tool

Current Planning Activities

Numerous initiatives are currently underway in the West Piedmont Planning District which will contribute to the creation of new bicycling facilities as well as the enhancement of existing cycling assets. These include the following:

Franklin County

- **F & P Rail Trail Initiative** In late 2017, staff of Franklin and Pittsylvania counties, VDOT, Preservation Virginia, and the WPPDC began exploring the possibility of redeveloping the former F & P (Franklin & Pittsylvania) Railroad right-of-way as a multi-use trail. This former rail line, which carried materials such as iron-ore between the Town of Rocky Mount and Gretna – a distance of about 33 miles – operated until the early part of the 20th century. A former depot in Sandy Level still remains, as do some remnants of the former rail bed. Given the historical value of this former rail line, efforts should be made to preserve historic features on or along this route to the maximum extent possible, as well as to incorporate interpretive elements where feasible. This effort is in its initial stage and likely will be ongoing.
- **Jamison Mill Recreation Area Enhancements** In 2017, Franklin County, as part of an agreement with the U.S. Army Corps of Engineers, began leasing Jamison Mill Recreation Area from that agency.⁴⁴ Franklin County plans to undertake enhancements to this recreational facility, and one of these improvements will include the addition of back-country tent cabins to enable “glamping,” or “glorified” camping, which would be accessible only vis-à-vis trails and water. Another initiative, and that which would be most relevant to this plan, includes utilizing Jamison Mill Road (serving as the main access point to Jamison Mill Park) as a means to access local gravel and paved roads, enabling bicyclists to explore the countryside in Franklin County.

⁴⁴ Prom, Leigh. “Philpott’s Jamison Mill Park Reopens.” Franklin News-Post. August 16, 2017. Retrieved December 29, 2017. http://www.thefranklinnews.com/news/philpott-s-jamison-mill-park-reopens/article_b5ddac88-8280-11e7-ab59-e72cfd0c0da6.html.

- **Pigg River Heritage Trail** The Pigg River Heritage Trail is a proposed 3.24-mile trail in the Town of Rocky Mount adjacent to the Pigg River, which is planned to connect significant sites within the town such as the Washington Iron Furnace, Veterans' Memorial Park, the Robert Hill Fort, and other notable points.⁴⁵ The first phase of this trail, comprising approximately 850 linear feet, has been constructed as a multi-use trail, which connects Lynch Park with Veterans' Memorial Park in the Town of Rocky Mount.
- **Summit View Business Park** Franklin County is in the process of developing the 550-acre Summit View Business Park along U.S. Route 220 in the vicinity of Brick Church Road, north of the Town of Rocky Mount. While intended to serve as a regional employment center, this business park will enable the county to meet some of its recreational needs vis-à-vis the incorporation of multi-use trails, mountain bike trails, a BMX bicycle facility, and athletic fields. Figure 3.17 consists of an illustration obtained from the Summit View Business Park Master Plan.

Figure 3.17



⁴⁵ Town of Rocky Mount. *Pigg River Heritage Trail Master Plan*. Adopted December 10, 2007. http://www.rockymountva.org/content/uploads/File/pigg_river_heritage_area/adopted_12-10-2007_pigg_river_trail_master_plan_11x17.pdf.

- **Waid Recreation Area Trail Enhancements** Plans are being developed to create single-track mountain bike trails throughout Waid Recreation Park in Franklin County, to augment existing trails in that park, as noted in the 2015 *Franklin County 15 Year Comprehensive Park and Recreation Plan*.
- **Westlake-Hales Ford Area Plan and Westlake-Booker T. Washington National Monument Greenway** In November 2016, Franklin County adopted the *Westlake Hales Ford Area Plan*, which provides a blueprint for development based on mixed-use nodes and an interconnected, multimodal transportation system. This plan recommends the development of routes parallel to Route 122, as well as the development of roadway interconnections; this comprehensive roadway network is planned to include bicycle accommodations. The plan also calls for a series of trails and greenways in this area to promote active transportation.⁴⁶ Thanks to a Federal Lands Access Programs grant, an element of the Federal Highway Administration, totaling \$633,559, a multi-use greenway trail will be constructed in Westlake, which will enable nearby residential and commercial areas to link to the Booker T. Washington National Monument. County funds will assist with the construction of the \$783,559 project. Construction is anticipated to begin in late 2018.

Henry County/City of Martinsville

- **Dick & Willie Passage Trail Extension** The City of Martinsville and Henry County are coordinating to extend the Dick & Willie Passage Trail from its current eastern terminus at Mulberry Creek ultimately to the Smith River Sports Complex in Henry County, which will extend the existing trail by approximately five miles. The trail will be developed in phases, with the first phase extending from the Smith River Sports Complex to Spruce Street, and the second phase extending from Spruce Street to the trail's current terminus at Mulberry Creek. The first phase, extending from The Smith River Sports Complex to Spruce Street, will be approximately 2.5 miles in length and will be funded by the Harvest Foundation. Transportation Alternatives (TA) funding was applied for, in the amount of \$400,000, including a \$100,000 local match, to fund the second phase, which will be approximately 2.5 miles in length as well.⁴⁷ Construction on the first phase of the trail is anticipated to begin in the near future.
- **Mayo River State Park** The proposed Mayo River State Park will be located in southern Henry County along the North Carolina border. The 342-acre state park⁴⁸ will be located at the end of Pratt Road, in the Spencer area of the county, and will be served by a road network that is included in the West Piedmont Regional Bicycle Plan.
- **Smith River Trail Extension** The "Fifteen Magical Miles" initiative, an element of the Smith River Small Towns Collaborative, established a blueprint for revitalizing the Henry County communities of Bassett, Fieldale, Koehler, and Stanleytown, and as part of this initiative, plans to connect these communities with a trail adjacent to the Smith River. The trail, once complete, may enable trail users to travel from these communities to Martinsville. According to the *Small Towns Collaborative Master Plan*, adopted August 2013, the trail would be developed in four phases, linking Philpott Lake with Fieldale. Much of the trail would be constructed on existing utility and transportation

⁴⁶ Franklin County, Virginia. *Westlake Hales Ford Area Plan*. November 15, 2016. Retrieved February 14, 2018. http://www.franklincountyva.gov/images/planning/pdfs/Adopted_Westlake_Area_Plan_by_BOS_11_15_2016.pdf

⁴⁷ Smart Portal – TA Set Aside. *Dick & Willie Passage 6A*. Retrieved December 21, 2017. <https://smartportal.virginiahb2.org/#/public/apps>.

⁴⁸ Virginia Department of Conservation and Recreation (DCR). 2013 Virginia Outdoors Plan. *Region 12 – West Piedmont*. Page 10.152. Retrieved December 21, 2017. <http://www.dcr.virginia.gov/recreational-planning/document/voppd12.pdf>.

easements as well as donated private land, but would also be in the form of sidewalks, roadways, and existing trail segments in other areas.⁴⁹

Patrick County

- **Fairy Stone State Park Master Plan** Fairy Stone State Park in Patrick County adopted a *Fairy Stone State Park Master Plan* in 2017, which proposes improvements in three phases. In addition to a new visitor center among many other improvements, the plan lays out a blueprint for enhancing and adding to existing trails as well as exploring opportunities to connect to trails outside the park. More specifically, the plan mentions pursuing connectivity to the Smith River Trails and the Beaches to Bluegrass Trail.⁵⁰
- **Mayo River Rail Trail** Over the past several years, the Mayo River Rail Trail has been constructed in phases in the Town of Stuart, Patrick County. The first phase of the trail extended from the intersection of Commerce Street and Patrick Avenue approximately 0.5-mile east along the Mayo River to a parking area opposite Developmental Road. The second phase, completed in 2017, extended the trail approximately an additional 0.25-mile east along the Mayo River. As part of this second phase, an approximate 2,000 linear foot spur was constructed from the parking area described herein across Commerce Street to the Landmark Center assisted living facility. Phase 3 construction has been applied for vis-à-vis Transportation Alternatives (TA) funding in the amount of \$399,240 with a local match of \$99,810. This third phase plans to extend the trail an additional 2,400 linear feet which will include a bridge spanning the Mayo River and integrating materials from the former Danville & Western Railroad line.⁵¹ Plans have also been discussed to extend this trail to the Wal-Mart shopping center located east of the Town of Stuart along U.S. Route 58. The 2013 Edition of the Virginia Outdoors Plan (Page 10.150) notes that residents of Patrick and Henry counties propose extending the trail east to Fieldale, Henry County.

Pittsylvania County/City of Danville

- **Arnett Boulevard Improvements** In 2016, the City of Danville successfully applied, via Smart Scale funds totaling \$500,588, for the addition of bike lanes and various pedestrian improvements on Arnett Boulevard between Guilford Street and Eden Place, a distance of about 0.4-mile. The project, which is anticipated to be implemented by 2024, will improve active transportation mobility between GLH Johnson Elementary School and a neighborhood to its south with the installation of bi-directional bike lanes.⁵² Figure 3.18 illustrates the extent of the planned bicycle lanes on Arnett Boulevard in the City of Danville.

⁴⁹ Dan River Basin Association. *Small Towns Collaborative Master Plan*. August 2013. Retrieved February 14, 2018. http://www.danriver.org/content/danriver/uploads/PDF/archives/other_publications/small_towns_collaborative_master_plan_draft-final_nov_2013.pdf.

⁵⁰Virginia Department of Conservation and Recreation (DCR). *Fairy Stone State Park Master Plan Executive Summary*. 2017 Update. Retrieved February 14, 2018. <http://www.dcr.virginia.gov/recreational-planning/document/mp4fsexecsum.pdf>.

⁵¹ Smart Portal – TA Set Aside. *Mayo River Phase 3*. Retrieved December 21, 2017. <https://smartportal.virginiahb2.org/#/public/apps>.

⁵² Smart Scale - Virginia Smart Scale. *Arnett Boulevard Improvements*. Retrieved December 21, 2017. <http://smartscale.org/projects/default.asp>.

Figure 3.18



- **Chatham Trail** A proposal is in place to construct a trail in the Town of Chatham, extending from South Main Street southwest to the former Chatham Train Station/Pittsylvania Historical Society. The trail is planned to begin at Competition Alley at South Main Street, extend north along Carter Street, then extend southwest through a wooded area behind the Chatham Town Hall, parallel a short segment of railroad tracks, and then cross Depot Street (Route 57) where it would terminate at the former Chatham Train Station.
- **Danville River District Bicycle and Pedestrian Study** This study, commissioned by the Danville Metropolitan Planning Organization (MPO) and conducted by EPR consultants of Charlottesville, formulated recommendations to improve bicycle and pedestrian mobility and safety in Danville's River District. The study, adopted in May 2017, puts forth recommendations for a variety of bicycle infrastructure improvements to be implemented throughout the District including road diets, bike lanes, and sharrow arrows. Figure 3.19 provides an overview of recommendations advanced in this study.

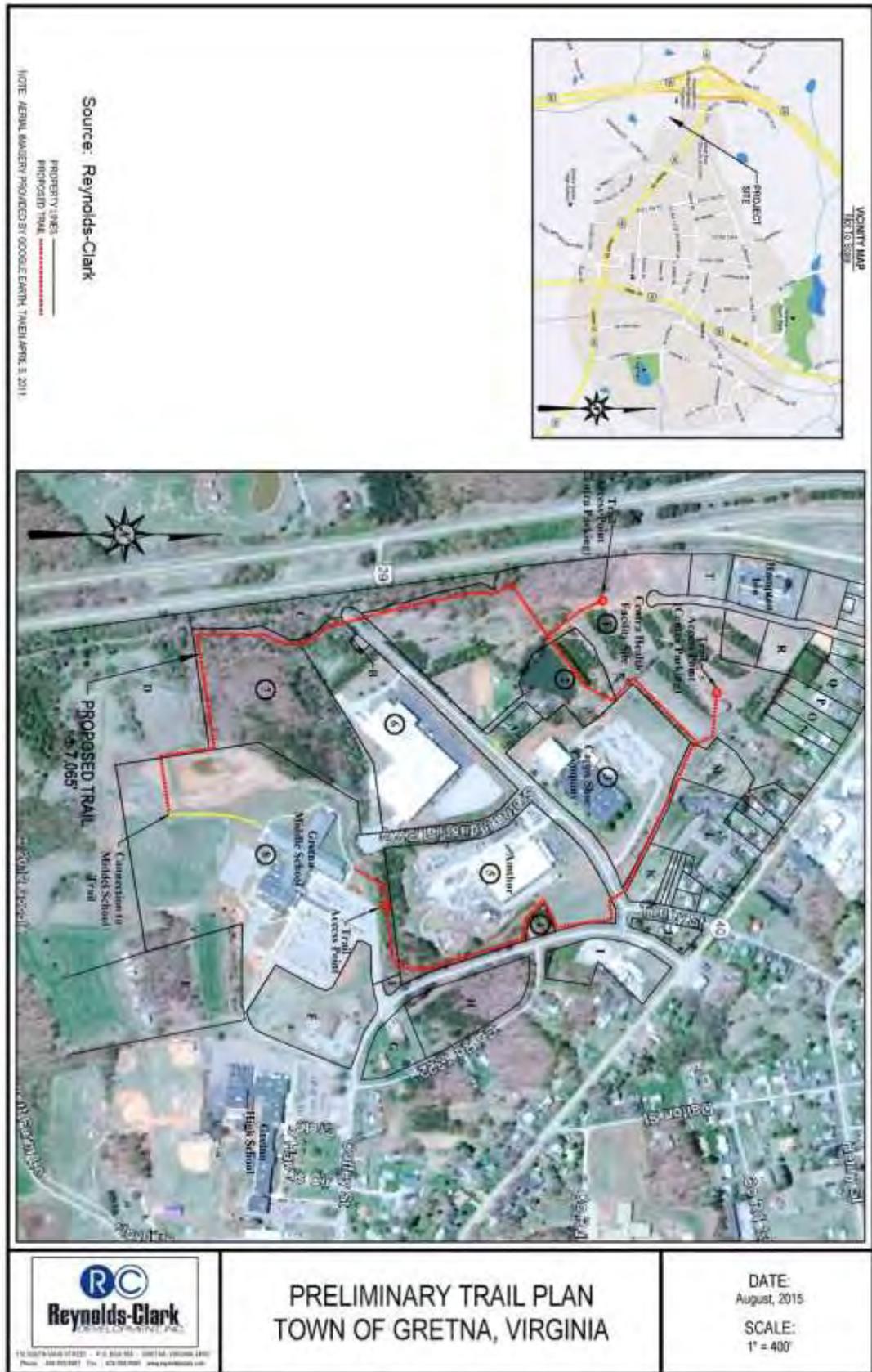
- **Danville Riverwalk** The Danville Riverwalk Trail in the City of Danville serves as a premiere recreational and active transportation asset for the city. The trail has been extended several times over the years, most recently west to the Robertson Bridge, resulting in 11.7 miles of length. Plans are currently underway to connect the Danville Riverwalk Trail east to the Ringgold Depot Trail in Pittsylvania County. When this connection is made, the trail will be approximately twenty miles in length (which includes the incorporation of the Ringgold Depot Trail). As noted earlier in this chapter, the Danville Riverwalk Trail provides access to numerous destinations throughout the City of Danville. Two major destinations directly served by this trail include Dan Daniel Memorial Park and Angler’s Park. The heart of Danville’s River District is served by this trail via the Crossing at the Dan (a former railroad bridge converted to a bike/pedestrian bridge spanning the Dan River) and a new separated bike/pedestrian lane spanning the Dr. Martin Luther King Memorial Bridge. As noted earlier in this chapter, a new riverfront park is planned to be established along the south bank of the Dan River near Main Street Plaza. To increase accessibility to this new park, the City is planning to extend the south bank component of the trail to the area of the former White Mill. An extension is also planned to lengthen the trail from its current terminus near the GTC Cinema along Riverside Drive to the Robertson Bridge.⁵³ The City of Danville has applied for \$262,500 via a Transportation Alternatives (TA) application, which involves a \$87,500 local match, to extend the Riverwalk Trail from a previously-funded trailhead and segment near Danville Regional Airport 2,100 feet to U.S. Route 58.⁵⁴
- **Danville Riverwalk to Ringgold Depot Trail Connector Study** In June 2012, the Danville Metropolitan Planning Organization (MPO) adopted the *Trail Connector Study*, undertaken by URS Corporation (now AECOM), which proposes linking the Danville Riverwalk Trail to the Ringgold Depot Trail. According to the Study, the 5-mile trail link was estimated at approximately \$5 million. The proposed route would cross U.S. Route 58 near Danville Regional Airport via a tunnel under the roadway, head northeast through Cane Creek Industrial Park, eventually linking to the existing Ringgold Depot Rail Trail. Since the time of this plan’s adoption, the Federal Aviation Administration (FAA) forbade development within the airport’s runway protection zone, necessitating a slight revision of part of the southern section of this planned alignment, which will no longer include a tunnel under U.S. Route 58. The City of Danville’s TA application to fund a 2,100 linear foot extension of the trail along Airport Drive to U.S. Route 58, noted directly above under *Danville Riverwalk*, constitutes the southern-most section of the alignment recommended in the *Trail Connector Study*.
- **Gretna Multi-Use Trail** In the Town of Gretna, a 10’ wide paved asphalt trail is planned as a loop, connecting multiple destinations in the town. The trail is proposed to connect Centra Gretna Medical Center, Gretna Middle School, and employers within Gretna Industrial Park. Figure 3.20 depicts the proposed Gretna Multi-Use Trail.

⁵³ Crane, John. “Danville eyes funds to expand Riverwalk Trail.” Danville Register & Bee. October 17, 2017. Retrieved January 18, 2018. http://www.godanriver.com/news/danville/danville-eyes-funds-to-expand-riverwalk-trail/article_f08b697e-b395-11e7-a7f6-cb18b16a5579.html.

⁵⁴ Smart Portal – TA Set Aside. *Danville Regional Airport to US 58*. Retrieved December 21, 2017. <https://smartportal.virginiahb2.org/#/public/apps>.

Figure 3.20

Town of Gretna, Virginia, Preliminary Trail Plan



- Mount Cross Road Improvements** As part of a project to widen Mount Cross Road from Old Mount Cross Road to the Danville City Limit in the City of Danville, a 10' wide sidewalk, which will also be able to accommodate bicycles, will be constructed on the south side of Mount Cross Road. Phase I of the project, extending from Old Mount Cross Road to Parker Road, has been funded via Smart Scale applications, and work is anticipated to begin in 2018. Phase II, extending from Parker Road to the City Limit, has not yet been funded but is planned. The total length of the multi-use sidewalk – inclusive of both phases – will be about 0.9-mile. This multi-use sidewalk will improve multi-modalism greatly along this corridor by linking Danville's main shopping area with Averett University's North Campus. In May 2017, the Danville MPO adopted the *Mount Cross Road Corridor Analysis*, which recommended improvements to the Mount Cross Road corridor between Piedmont Drive and Dimon Drive to improve functionality of this section of the roadway, particularly as Averett University's North Campus continues to expand. As part of this study, EPR consultants - which conducted the study on behalf of the MPO – recommended two multi-use trail alignment alternatives to link the Danville Riverwalk Trail with Averett's North Campus. One of these two proposed alignments would partially utilize the 10' multi-use sidewalk described above. Figure 3.21 illustrates the two alternative trail alignments advanced in the *Mount Cross Road Corridor Analysis*.

Figure 3.21

Proposed Mount Cross Road Trail Alignments



The *Mount Cross Road Corridor Analysis* articulates multiple alternatives to link multi-use trails between the Danville Riverwalk Trail and Averett University's North Campus.

Chapter 4 – Recommendations

The intent of this chapter is to advance recommendations to promote bicycling at the regional level as well as by each locality. First, a list of sources from which recommendations were obtained is provided. This is followed by a summary of the results of a survey soliciting public input into this plan. Following this, a list of priority routes and a priority zone are discussed in detail. Next, a discussion of recommended bicycling facilities are described, and current cost estimates are provided where available. Next, a detailed list of region-wide and locality-specific recommendations is provided, followed by recommended regional policies, local policies, and implementation steps. In conclusion, a list of funding sources to advance the recommendations herein is put forth.

Sources of Information for Recommendations

Sources of information gathered as part of the process for formulating recommendations for this bicycle plan update were numerous. As noted in Chapter 1, Strava Heatmaps were referenced as a means to determine where bicyclists choose to ride. Strava is an online application by which bicyclists can download an app which tracks where they ride, and then posts it online in a “Heatmap” format. Figure 1.1 (see Chapter 1) illustrates a Strava Heatmap depicting bicycle ridership in the City of Martinsville.

Many bicyclists may not use Strava, but some certainly do, and this tool serves as a basis to learn where those bicyclists who use it are riding. The fact that one route may depict greater ridership than another assumes certain attributes about that particular route which makes it attractive to cyclists. Perhaps a well-traveled route, as articulated by Strava Heatmaps, is characterized by relatively gentle terrain, low traffic volumes, pleasant scenery, and good connectivity to other routes or to popular destinations. Staff conducted these analyses by locality and compared recommended routes in the previous plan with routes in Strava Heatmaps which depicted high ridership, and a major conclusion staff drew from these analyses was that in many cases, these recommended routes were consistent with high ridership levels as depicted by the Strava website. These Heatmaps were also utilized as a means to select additional routes for inclusion into the updated version of this bicycle plan. To learn more about Strava Heatmaps and other tools available through Strava Labs, please see <https://labs.strava.com/>.

Following initial Strava analyses, WPPDC staff met with staff from localities throughout the region to solicit input into this plan. These meetings began with the City of Danville and Pittsylvania County in April and concluded with Patrick County/Town of Stuart, Henry County/City of Martinsville, and Franklin County in May. WPPDC staff also contacted colleges and universities in the region to solicit input regarding their students’ bicycling desires and habits. Meetings with the individual localities were important, as local knowledge of a locality is paramount in formulating any plan. In Franklin County, for instance, staff had an understanding about general traffic volumes throughout various areas of the county and suggested focusing bicycling activity in the county’s western section. This insight led to the creation of the Western Franklin County Priority Zone, which is a new addition to this iteration of the plan; this Priority Zone will be discussed in greater detail later in this chapter. Other data referenced to update to this plan included annual average daily traffic (AADT), which refers to traffic volume; percentage of truck traffic; percent grade; and speed limits.

An integral part of the update to this plan has been the formation of the West Piedmont Regional Bicycle Plan Technical Committee. The purpose of this Technical Committee was to guide the development of the plan update. Members of the Technical Committee included local planners, law enforcement, park and recreation staff, the Mobility Manager of the Southern Area Agency on Aging, and the owner of a local bicycle shop, among others. Three meetings of the Technical Committee took place, with the first commencing on July 19, 2017, the second taking place on September 20, 2017, and the third being held on December 7, 2017. The September 20th meeting of this Technical Committee was a major first step in

revising and adding to the specific recommendations articulated later in this chapter. At that particular meeting, WPPDC staff and other members of the Technical Committee reviewed the recommendations, where it was suggested that some remain, others be added, and yet others that were no longer relevant be deleted. Input from local staff was also utilized in revising these recommendations. The specific recommendations within the original plan, adopted May 2005, were used as a basis for the recommendations in this iteration of the plan.

A necessary ingredient to the update of this regional bicycle plan is public input, since members of the region's public will be the beneficiaries of it. Five public input meetings were held across the region during fall 2017. The first was held in the City of Danville on October 17, the second took place in Pittsylvania County on October 18, the third was held in Martinsville/Henry County on October 24, the fourth was held in Patrick County on November 1, and the fifth took place in Franklin County/Rocky Mount on November 2. Public participation at these meetings varied, but valuable input was nonetheless received. Please see Appendix B for a summary of public comments received at these meetings.

As a means to perform this plan update, local and regional/statewide documents including comprehensive plans, park and recreation plans, and regional transportation plans were referenced to formulate updated specific recommendations which will be found later in this chapter. An inventory of the documents either referenced or reviewed includes the following:

Regional/Statewide Documents

- The Danville Metropolitan Planning Organization (MPO) 2040 Long-Range Transportation Plan, adopted October 2015. <http://www.wppdc.org/danville-mpo/danville-mpo-constrained-long-range-tran>.
- The West Piedmont Planning District Commission 2035 Rural Long Range Transportation Plan, adopted 2011. http://www.wppdc.org/content/wppdc/uploads/PDF/transportation/west_piedmont_2035_rlrp_final.pdf.
- The 2025 Needs Assessment of VTrans 2040, Virginia's Multimodal Transportation Plan. http://vtrans.org/vtrans_multimodal_transportation_plan_2025_needs_assessment.asp.
- Virginia Outdoors Plan, adopted 2013. <http://www.dcr.virginia.gov/recreational-planning/vop>.

Local Documents

Franklin County

- Franklin County 2025 Comprehensive Plan, adopted May 22, 2007. <http://www.franklincountyva.gov/comprehensive-plan/planning-comp-plan>.
- Franklin County Trail System Plan, adopted 2004.
- Franklin County 15 Year Comprehensive Parks and Recreation Plan, adopted March 2015.
- Town of Boones Mill Comprehensive Plan, adopted December 2015. [file:///C:/Users/jcb/Downloads/Boones%20Mill%20Comprehensive%20Plan%20\(3\).pdf](file:///C:/Users/jcb/Downloads/Boones%20Mill%20Comprehensive%20Plan%20(3).pdf).

- Town of Rocky Mount 2035 Comprehensive Plan, adopted December 2015.
http://www.rockymountva.org/content/uploads/pdfs/community_development_pdfs/reducedsize_rocky_mount_comprehensive_plan_2035_final_adopted.pdf.
- Village Plan for Union Hall, Virginia, adopted March 2014.
<http://www.franklincountyva.gov/villages1/union-hall>.
- Westlake Hales Ford Area Plan, adopted November 2016.
<http://www.franklincountyva.gov/villages1/westlake>.

Henry County/City of Martinsville

- *Henry County Comprehensive Plan 1995 – 2010*.
http://www.henrycountyva.gov/content/uploads/PDF/comprehensive_plan_2011.pdf.
- *Martinsville-Henry County Rivers & Trails Recreational Use Plan*, adopted September 2008.
- *Small Towns Collaborative Master Plan*, adopted August 2013.
http://www.danriver.org/content/danriver/uploads/PDF/archives/other_publications/small_towns_collaborative_master_plan_draft- final nov 2013.pdf.

Patrick County

- Patrick County Comprehensive Plan, adopted 1998.

Pittsylvania County/City of Danville

- City of Danville 2030 Comprehensive Plan. <https://www.danville-va.gov/485/Comprehensive-Plan>.
- Danville Parks and Recreation Comprehensive Master Plan.
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<https://www.pittsylvaniacountyva.gov/Archive.aspx?AMID=36>.
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- Trail Connector Study Dan River to Ringgold, adopted June 2012.
http://www.wppdc.org/content/wppdc/uploads/PDF/transportation/corridor_studies/trail_connector_study_exec_sum.pdf.
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http://www.wppdc.org/content/wppdc/uploads/PDF/transportation/corridor_studies/danville_river_district_bicycle_and_pedestrian_plan_5-8-17.pdf.

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Bicycling Survey Summary

During the update process for this Regional Bicycle Plan, WPPDC staff, with assistance from the West Piedmont Regional Bicycle Plan Technical Committee, created a survey to obtain feedback from residents of the region pertaining to bicycling activities such as what types of facilities they preferred to bicycle on, what types of settings they preferred cycling in, and other questions. The surveys were made available in paper format at public input meetings and other venues, as well as through a Survey Monkey link which was posted on flyers and press releases advertising the public input meetings and on the WPPDC website. A total of 32 surveys were completed at the cutoff date of December 1, 2017. Appendix A provides an example of the paper version of this survey, however, a brief overview of the survey results follow.

1. With regard to which locality the survey takers resided in, the majority of respondents resided in Franklin County, followed by Pittsylvania County.
2. With regard to bicycle skill level of the survey takers (Basic, Intermediate, or Advanced), the breakdown was relatively similar, with 29 percent identifying as basic riders, 32 percent identifying as intermediate, and 39 percent identifying as advanced.
3. When asked how often they bicycle, the majority of survey takers indicated that they bicycled for fitness or recreation at least weekly, followed by a few times a month for the purpose of fitness or recreation.
4. When asked how many minutes they would be willing to commute by bicycle for work, school, shopping, entertainment, etc., the majority of survey takers indicated that they would not be interested in bicycling for transportation, but for leisure only. The most common responses following this were commute times of 20 – 29 minutes, and then 10 – 19 minutes.
5. When asked to rank which factors were most important to them when bicycling, the average of the top five factors included speed of traffic, volume of traffic, presence of bike paths or shoulders, amount of large trucks/buses, and route continuity.
6. When asked what types of surfaces they would prefer to bicycle on, the vast majority of respondents indicated paved roads (44 percent). This was followed by smooth trail/greenway (paved or unpaved) (24 percent).
7. The seventh question was open-ended and asked what factors, changes, or tools would improve bicyclists' riding experiences and encourage them to ride more. A theme that emerged from this question was safety, and multiple respondents indicated a desire for bike lanes and/or rideable shoulders, multiple responses indicated a desire for more trails, and several responses indicated that drivers were not always attentive to bicyclists.
8. The eighth question was also open-ended and asked respondents where they would like to see new or improved bikeways. Multiple responses emerged, with numerous respondents indicating preferences for trails at Waid Recreation Park in Franklin County, as well as in the Smith Mountain Lake area.
9. The ninth question asked the age range of the respondents. The responses to this question indicated that most survey takers fell into the 31 – 45 age range, followed by the 46 – 59 age cohort, which was followed by those over age 60. These results may indicate that many bicyclists in our region tend to be older adults, some of whom may be retired and bicycle primarily for recreation and fitness.

10. The tenth question inquired what the most important message the respondents wanted the study team to know. In response to this, several survey takers noted a desire for trails in the region. Analyzing the responses a little further, it is evident that there is a desire for residents and those living outside the region to bike, but many individuals don't know where trails are or have to travel a distance to access them.

Priority Routes and Zone

This section describes the three priority areas developed as part of the update to this bicycle plan, and includes the Beaches to Bluegrass Priority Corridor, the U.S. Route 29 Priority Corridor, and the Western Franklin County Priority Zone. The intent of these priority areas is to identify safer routes and a zone characterized by relatively low traffic volumes in which bicyclists are encouraged to ride. These three priority areas are described in detail below.

- 1. The Beaches to Bluegrass Priority Corridor:** This corridor consists of roughly 135 miles of both on-road and off-road segments within the region, though the entire route is proposed to extend across southern Virginia from the Cumberland Gap in Tennessee to Virginia Beach. In the West Piedmont Planning District, the route extends through Patrick, Henry, and Pittsylvania counties, as well as through the cities of Martinsville and Danville. Several segments of the Beaches to Bluegrass Priority Route consist of existing trail, and those segments include the Mayo River Rail Trail in the Town of Stuart, which consists of approximately 0.75-mile; the Dick & Willie Passage Trail in the City of Martinsville and Henry County, comprising about 4.5 miles; the Danville Riverwalk Trail in the City of Danville, consisting of about 11.7 miles; and the Ringgold Depot Trail, which is about 5.5 miles in length. This priority route is an excellent alternative for U.S. Route 58, which is characterized by high volumes of general vehicular and truck traffic.

Figure 4.1 illustrates the route alignment of the proposed Beaches to Bluegrass Trail. From the west, the Trail enters Patrick County at the Carroll County Line, follows Squirrel Spur Road and other roads south and east through Patrick County into the Town of Stuart, where it joins with the Mayo River Rail Trail. From there, the Trail heads northeast along local roads such as Tudor Orchard Road, then later follows Route 57 (Fairystone Park Highway) to the Henry County Line. Note that this alignment is generally based on the [Beaches to Bluegrass Trail Master Plan](#), published January 2015, though a few segments were altered slightly to nearby routes in this plan based on concern for bicyclist safety.

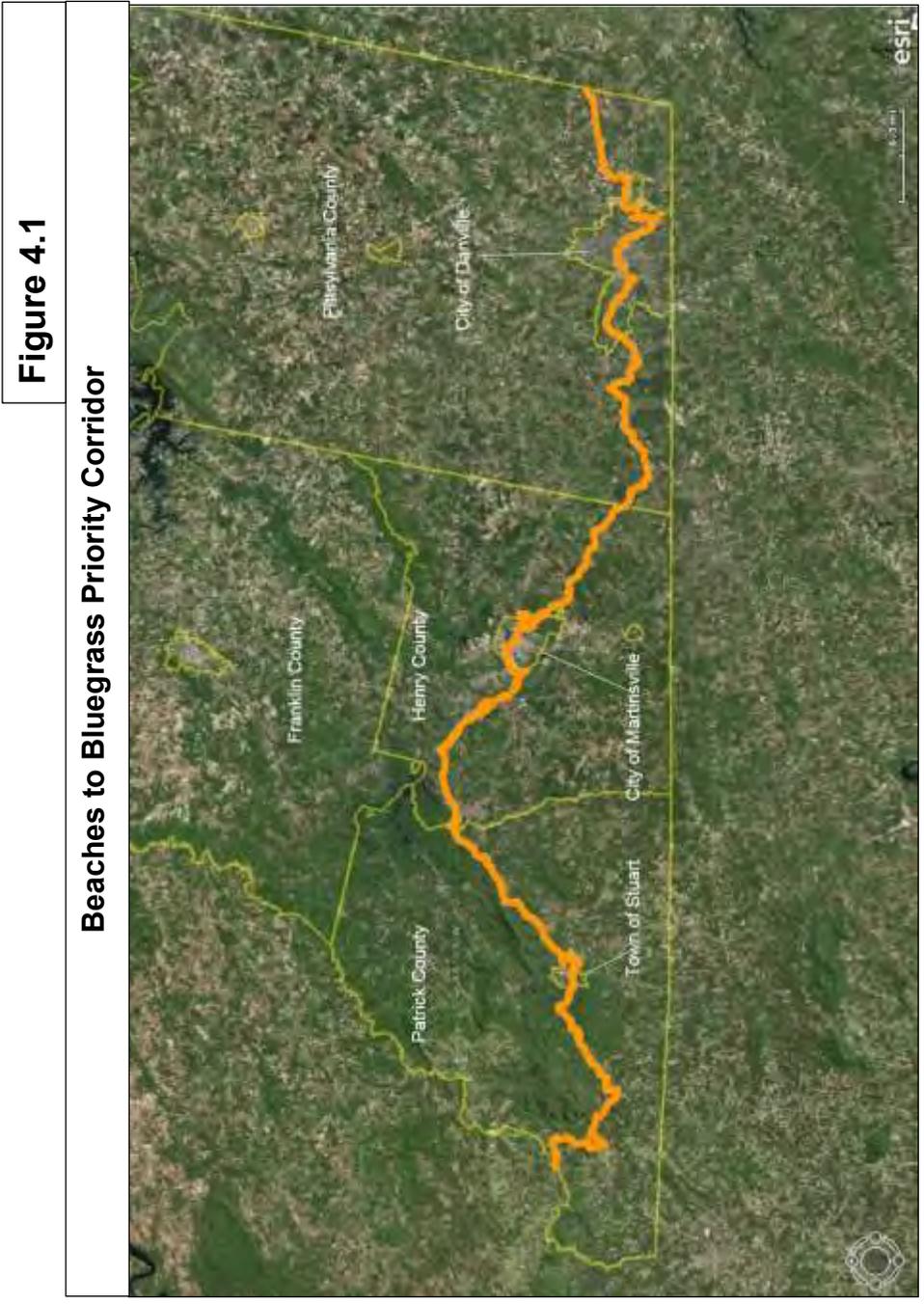
From the Henry County Line, the Beaches to Bluegrass Trail follows Route 57 (Fairystone Park Highway) east, Riverside Drive through Bassett, River Road, and Appalachian Drive to the Martinsville City Line. From the Martinsville City Line, the Beaches to Bluegrass Trail follows Fayette Street into uptown Martinsville. From uptown Martinsville, the Trail follows the Dick & Willie Passage Trail, Brookdale and Spruce Streets to the Henry County Line, and then Irisburg Road east to the Pittsylvania County Line.

In Pittsylvania County, the Beaches to Bluegrass Trail enters the county at Loblolly Drive, heads east through other local roads such as Huntington Trail, Ed Hardy Road, Horseshoe Road, Loomfixer Lake Road, and other roads until it enters the City of Danville at Vandola Drive. The trail follows Westover Drive in the City of Danville east and then later follows the Danville Riverwalk Trail and local roads in the City of Danville before entering Pittsylvania County and eventually joining with the Ringgold Depot Trail. In Pittsylvania County, the Trail heads east along the Ringgold Depot Trail to the Halifax County Line.

Many of the road segments which the Beaches to Bluegrass Trail follow are rural in nature and are typified by low traffic volumes and pleasant scenery; some roads, however, such as Fairystone Park Highway (Route 57) are characterized by higher traffic volumes ranging between 2,000 and

3,000 vehicles per day on average, denoted by Annual Average Daily Traffic (AADT). In Henry County, the AADT on this highway ranges from about 5,800 near the Patrick County Line to about 12,000 in Stanleytown to about 7,300 near Bassett. Appalachian Drive in Henry County is also characterized by significant levels of traffic, as are the western section of Irisburg Road in Henry County as well as Westover Drive in the City of Danville.⁵⁵ While the western section of the Trail, along Squirrel Spur Road in Patrick County and part of Bull Mountain Road are hilly and exhibit significant elevation changes (especially Squirrel Spur Road), much of the route is characterized by light to moderate topographical relief. Most of the on-road portion of the Trail is characterized by paved surfaces though a few segments - notably Tudor Orchard Road and Bull Mountain Road in Patrick County, and Ed Hardy Road and part of Bachelor Hall Farm Road in Pittsylvania County – are dirt or gravel surfaced. This Beaches to Bluegrass Trail Priority Corridor will serve as an effective means for bicyclists to traverse the West Piedmont Planning District from west to east, where they will be greeted by serene and picturesque landscapes much of the way, while avoiding the voluminous car and truck traffic of U.S. Route 58.

⁵⁵ Virginia Department of Transportation (VDOT). *2016 Traffic Data*. Retrieved January 8, 2018. http://www.virginiadot.org/info/2016_traffic_data_by_jurisdiction.asp.



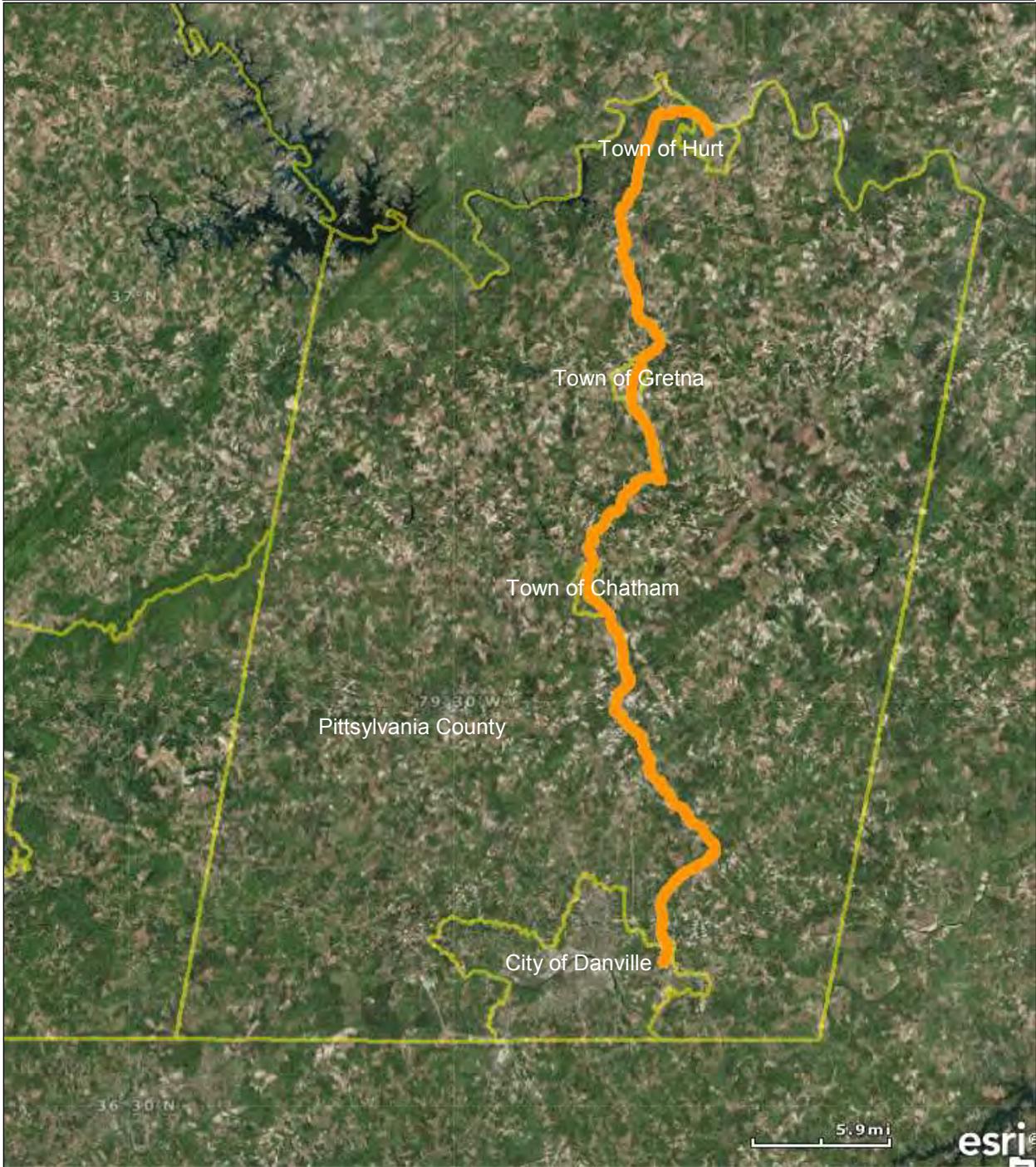
2. **The U.S. Route 29 Priority Corridor:** This route runs generally parallel to U.S. Route 29 from the City of Danville north to the Town of Hurt, near the Campbell County Line, extending for about 49 miles. Since U.S. Route 29 is characterized by relatively high car and truck volumes and high posted speed limits, much like U.S. Route 58, the planning team believed it would be best to provide a much safer parallel alternative to the U.S. Route 29 corridor for bicyclists. As is the case with the Beaches to Bluegrass Priority Route, this Priority Corridor consists mainly of a network of rural roads characterized by low traffic volumes and pleasant scenery. Most of the route consists of paved roads, although a few short segments of gravel roads are included. The gravel portions of this Corridor include a section of Dairy View Lane, Davis Road, and a segment of Strader Road. With regard to traffic volumes, however, it should be noted that the southern portion of this Priority Corridor, consisting of Kentuck Road, Kentuck Church Road, and Malmaison Road, are characterized by heavy traffic volumes, as well as truck volumes in the range of 4 – 5 percent. However, as this Corridor transitions north from Danville, the average annual daily traffic decreases from the thousands to the hundreds per day and, on some road segments, to below 100.⁵⁶

From the south, the U.S. Route 29 Priority Corridor begins along Kentuck Road in the City of Danville and extends north into Pittsylvania County. In Pittsylvania County, the route continues on Kentuck Road and joins Kentuck Church Road, and later follows Malmaison Road and Dr. Edward Williams Road. From there, it follows Hunters Lane, Chestnut Level Lane, Carter Lodge Road, David Giles Lane, and Dairy View Road as it transitions into the Town of Chatham, in which it shares the right-of-way with Main Street (U.S. Route 29 Business). Extending north from Chatham, this Corridor is situated on Mill Creek, Strader, and Taylors Mill roads as it heads north to the Town of Gretna where it transitions onto Main Street (U.S. Route 29 Business). The Corridor continues north from Gretna to Hurt, where it utilizes a series of local roads including Rockford School Road. Figure 4.2 provides an overview of the U.S. Route 29 Priority Corridor.

⁵⁶ Virginia Department of Transportation (VDOT). *Annual Average Daily Traffic Volume Estimates by Section of Route, Pittsylvania Maintenance Area*. 2016 Traffic Data. Retrieved January 8, 2018. http://www.virginiadot.org/info/2016_traffic_data_by_jurisdiction.asp.

Figure 4.2

U.S. Route 29 Priority Corridor



- 3. Western Franklin County Priority Zone:** Unlike the previous two priority routes described, the Western Franklin County Priority Zone is not typified by any one route. Rather, based on input received from Franklin County staff, a focus area on the western side of Franklin County consisting of approximately 249 square miles has been identified as the best section of the county for bicycling, based primarily on safety needs of bicyclists. All of the interconnected routes in this priority zone are on-road, and many roads are characterized by very low traffic volumes, some topographical relief, and outstanding scenery. One important aspect of this priority zone is that it serves as a segue between central Franklin County and the internationally-renowned Blue Ridge Parkway, situated on the western fringe of the county.

The Western Franklin County Priority Zone is situated west of Prillaman Switch Road, Old Ferrum Road, and Franklin Street (Route 40) south and west of Rocky Mount, and west of U.S. Route 220 north of Rocky Mount. There are currently no multi-use trails in the Franklin County Priority Zone, however a number of proposed on-road routes constitute this Zone. Many of these roads include Callaway Road, Wades Gap Road, Six Mile Post Road, Runnett Bag Road, Shooting Creek Road, Griffith Hill Road, Dry Creek Road, Henry Road, Wades Gap Road, Dillons Mill Road, Naff Road, and Franklin Street (Route 40), among others. Franklin Street, Six Mile Post Road, Naff Road, Callaway Road, and Henry Road are among the busiest roads in this Priority Zone based on annual average daily traffic (AADT), ranging from just over 500 vehicles per day to several thousand. Many of the other roads are characterized by traffic volumes in the low hundreds per day, with some under 100.⁵⁷ Many of the roads within the Franklin County Priority Zone are paved, but a number – including Adney Gap Road, Griffith Hill Road, Runnett Bag Road, St. Johns Loop, Brown Hill Road, Holley Ridge Road, Timber Line Road, Brandy Oak Road, Johnson Hill Road, and Riverbrook Road – are at least partially gravel-surfaced. Figure 4.3 illustrates an overview of the Western Franklin County Priority Zone.

⁵⁷ Virginia Department of Transportation (VDOT). *Annual Average Daily Traffic Volume Estimates by Section of Route, Franklin Maintenance Area*. 2016 Traffic Data. Retrieved January 8, 2018. http://www.virginiadot.org/info/2016_traffic_data_by_jurisdiction.asp.

Figure 4.3

Western Franklin County Priority Zone



Infrastructure Options and Cost Estimates

This section provides information about infrastructure options localities can implement in various contexts on roads, as well as shared use paths to provide recreational/fitness opportunities as well as to link a variety of land uses to promote active transportation. Cost estimates were provided by the Virginia Department of Transportation (VDOT) as Statewide Planning Level Cost Estimates for various VDOT Construction Districts including the Salem and Lynchburg Districts. The cost estimates are in 2017 dollars, and the per-year rate of inflation is 3 percent. The various types of infrastructure localities may implement to promote bicycling in their communities include the following:

1. “Share the Road” or “Bikes on Road” signage



An example of “share the Road” signage along Liberty Street in Martinsville.

Many roads in the West Piedmont Planning District which have been included in this bike plan (and its preceding plan, adopted May 2005) as recommended for bicycling are rural-type roadways characterized by low traffic volumes (generally under 1,000 vehicles per day, but significantly less than that on many roads). Many of these roads are lengthy and, unless a locality develops specific plans to create a major bikeway along a particular route, signage, such as that shown above, would be sufficient. Such signage

would be an effective means of communicating to drivers that bicyclists may be present, as on roads of significant length and relatively low traffic volumes, the installation of rideable shoulders would be prohibitively expensive in many cases and may not be feasible.

Cost per unit (1 sign): approximately \$2,000 - \$10,000, depending on location

2. “Sharrow” Arrows



An example of “sharrow” arrow on Liberty Street in Martinsville.

A very cost-effective method of promoting greater safety for bicyclists along roads is by printing “sharrow arrows,” or shared-lane markings on certain roads. According to Federal Highway Administration (FHWA) guidance, sharrow arrows should be incorporated into roadways with maximum posted speed limits of 35 MPH.⁵⁸ These treatments are very low cost and only involve the cost of the stencil and paint, as well as the labor to print them in place. Sharrow arrows are effective on roads in towns, cities, and suburban areas that lack bike lanes or shoulders or cannot accommodate them because of local geography or lack of right-of-way; they would likely not be the recommended choice on open higher-speed rural highways. Often

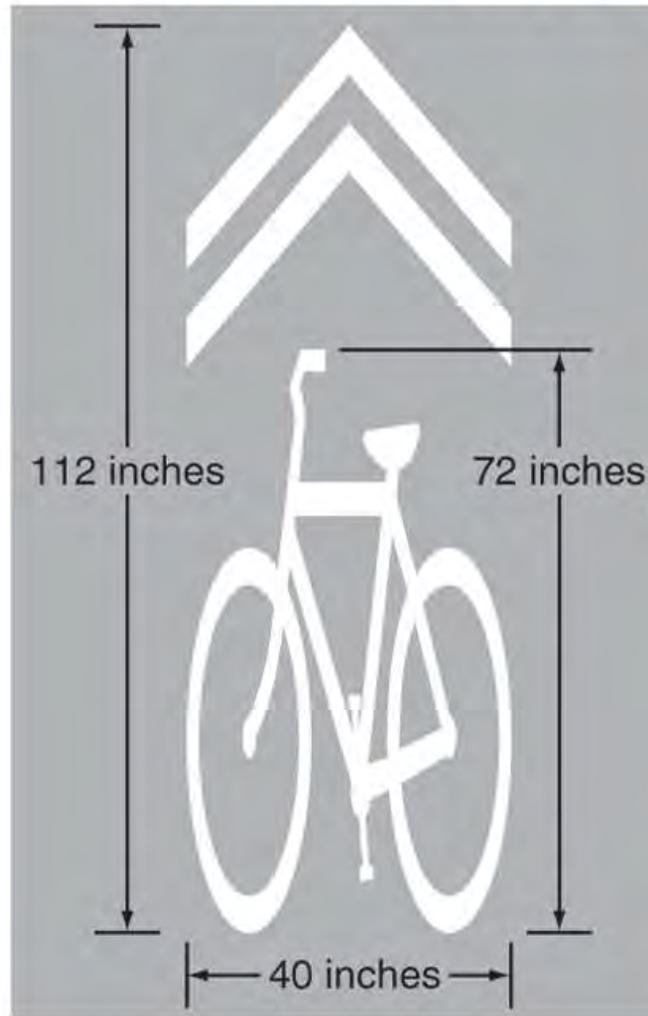
⁵⁸ Federal Highway Administration (FHWA). *Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition Chapter 9C. Markings*. Retrieved January 6, 2018. <https://mutcd.fhwa.dot.gov/htm/2009/part9/part9c.htm>.

times, business owners may be opposed to bike lanes in downtown areas because they eliminate parking, creating concerns regarding impacts on business; sharrow arrows, therefore, are a good alternative to bike lanes in such circumstances. These treatments can be used effectively in concert with “Share the Road” or “Bikes on Road” signage to provide drivers with an abundant notice that bicyclists may be present on the roadway. Figure 4.4 illustrates the recommended dimensions of a sharrow arrow, as put forth in the FHWA’s Manual on Uniform Traffic Control Devices (MUTCD).

Figure 4.4

Recommended Dimensions of a Sharrow Arrow

Figure 9C-9. Shared Lane Marking



Source: FHWA, MUTCD



Source: Laecovillage.wordpress.com

An example of a sharrow arrow within the context of on-street parking.

3. Wide Outside Lanes



Daniels Creek Road in Collinsville is an example of a road having a wide outside lane.

Wide outside lanes are an effective means of accommodating bicyclists into the existing road network in urban and suburban areas. Roads having wide outside lanes on which bicycling is intended to be incorporated are recommended to have a minimum lane width of 14 feet.⁵⁹ Wide outside lanes are not marked, although sharrow arrows or “Share the Road”/“Bikes on Road” signage or a combination of the two, could be incorporated to maximize safety for bicyclists.

4. Improved Shoulders



Kings Mountain Road in Henry County is an example of a roadway having shoulders, which are suitable to accommodate bicyclists.

Improved shoulders on the outside of roadways are a great option for improving safety for bicyclists as well as encouraging individuals, who may not do so otherwise, to bicycle. While beneficial to bicyclists, improved shoulders also enhance safety for motorists, as they provide a safe place to stop during an emergency or breakdown, as well as an extra safe buffer area while driving. Ideally, shoulders are recommended to be a minimum of 4 feet in width, although they should be at least 5 feet in width (or 4 feet from the edge of pavement if a gutter pan is present) if a barrier such as a curb or guardrail exists or if vehicular speeds are in excess of 50 MPH and/or traffic volume is significant, and where trucks or other

⁵⁹ Virginia Department of Transportation (VDOT). Planning. Page 1-8. Retrieved January 6, 2018. <http://www.virginiadot.org/programs/resources/bk-facresguide.pdf>.

large vehicles represent at least 5 percent of traffic volume.⁶⁰ According to VDOT, the minimum width of a shoulder to accommodate bicyclists is 2 feet.⁶¹ Provided below is a cost estimate for both a 4-foot shoulder and a 2-foot shoulder.

4' shoulders cost per mile, local roads: \$518,000

4' shoulder cost per mile, collector or arterial roads: \$740,000

2' shoulder cost per mile: \$500,000

2' shoulder cost per mile (curb & gutter added) \$1,920,000

5. Bicycle Lanes



Example of a bike lane located on West Main Street in Danville

⁶⁰ Virginia Department of Transportation (VDOT). VDOT Governance Document, Road Design Manual. *Appendix A - Shared Roadways*. Rev. January 2018. Page A-122. Retrieved January 7, 2018.

<file:///E:/Bicycle%20Plan%20Update/2017%20Bicycle%20Plan%20Update/Cost%20Estimates/Appendix%20A.pdf>.

⁶¹ Virginia Department of Transportation (VDOT). *VDOT Designated Bicycle and Pedestrian Accommodations*. February 2017. Retrieved February 14, 2018.

<http://www.virginiadot.org/programs/resources/bike/BPAccommodationsDefined.pdf>.

Bicycle lanes, like improved shoulders, provide separation between the stream of traffic and bicyclists, thereby enhancing safety and encouraging individuals who may not do so otherwise, to go out bicycling. Bike lanes are most typically found in urban and suburban settings, particularly where a demand for bicycling is notable.⁶² The paved portion of bike lanes should be a minimum of 5 feet (4 feet of pavement) as measured from a curb to the line delineating the left-most extent of the bike lane. There should be a minimum of 6 feet (5 feet of pavement) as measured from a curb to the left-most extent of the bike lane where vehicular speeds are in excess of 50 MPH and/or where a substantial amount of truck/heavy vehicle traffic is present.⁶³ The following cost estimate is for the provision of bicycle lanes comprising 4 feet of width.

4' bike lanes both sides of roadway cost per mile: \$840,000

A relatively recent development in the evolution of bicycle lanes is the separated bicycle lane (SBL). These bike lanes are part of the existing street, as are traditional bike lanes. The difference, however, is that there is a buffer installed between vehicular traffic and the bike lane to further enhance safety for cyclists. When a sufficient amount of road right-of-way exists, separated bike lanes can be an excellent option to maximize cyclists' comfort and safety. Buffers can be as simple as perhaps a 2- or 3-foot section of striping or plastic delineators placed between the travel lane and the bike lane, or as ornate as concrete planters or other physical barriers. A wealth of information can be found regarding separated bike lanes at the Federal Highway Administration's [Separated Bike Lane Planning and Design Guide](#).

⁶² Virginia Department of Transportation (VDOT). Planning. Page 1-7. Retrieved January 7, 2018. <http://www.virginiadot.org/programs/resources/bk-facresguide.pdf>.

⁶³ Virginia Department of Transportation (VDOT). VDOT Governance Document, Road Design Manual. *Appendix A - Shared Roadways*. Rev. January 2018. Page A-125. Retrieved January 7, 2018. <file:///E:/Bicycle%20Plan%20Update/2017%20Bicycle%20Plan%20Update/Cost%20Estimates/Appendix%20A.pdf>.

6. Shared Use Paths



The Danville Riverwalk Trail in Danville is an excellent example of a successful shared use path.

Shared use paths, also known as multi-use paths, are paths separated from road traffic and are situated on their own right-of-way. This characteristic makes them appealing to all experience levels of cyclists, but particularly those who are less experienced and who may not feel comfortable riding on roads with vehicular traffic. Aside from bicyclists, these trails accommodate pedestrians, roller skaters/bladers, baby strollers, and wheelchairs, making them great mobility as well as fitness assets to the communities in which they are

provided. VDOT requires the minimum width for these trails to be 10 feet,⁶⁴ although 8 feet widths can sometimes be permitted if the facility is provided utilizing private (non-state or federal) funds. The cost-estimate for shared-use paths is as follows:

10' paved shared-use path cost per mile: \$1,800,000

The above cost estimates are for paved paths. Many paths and trails, however, are surfaced with other materials such as crushed stone. While not as desirable to users as paved paths, trails and paths having crushed stone or similar surfaces can reduce the cost to communities of providing these assets, and may reduce maintenance costs as well. An example of a crushed stone surfaced multi-use path in this region is the Ringgold Depot Trail in Pittsylvania County, as well as other well-known paths across the Commonwealth including the High Bridge Trail State Park, the New River Valley Trail State Park, and the Virginia Creeper Trail.

7. Road Diets/Lane Diets

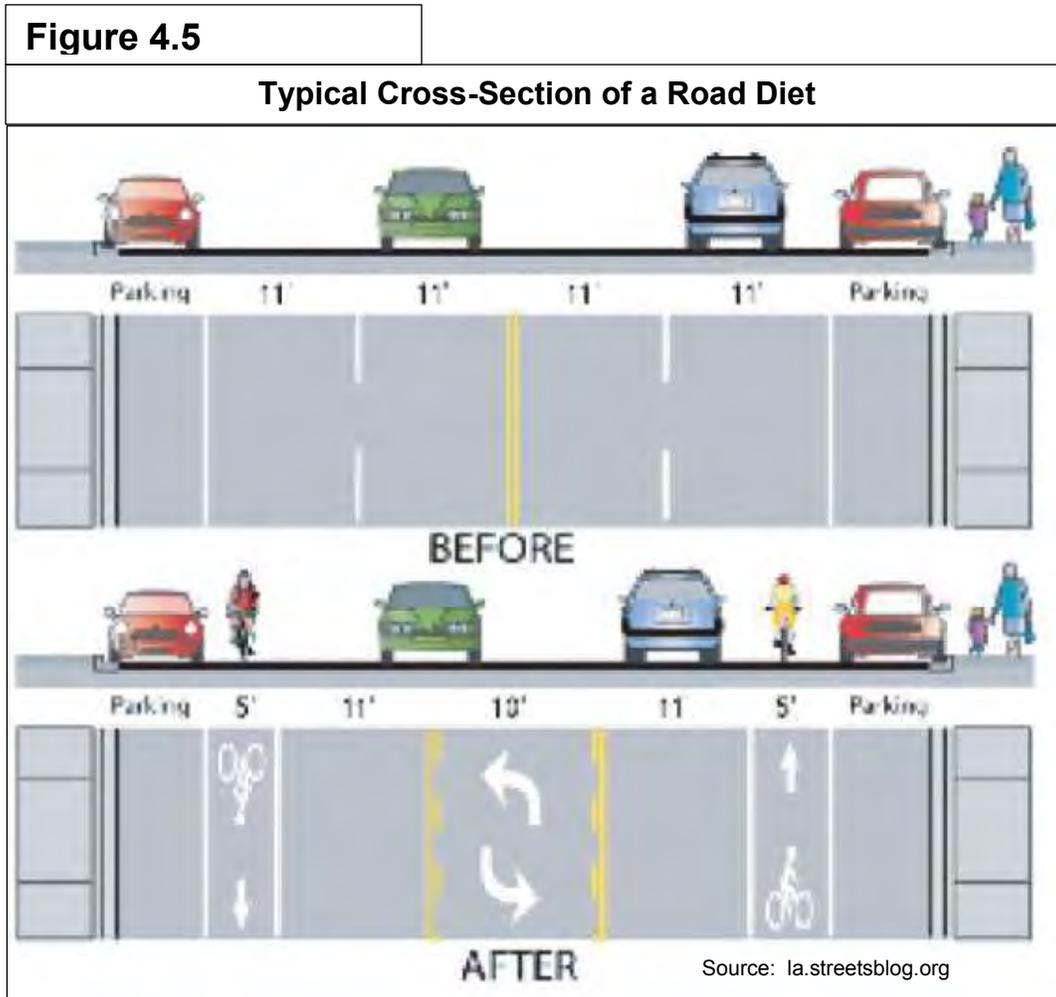


Soapstone Road in Reston, Virginia, is an example of what was previously a four-lane road converted to a three-lane road (including center turn lane), leaving room for bike lanes.

A relatively recent newcomer to bike infrastructure options is the concept of the road diet or lane diet. Road diets consist of simply reducing the number of travel lanes as part of a roadway restriping process, thereby providing dedicated space for bike lanes. Typically, a road diet is considered where a road consists of four non-divided travel lanes (two in each direction). In this circumstance, the number of travel lanes would be reduced to two (one in each direction); one bike lane in each direction; as well as the option to add a center turn lane, particularly where many cross-streets, residences, or shopping or other commercial/institutional uses exist. Along road segments with numerous turning vehicles, the Federal Highway Administration

⁶⁴ Virginia Department of Transportation (VDOT). *VDOT Designated Bicycle and Pedestrian Accommodations*. February 2017. Retrieved February 14, 2018. <http://www.virginiadot.org/programs/resources/bike/BPAccommodationsDefined.pdf>.

(FHWA) suggests the implementation of a road diet in locations in which the high number of left-turning vehicles causes most through-drivers to transition to the outer lanes. The FHWA also notes that evidence suggests that road diets can reduce, or “calm” speeds⁶⁵ in areas where high speeds can be a problem. These improvements, therefore, not only provide space for bicyclists, but create an extra margin of safety for stopped vehicles waiting to make left turns. When considering the implementation of a road diet, the FHWA recommends a maximum traffic volume of 20,000 vehicles per day (VPD).⁶⁶ For those localities in the West Piedmont Planning District concerned that they may lose urban transportation funding as a result of eliminating travel lanes, VDOT recently changed its policy so that these localities will no longer be penalized for implementing road diets. Figure 4.5 illustrates the typical cross-section of a road diet.



⁶⁵ Federal Highway Administration (FHWA). *Road Diet Informational Guide*. November 2014. 3.3 Operational Factors. Retrieved January 7, 2018. https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/.

⁶⁶ Federal Highway Administration (FHWA). *Road Diet Informational Guide*. November 2014. 3.3 Operational Factors. Retrieved January 7, 2018. https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/.



A photo showing a road prior to the implementation of a road diet (left), as well as after the road diet was implemented (right).

Lane diets are similar to road diets, in that they involve the restriping of roads to change the dimensions and/or configurations of vehicular travel lanes to improve safety and to facilitate other types of modes of travel such as bicycling. The difference is that lane diets simply reduce the width of existing travel lanes, thereby resulting in lower vehicular travel speeds and additional space for the provision of bike lanes. To visualize the concept of a lane diet, consider a four lane roadway with two lanes in each direction. If all lanes are reduced in width from 12 to 10 feet, this yields an additional 8 feet – enough space to provide two 4-foot bike lanes on the outside of the roadway.

One very attractive aspect of both road diets and lane diets is that, compared to many other bicycle facilities described earlier in this chapter, the costs to implement them are minimal. The only costs involve restriping a road and do not involve adding or eliminating any pavement at all. Additionally, if residents of the locality in which such concepts are implemented are unhappy with the new configuration, a simple road restriping project can revert the road to the original configuration – at very little cost in time and monetary expenditure.

Regional Goals

Six regional goals have been developed as part of this regional bicycle plan update. Many are very similar to the goals found in the original plan, but some have been modified slightly to reflect changing needs of bicycling.

- 1) Promote bicycling in the community as an alternate mode of travel.
- 2) Develop a prioritized regional network of bicycle routes which provide connectivity between residential areas and activity centers such as business and commercial districts, historical and cultural destinations, and public facilities.
- 3) Increase public awareness of bicycling safety by providing additional education opportunities for cyclists, drivers, and property owners. Safe Routes to School Quickstart Mini Grants can be an effective means to promote bicycling education and safety.
- 4) Promote improved health and mental wellness among present and future generations of the region's citizens and enhance the quality of life by increasing the availability of recreational opportunities in the region.
- 5) Emphasize the development of bicycle infrastructure to leverage the economic development potential of the region's existing commercial and natural resources, and pursue opportunities to

leverage tourism-based economic development vis-à-vis holding additional bicycling events throughout the region, through social media, and by promoting regional assets to bicyclists.

- 6) Provide guidance for the creation of bicycle-oriented policies, programs, and standards that will promote the development and maintenance of bicycle facilities.

Recommendations

The next section could be considered the heart of this plan, as it puts forth recommendations to enhance bicycling at the regional and local levels. Priority recommendations are listed first. These recommendations represent those that can reasonably be expected to be implemented in the foreseeable future due to numerous factors such as low cost of implementation, support for the project, or funds that may be anticipated. Vision recommendations are those that are less likely to be implemented in the foreseeable future due to low likelihood of funding, high costs of implementation, lack of concrete plans, or other factors; they could be considered aspirational. Regional and Local Level Policies are those policies which are recommended to be implemented at the regional and local levels to promote bicycling at each of these jurisdictional levels. Finally, the Implementation section puts forth steps to implement recommendations in this plan.

Priority Recommendations

Regional Priority Recommendations

- Provide connectivity between activity centers and notable destinations such as schools, colleges and universities, parks, shopping centers, cultural and recreational destinations, eating establishments, employment centers, and residential areas and developments.
- Provide regional connectivity for recreational and touring riders.
- Provide for appropriate crossings or alternate routes at obstacles such as interchanges, bridges, and primary roadways.
- Provide for on- and off-road recreational routes.
- The U.S. Army Corps of Engineers should be encouraged to continue development of a Philpott Lake multi-use trail system, referenced in the *City of Martinsville 2009 Comprehensive Plan Update* and the *Martinsville-Henry County Rivers & Trails Recreational Use Plan*, adopted September 2008.
- Identify and label locations along existing and proposed bicycle routes for spot and safety improvements.
- Encourage transit agencies throughout the region to install bicycle racks on their vehicles, and encourage/train drivers to use them and adapt travel schedules accordingly.
- Pursue opportunities to connect disadvantaged and high-poverty areas and neighborhoods with downtowns, employment, cultural, recreational, and shopping areas throughout the region.
- Pursue opportunities to implement bike share programs throughout the region and to expand on existing bike share programs where feasible.
- Pursue opportunities to implement bicycle lanes, sharrows, road diets, and “Share the Road” or “Bikes on Road” signage within cities, towns, and other population and activity centers in the region to encourage bicycling for transportation, health, and recreational purposes. Additionally, install bicycle racks and other bicycle support equipment at appropriate locations in these population and activity centers.

- To encourage bicycling and bicycle safety, localities, schools, and other organizations are encouraged to hold bike rodeos to promote safe cycling among children. To promote bicycling among the general population, localities and regional organizations are encouraged to host local and regional bicycle events.
- Pursue opportunities to enhance the Beaches to Bluegrass Priority Corridor through the region vis-à-vis the placement of “Share the Road” or “Bikes on Road” signage, wayfinding signage, and context-sensitive bicycle infrastructure and support equipment to encourage safe bicycling and bicycle tourism on this route.
- Pursue opportunities to connect the Ringgold Depot Trail, serving as a section of the planned Beaches to Bluegrass Trail, to the Tobacco Heritage Trail in Halifax County, as noted in Chapter 10 of the 2013 Edition of the *Virginia Outdoors Plan*.
- Localities are encouraged to work with local/regional/state tourism offices to promote and plan bicycle events throughout the region, particularly on priority routes such as the Beaches to Bluegrass Priority Corridor, the U.S. Route 29 Priority Corridor, and within the Western Franklin County Priority Zone for the dual purposes of encouraging bicycling and promoting bicycle tourism in the region. Additionally, localities should be encouraged to engage in favorable agreements to provide low-cost police escorts for such events, where applicable.
- Where feasible and when other maintenance activities are taking place, identify spot locations for shoulder improvements along U.S. Route 58 to allow for bike lanes, striping, and signing, where feasible.
- Pursue opportunities to redevelop the former F & P (Franklin & Pittsylvania) Railroad right-of-way between Rocky Mount/Franklin County and Chatham/Pittsylvania County as a multi-use trail. Consider pursuing development of a demonstration trail as an initial segment of this trail to help promote public support, and as resources permit, construct additional segments. To emphasize the heritage of this former railroad, efforts should be made to preserve and promote, to the greatest extent possible, existing historical features and interpretive elements associated with the railroad.
- As stated in the *2040 Danville-Pittsylvania Area Long Range Transportation Plan*, “Promote bicycle and pedestrian circulation and connections within major activity centers such as Downtown Danville and the River District, the Piedmont Drive commercial area (Danville Mall/Coleman Marketplace, etc.), and other activity and population centers in the MPO area.”
- The City of Danville and Pittsylvania County are encouraged coordinate to construct a bicycle facility to connect the Danville Riverwalk Trail to the Ringgold Depot Trail, as noted in the *Danville-Pittsylvania Transportation Vision Plan* within the *2040 Danville-Pittsylvania Area Long-Range Transportation Plan*, adopted October 2015. Where feasible, utilize alignment recommendations within the *Danville Riverwalk Trail and Ringgold Depot Trail Connector Study*, adopted 2012.
- As stated in the *2040 Danville-Pittsylvania Area Long Range Transportation Plan*, “Support access by bicycle to and between major recreation areas and other activity centers....Expand the successful Riverwalk Trail system and connect it to the Ringgold Depot Trail and major trip generators such as schools,

shopping centers, etc., where feasible.”

- Item D within the Needs Table on Page 44 of the *VTrans 2040 – VMTP 2025 Needs Assessment* states the following:
 - *“The Danville region is largely auto-centric and is largely underserved by alternative modes of transportation. A lack of active transportation infrastructure creates safety concerns and reinforces reliance of vehicular travel.”*

Franklin County Priority Recommendations

- As noted in the 2015 *Franklin County 15 Year Comprehensive Park and Recreation Plan*, establish single-track mountain bike trails throughout Waid Recreation Area.
- As noted in the 2015 *Franklin County 15 Year Comprehensive Park and Recreation Plan*, install biking and hiking trails in Franklin County Recreation Park.
- Promote the Jamison Mill Trail System. Recommended improvements to Jamison Mill Park shall include back country tent cabins and promotion of bicycle connectivity from Jamison Mill Road to nearby and adjoining gravel and paved roads.
- Promote the development of greenways, trails, and on-road bicycle infrastructure articulated in the *Westlake Hales Ford Area Plan*. This is consistent with the future land use policy for Westlake within the 2025 *Franklin County Comprehensive Plan*, which calls for an interconnected street system hospitable to bicycles and pedestrians.
- As articulated in the future land use policy within the 2025 *Franklin County Comprehensive Plan* pertaining to low, medium, and high density residential developments, encourage interconnection between these residential areas and commercial areas – including bicycle and pedestrian connections – to reduce traffic volumes on arterial roadways.
- As the *Village Plan for Union Hall, Virginia*, is brought to fruition, pursue opportunities to incorporate accommodations for bicyclists in the Union Hall area, as noted therein.
- Promote bicycling and bicycle safety in the Western Franklin County Priority Zone vis-à-vis the installation of “Share the Road” or “Bikes on Road” and wayfinding signage as well as other context-sensitive bicycle infrastructure and support equipment deemed appropriate to the area.
- In accordance with the 2025 *Franklin County Comprehensive Plan*, incorporate bicycle accommodations within road improvements in union with the *Franklin County Trail System Plan*, adopted 2004, where practicable.
- In accordance with the 2025 *Franklin County Comprehensive Plan*, ordinances and incentives should be adopted for the purposes of establishing greenways and preserving sensitive natural features to promote bicycling.
- As part of the development of the Summit View Business Park, the County should ensure that multi-use trails are developed as part of an effective internal circulation network within the business park, while serving needs of recreational users including bicyclists. A BMX park should be developed, and bicycle support equipment such as bike racks, protected commuter stations (covered bike racks), and other

appropriate equipment should be considered in strategic areas of the business park to encourage bicycling for recreation as well as for commuting. Additionally, County staff should explore establishing bicycle connections from this business park to adjoining areas of the county.

- The Town of Rocky Mount Urban Development Area (UDA) element of *VTrans 2040* identifies “Signage/Wayfinding” as a high-priority Internal UDA Need. This document identifies “Bicycle Infrastructure” and “Complete Streets” as moderate-priority Internal UDA Needs. This document identifies “Complete Streets” and “Signage/Wayfinding” as high-priority External UDA Needs, and identifies “Bicycle Infrastructure” as a moderate-priority External UDA Need.
- The 220 North Corridor Urban Development Area (UDA) element of *VTrans 2040* identifies “Complete Streets” and “Street Grid” among high-priority Internal UDA Needs, and identifies “Bicycle Infrastructure” and “Signage/Wayfinding” among moderate-priority Internal UDA Needs. This document identifies “Bicycle Infrastructure,” “Signage/Wayfinding,” and “Street Grid” among high-priority External UDA Needs, and “Complete Streets” among moderate-priority External UDA Needs.
- The Westlake-Hales Ford Urban Development Area (UDA) element of *VTrans 2040* identifies “Complete Streets” and “Street Grid” as high-priority Internal UDA Needs, and identifies “Bicycle Infrastructure” and “Signage/Wayfinding” among moderate-priority Internal UDA Needs. “Street Grid” is identified by this document as a high-priority External UDA Need. This document identifies “Bicycle Infrastructure” and “Complete Streets” as moderate-priority External UDA Needs.
- As per the *Town of Boones Mill Comprehensive Plan*, adopted December 2015, the Town should work to create parkland within the town which may include hiking and mountain biking trails, among many other amenities. Furthermore, as per the Greenways and Trails section of this comprehensive plan, the Town should develop trails as an element of parkland developed within the town. The Town and Franklin County are encouraged to collaborate to advance this effort.
- As per the Greenways and Trails element of the *Town of Boones Mill Comprehensive Plan*, adopted December 2015, the Town is encouraged to develop a multi-use trail extending from downtown Boones Mill to the Town property or possibly develop this as a loop trail, utilizing land along the creek or land on more elevated ground as noted in this Comprehensive Plan.
- As per Objective 2.3 of the *Town of Boones Mill Comprehensive Plan*, adopted December 2015, the Town should consider utilization of land not suitable for commercial development to be set aside for trails and other natural uses. As per this objective, the Town is encouraged to collaborate with the Franklin County Department of Parks & Recreation as well as trail organizations to bring this objective to fruition.
- As per Section 4.7 of the *Town of Boones Mill Comprehensive Plan*, adopted December 2015, the Town should explore the feasibility of the development of mountain bike trails, shared streets, and multi-use trails on redevelopment property owned by the Town, and consider restriping roads, where feasible, to accommodate bicyclists.
- As per the Town of Rocky Mount’s *2035 Comprehensive Plan*, adopted

December 2015, the Town of Rocky Mount should pursue opportunities to expand connections among bicycle, trail, and pedestrian infrastructure.

- As per the Town of Rocky Mount's *2035 Comprehensive Plan*, adopted December 2015, the Town of Rocky Mount should pursue Pigg River and Bald Knob Natural Heritage Area greenway connection opportunities.
- As per Strategy 2 of Policy E3 within the Town of Rocky Mount's *2035 Comprehensive Plan*, adopted December 2015, the Town of Rocky Mount is encouraged to pursue opportunities to develop bike routes, trails, and other noted recreational amenities as part of a regional outdoor recreation master plan to boost tourism in the town.
- As per the Town of Rocky Mount's *2035 Comprehensive Plan*, adopted December 2015, the Town of Rocky Mount is encouraged to take inventory of its existing trails, determine where additional connections for bicycling and hiking may be implemented, and collaborate with property owners and other entities to bring to fruition on- and off-road connections.

Henry County Priority Recommendations

- Construct multi-use trails or mountain biking trails around the Martinsville Reservoir just to the north of the City of Martinsville as resources permit.
- As part of planned road work or maintenance and where feasible, identify spot locations on recommended bicycle routes for bicycle lanes, sharrows, signage, and road diets to promote bicycling and enhance safety.
- Coordinate with the City of Martinsville to extend the Dick & Willie Passage Trail to the Smith River Sports Complex.

Coordinate trail construction from the Smith River Sports Complex to Spruce Street and from Spruce Street to Mulberry Creek as two separate phases.

Patrick County Priority Recommendations

- Continue to develop the Mayo River Rail Trail as resources permit.
- Program bicycle facilities into the Route 58 planning process. Pavement widening, VDOT-approved shoulders, striping, and signage are recommended.
- Develop a local bike network system in the Town of Stuart building off of Business Route 58. The route should include connections to the elementary school. The plan should also include the installation of bicycle racks along Main Street and other identified locations.

Pittsylvania County Priority Recommendations

- A county trails master plan should be developed, as per the *Pittsylvania County Parks and Recreation Master Plan*.
- *As noted in the 2010 Pittsylvania County Comprehensive Plan*, bicycle lanes and paths should be encouraged and required as part of new residential developments, the County should design and implement bicycle facilities into new road projects included in the West Piedmont Regional Bicycle Plan, and a County proffer policy should include the consideration bicycle lanes and paths as "public facilities."
- *As per the Pittsylvania County Parks and Recreation Master Plan*, pursue the development of mountain bike trails as separate entities from conventional

biking trails with the intent of minimizing conflicts.

- Pursue the extension of the Ringgold Rail Trail west to the City of Danville. Coordinate with the City of Danville to construct an east/west bike route to connect the Danville Riverwalk Trail to the Ringgold Depot Trail, as noted in the *Danville-Pittsylvania Transportation Vision Plan* within the *2040 Danville-Pittsylvania Area Long-Range Transportation Plan*, adopted October 2015. Where feasible, utilize alignment recommendations within the *Danville Riverwalk Trail and Ringgold Depot Trail Connector Study*, adopted 2012.
- Pursue funding and other resources to make improvements to the Ringgold Depot Trail such as paving, maintenance, and other enhancements.
- Promote trail development in the Town of Chatham.
- Explore opportunities to enhance the U.S. Route 29 Priority Corridor through the county vis-a-vis the placement of “Share the Road” or “Bikes on Road” signage, wayfinding signage, and context-sensitive bicycle infrastructure and support equipment.
- *As noted in the 2010 Pittsylvania County Comprehensive Plan*, efforts should be made to promote bicycle accessibility in single-family developments and other housing developments, where feasible.
- Promote the integration of context-sensitive bicycle infrastructure such as trails, bike lanes, shoulders for use by bicyclists, and “Share the Road” or “Bikes on Road” signage within the Berry Hill Industrial Park and on roadways that serve this facility including Berry Hill Road (U.S. Route 311) and a potential new connector road serving the industrial park between Berry Hill Road and the Danville

Expressway. Explore opportunities within the Berry Hill Industrial Park to install bicycle racks, commuter bicycle stations, and related equipment to support bicycling.

City of Danville Priority Recommendations

- Continue development of the Danville Riverwalk Trail as resources permit.
- As per the *Danville 2030 Comprehensive Plan*, implement recommendations articulated in the 2011 *Riverwalk Master Plan Revision* contained therein, which articulate four phases of trail development along recommended alignments.
- As per the *Danville 2030 Comprehensive Plan*, the City is encouraged to develop a master planned bicycle/pedestrian network to be incorporated into the current transportation plan to more effectively enable the City to realize its tourism potential and connect its neighborhoods to a greater extent.
- As per the *Danville Parks and Recreation Comprehensive Master Plan*, the City is encouraged to develop a city-specific bicycle/pedestrian plan to utilize as a basis to establish connections between the Danville Riverwalk Trail and other sections of the city.
- As part of the City’s Gateway and Corridor Planning efforts, the *City of Danville 2030 Comprehensive Plan* recommends that improvements to the city’s transportation system should give consideration to bicycle facilities.
- Address insufficient linkages between the Anglers Ridge Mountain Bike Trails and adjacent neighborhoods, and improve connectivity between parks and neighborhoods vis-à-vis the development of a connectivity plan, utilizing bicycle infrastructure such as bike lanes, as noted in the *Danville Parks*

and Recreation Comprehensive Master Plan.

- Implement bicycle recommendations included within the *Danville River District Bicycle and Pedestrian Study*, adopted May 2017.
- Construct a multi-use trail along Mount Cross Road, as a component of improvements to the Mount Cross Road corridor.
- The City of Danville Urban Development Area (UDA) element of *VTrans 2040* identifies “Bicycle Infrastructure” as a high-priority Internal UDA Need. This document also identifies “Complete Streets” as a high priority External UDA Need, and identifies “Bicycle Infrastructure” as a moderate-priority External UDA Need.

City of Martinsville Priority Recommendations

- The City is encouraged to support Henry County’s efforts to acquire a Norfolk Southern rail line from the western terminus of the Dick & Willie Passage Trail at Virginia Avenue (U.S. Route 220 Business) to Fieldale if or when the line is abandoned, to link the two trails.
- Pursue opportunities to improve bicycling comfort and safety on major streets throughout the city such as Spruce Street, Brookdale Street, Fayette Street, Church Street, Main Street, Market Street, Starling Avenue, and others.
- Coordinate with Henry County to extend the Dick & Willie Passage Trail to the Smith River Sports Complex. Coordinate trail construction from Mulberry Creek to Spruce Street, and from Spruce Street to the Smith River Sports Complex as two separate phases.
- As per the Land Use Recommendations within the *City of Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the City should,

where feasible, link residential and commercial areas with bikeways.

- As per the Transportation section of the *Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the incorporation of bicycling routes are encouraged to promote a multi-modal transportation system.
- As per the Transportation section of the *Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the City is encouraged to provide bike lanes along bike routes throughout the city as a spot location strategy.
- As per the Land use section of the *Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the City is encouraged to pursue development that is bicycle-oriented.
- As per the Transportation Recommendations within the *City of Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the City is encouraged to designate primary bicycle routes throughout the city and, where feasible, provide on-road striping for bicyclists.
- As per the *Uptown Martinsville Urban Development Areas Comprehensive Plan Amendment*, adopted July 2011, preservation of natural areas such as creeks, wetlands, and streams at, and in the vicinity of, new Traditional Neighborhood Developments (TNDs) should take place in the form of stream valley parks or greenways.
- Pursue opportunities to link the Fayette Street area in the vicinity of the former Paradise Inn west of Memorial Boulevard (U.S. Route 220 Business) to the Dick & Willie Passage Trail, as well as to more seamlessly link this portion of Fayette

Street with that section of Fayette Street east of Memorial Boulevard.

- The City of Martinsville Urban Development Area (UDA) element of *VTrans 2040* identifies “Bicycle & Pedestrian Infrastructure,” “Complete Streets,” and “Traffic Calming” as high-priority Internal UDA Needs. This document also identifies “Bicycle & Pedestrian Infrastructure,” “Complete Streets,” and “Traffic Calming” as moderate-priority External UDA Needs. “Signage/Wayfinding” has been identified by this document as a moderate-priority Internal UDA Need.

Vision Recommendations

Regional Vision Recommendations

- Provide connectivity to neighboring regions (outside of the study area) having existing bicycle plans or adjoining bicycle routes/infrastructure in place.
- Per the 2013 Edition of the *Virginia Outdoors Plan* and a reference in the *Martinsville-Henry County Rivers and Trails Recreational Use Plan*, adopted September 2008, pursue opportunities to extend the Mayo River Rail Trail east to Fieldale, Henry County.
- Pursue opportunities and funding to construct demonstration signals to use advance signal detection systems (loop detection) to include cyclists in phases. It is recommended that localities choose heavily traveled intersections along bike routes to be considered for demonstrations.
- As per Chapter 10 of the 2013 Edition of the *Virginia Outdoors Plan*, pursue opportunities to integrate regional trails into the Beaches to Bluegrass Trail.
- As per the *Martinsville-Henry County Rivers and Trails Recreational Use Plan*, adopted September 2008, pursue opportunities to link the north end of Philpott Lake with the Blue Ridge Parkway, and the Smith River with the Dan River vis-à-vis use of existing utility easements.
- Pursue opportunities to link Stanleytown, in Henry County, with Franklin County (up to and including Waid Recreation Park) vis-à-vis the footprint of the former Carolina Road, as articulated in the *Martinsville-Henry County Rivers and Trails Recreational Use Plan*, adopted September 2008.
- Pursue opportunities to establish greenway trail systems throughout the region where feasible. Opportunities to develop such trails may be found along waterways, sewer and utility

easements, and on abandoned railroad rights-of-way. Chapter 10 of the 2013 Edition of the *Virginia Outdoors Plan* identifies lands adjacent to rivers and tributaries among those that may qualify for protection, and notes trail connectivity as a priority.

- Coordinate with the Blue Ridge Parkway Foundation to provide access and facilities to and along the Blue Ridge Parkway for cyclists.
- Pursue opportunities to connect regional trails to trails in Fairystone State Park.
- The *VMTP 2025 Needs Assessment of VTrans 2040* notes that significant issues include congestion, concerns regarding safety, as well as conflicts between modes. This Needs Assessment therefore recommends the provision of “dedicated infrastructure for all users” of the Danville region’s transportation system. It is noted therein that the Danville Mall area as well as the Brosville community in Pittsylvania County are home to restaurants and retail-related establishments as well as an elementary school and a library.

Franklin County Vision Recommendations

- As per the 2004 *Franklin County Trail System Plan*, work with the U.S. Army Corps of Engineers to construct a trail around the perimeter of the Philpott Reservoir.
- Where feasible, pursue opportunities to connect park/recreational facilities vis-à-vis bicycle/pedestrian infrastructure with the goal of providing an “interconnected system” of recreational facilities in the county, as articulated in the 2015 *Franklin County 15 Year Comprehensive Park and Recreation Plan*.
- As per the 2015 *Franklin County 15 Year Comprehensive Park and Recreation Plan*,

Recreation Plan, explore opportunities to construct a BMX Park and associated spectator facilities at the site of the old dairy farm at Waid Recreation Area.

- As noted in the *2015 Franklin County 15 Year Comprehensive Park and Recreation Plan*, pursue opportunities to create hiking and biking trails in the new Crafts Ford Road Regional Park, now known as Smith Farm.
- Pursue development of the Pigg River Heritage Trail in the Town of Rocky Mount, as per the *Pigg River Heritage Trail Master Plan*, adopted December 2007.
- Pursue the implementation of the “Goals, Objectives, and Strategies” of the *2025 Franklin County Comprehensive Plan*, which promote recommendations within the *Franklin County Trail System Plan*, adopted 2004, that include construction of trails on former railroad rights-of-way, along river corridors, and along other “linear routes” linking towns within the county, parks, and various public facilities. Another goal listed in this portion of the plan is the preservation and promotion of greenways and other natural/environmental features; this, and its accompanying strategies should be executed to preserve such greenways for future multi-use trails. Pursue an objective within this section of the Comprehensive Plan to enable bicycle, pedestrian, and vehicular transportation systems to connect public and private facilities together.
- Pursue all relevant strategies articulated within the *Franklin County Trail System Plan*, adopted 2004, to establish trails within the county through such means as zoning/subdivision regulations to facilitate conservation of greenways and trails, exploration of trail development at existing and new public facilities, and other recommendations, vis-à-vis the “General Trail System Plan Recommendations” within the plan.
- As per the Greenways and Trails element of the *Town of Boones Mill Comprehensive Plan*, adopted December 2015, the Town should explore the feasibility of developing trails as referenced in the draft (now adopted) Parks & Recreation Master Plan, notably the Naff to Boones Mill Trail and the Blue Ridge Crest Trail. The Town and Franklin County are encouraged to collaborate to advance this effort.
- As per the Town of Rocky Mount’s *2035 Comprehensive Plan*, adopted December 2015, recommendations contained therein regarding contents of the *Franklin County Trail System Plan*, adopted 2004, pertaining to trails and greenways utilizing former railway corridors, river corridors, and other linear passages to connect various community facilities, should be pursued and implemented.
- The Town of Boones Mill and Franklin County are encouraged to explore the feasibility of creating a greenway trail adjacent to Maggodee Creek extending from the town north to the vicinity of Naff Road so as to create a safe alternative for bicyclists who would otherwise ride on a segment of U.S. Route 220 which, due to its high posted speed limit, truck traffic, sight distance issues, and lack of shoulders, can be hazardous to bicyclists.
- The County should consider the creation of a trailway or greenway from northern Franklin County to Explore Park in Roanoke County. The County should consider cooperating with Roanoke County on such an effort.
- *Items from The West Piedmont Planning District Commission 2035 Rural Long-Range Transportation Plan:*

- #8: US 220 from Roanoke County Limit to Wirtz Road: Short-term maintenance; Long-term widen shoulders.
- #9: VA 40 from Rocky Mount Town Limit to VA 655: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- #15: VA 122 from VA 40 to VA 697: Long-term apply access management techniques and construct new parallel roadways as area continues to develop. Widen roadway to four lanes with median, turn lanes and bike lanes.
- #16: VA 122 from VA 697 to West of Halesford Bridge: Long-term apply access management techniques and construct new parallel roadways as area continues to develop. Widen roadway to four lanes with median, turn lanes and bike lanes.
- #18: VA 40 from VA 655 to Pittsylvania County Limit: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders; turn lanes and access management).
- #20: VA 40 from VA 640 to West Corporate Limits of Rocky Mount: Long-term widen to four lanes with median.
- #22: VA 40 from VA 602 to VA 805: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #23: VA 767 from VA 690 to VA 805: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #29: VA 860 from VA 40 to Floyd County Limit: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #43: VA 116 from VA 122 to Southern Limit of Roanoke MPO: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- #48: VA 697 from US 220 to VA 122: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- #49: VA 834 from VA 40 to VA 122: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four foot shoulders, turn lanes and access management).
- #76: VA 40 – VA 40 Bypass from North Main Street to VA 40 West: Long term construct new four lane roadway (Town of Rocky Mount).
- #78: VA 640 and VA 1011 – East-West Connector – Scuffling Hill Road from VA 40 West to South Main Street: Long-term construct new two-lane roadway (Town of Rocky Mount).
- #80: VA 1001 (East Court Street) from Donald Avenue to East Corporate Limit: Long term upgrade to current two lane urban standards (Town of Rocky Mount).

Henry County Vision Recommendations

- As per the 1995 – 2010 Henry County Comprehensive Plan, opportunities

should be pursued to acquire abandoned railroad rights-of-way as well as property adjacent to the Smith River for the purpose of creating greenway trails, recreational trails, and to promote access to the Smith River. When/if the segment of the Norfolk/Southern rail line(s) between Virginia Avenue (U.S. Route 220 Business) becomes available, the County should work to acquire this property to extend the Dick & Willie Passage Trail from its current western terminus at Virginia Avenue (U.S. Route 220 Business) to Fieldale. These activities would satisfy an objective within the transportation section of the County's Comprehensive Plan to promote alternative transportation modes where feasible.

- As per the *Martinsville-Henry County Rivers and Trail Recreational Use Plan*, adopted in September 2008, construct a bicycle facility along the Smith River from Philpott Lake Dam south to the North Carolina State Line. As part of this effort, pursue opportunities to extend the Smith River Trail System from Fieldale north to the Philpott Lake Visitors Center, thereby connecting Philpott Lake and the communities of Bassett, Stanleytown, and Fieldale, as outlined in the *Small Towns Collaborative Master Plan*, adopted August 2013. Efforts should include identifying public rights-of-way for trail construction, as well as working with private landowners – including commercial landholders – to obtain trail easements.
- As per the *Martinsville-Henry County Rivers and Trail Recreational Use Plan*, adopted in September 2008, the utilization of utility easements as trails, particularly to link Jordan Creek Park and the Fieldale Trail, should be explored.
- *Items from the West Piedmont Planning District Commission 2035 Rural Long-Range Transportation Plan:*
 - #23: VA 57 from Patrick County Limit to VA 57 ALT: Long-term widen to four lanes with median.
 - #28: VA 57 from VA 667 to Martinsville West City Limit: Long-term widen to urban four lanes with median.
 - #29: US 58 from Martinsville East City Limit to VA 57: Long-term widen to six lanes with median.
 - #31: VA 605 from Franklin County Limit to Franklin County Limit: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #33: VA 903 from VA 57 to VA 606: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #36: VA 620 from VA 646 to US 58 Bypass OP (SAB): Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #37: VA 620 from US 58 to VA 646: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #40: VA 750 from VA 87 East to VA 636: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #41: VA 636 from VA 750 to VA 632: Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
 - #42: VA 636 from VA 632 to VA 697: Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
 - #43: VA 697 from VA 650 to VA 636: Long-term reconstruct road to address geometric deficiencies

- (including full-width lanes and shoulders).
- #44: VA 622 from VA 632 West to VA 750 North: Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- #45: VA 610 from VA 697 South to VA 650: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #46: VA 610 from VA 650 to VA 622: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #48: VA 688 from VA 816 to VA 692: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #55: VA 87 (Morehead Avenue) from US 220 Business to Ridgeway South Corporate Limits: Long-term widen to urban four lanes with raised median. (Town of Ridgeway).
- #59: VA 650 (Spruce Street) from Martinsville East Corporate Limits to US 58 Bypass: Long-term construct new four lane roadway with depressed median.
- #66: Existing VA 57/new VA 57 ALT (Appalachian Drive) from US 220 Bypass to VA 701: Short-term re-sign existing VA 57 as new VA 57 ALT, and widen shoulders.
- #67: VA 57 (Appalachian Drive) from VA 667 to VA 701: Long-term widen to four lanes with median.

Patrick County Vision Recommendations

- The County should explore the development of trails resembling the Mayo River Rail Trail and Dan River Park Trail, as per the 2013 Edition of Chapter 10 of the *Virginia Outdoors Plan*.

- *Items from The West Piedmont Planning District Commission 2035 Rural Long-Range Transportation Plan:*
 - #6: US 58 from East US 58 Bypass to West US 58 Business: Long-term widen to four lanes with median.
 - #7: VA 8 from US 58 North to VA 40: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #10: VA 40 from VA 708 to Franklin County Limit: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #11: VA 623 from 0.6 Mile North VA 346 to VA 624 (Union Church Drive): Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #12: VA 627 from VA 721 to VA 626 South: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #14: VA 631 from VA 661 East to VA 661 West: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #16: VA 700 from VA 831 to 0.48 Mile North VA 863 North: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #18: VA 614 from VA 610 to VA 638: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
 - #19: VA 642 from US 58 to VA 1015: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) (Town of Stuart).

Pittsylvania County Vision Recommendations

- Program bicycle facilities into the future improvements for U.S. Route 29 (north-south) to provide regional access routes.
- As per the *Pittsylvania County Parks and Recreation Master Plan*, as regional, district, and community parks are developed in the county, pursue opportunities to incorporate multi-use trails into them.
- As per the *Pittsylvania County Parks and Recreation Master Plan*, pursue efforts to create trail connections with the Ringgold Depot Trail.
- Pursue development of a multi-use trail in the Town of Gretna to interconnect employment centers in the Gretna Industrial Park, the Gretna Middle School, the Gretna Medical Center, and potentially other destinations.
- *Items from the West Piedmont Planning District Commission 2035 Rural Long-Range Transportation Plan:*
 - #14: VA 40 from Franklin County Limit to US 29 Bypass: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and four-foot shoulders, turn lanes and access management).
 - #15: VA 668 from VA 633 South to Hurt Town Limits: Long-term widen to four lanes with median.
 - #16: US 29 Business from VA 1324 to US 29 North Bypass: Long term widen to four lanes with median.
 - #18: US 29 Business from VA 924 to Roanoke River: Long-term widen to four lanes with median (Town of Hurt)
 - #22: VA 799 from VA 40 to VA 605: Long-term reconstruct road to address geometric deficiencies

(including full-width lanes and shoulders).

- #25: VA 649 from VA 750 South to VA 626: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #26: VA 634 from VA 665 South to US 29 Business: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #31: VA 640 from VA 57 to VA 718: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #32: VA 640 from VA 718 to Sandy Creek: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #39: VA 708 from US 58 East to VA 862: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #40: VA 622 from VA 857 to Henry County Limit: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- #41: VA 640 from VA 686 North to VA 57: Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

City of Danville Vision Recommendations

- As per the *Danville 2030 Comprehensive Plan*, pursue opportunities to link bicycle trails in the city with regional trails.
- As per the *Danville 2030 Comprehensive Plan*, the City is encouraged to enhance bicycle and pedestrian connections between the Piney Forest Road corridor and its adjacent neighborhoods.
- Pursue opportunities to expand and construct trails throughout the city based

on recommendations within the City's *Trail Master Plan Extension*, such as the construction of a trail along Pumpkin Creek and a Danville Riverwalk trail extension along Sandy River.

- Pursue opportunities to construct multi-use trail connections between the Danville Riverwalk Trail and Averett University's North Campus, based on recommendations within the *Mount Cross Road Corridor Analysis*, adopted 2017.

City of Martinsville Vision Recommendations

- Where feasible, the City should consider development of paths and trails within designated scenic corridors for use by bicycles and pedestrians, as noted in the *City of Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009.
 - As per the *City of Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, which references the City's *Park Master Plan* therein, the City is encouraged to create linkages between parks and neighborhoods vis-à-vis the creation of a comprehensive trail network.
 - As per the *City of Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the City should explore possible development of a rail trail along Jones Creek and Northside Drive, where it could possibly tie into the uptown area.
 - As per the Community Facilities, Services, and Utilities Recommendations within the *City of Martinsville, Virginia 2009 Comprehensive Plan Update*, adopted February 2009, the City is encouraged to complete the bike and pedestrian trail system in and outside the city.
- Adopt the 2018 West Piedmont Regional Bicycle Plan as an element of the Year 2040 *Danville-Pittsylvania Area Long Range Transportation Plan* and the *West Piedmont PDC Rural Long-Range Transportation Plan*.
 - Establish a regional bicycle advisory committee to guide the future planning and development efforts for bicycle facilities. It is recommended that the committee consist of representatives of each of the PDC member jurisdictions, including planners, engineers, landscape architects, economic development staff, parks and recreation staff, tourism personnel, citizens, and active bicyclists. Economic development, tourism, and parks & recreation offices include the following:
 - Environmental justice is a term coined by the U.S. Justice Department by way of Executive Order signed by President Clinton in 1993. It requires consideration for the potential disproportionate impact of a federally-funded transportation project on communities with a majority of low-income or minority population. Alternatives must be considered that do not have disproportionate impacts on these groups. If alternatives are not reasonable and feasible, then mitigation measure such as enhanced pedestrian and bicycle facilities should be considered.

Local-Level Policies

- Update comprehensive plan language stating support for improvements to bicycle mobility. The update to these documents is encouraged to also consider statements of support for bicycle-friendly improvements including greenways, trails, shared-use paths, bicycle lanes, road diets (where feasible), sharrows, "Share the Road" or "Bikes on Road" signage, and mixed (land) use districts to facilitate short bicycle trips between different land uses. It is also highly recommended that the updated

Regional-Level Policies

comprehensive plan include a policy, or at least language, reflecting the consideration of principles of Complete Streets. Complete Streets are streets and roadways that are designed for all users (vehicles, bicycles, pedestrians, and transit [where applicable]), and benefit residents by providing a multi-modal transportation system as well as a means for residents to maintain healthy, active lifestyles. Complete Streets are context-sensitive transportation systems and may include sidewalks and bike lanes in urban areas, but simple “Share the Road” or “Bikes on Road” signage along low-volume rural roads may be appropriate. Localities are also encouraged to incorporate language articulating support for the placement of bicycle support infrastructure such as bike racks and related equipment to be targeted to appropriate locations. Adoption of this plan as an element of the local comprehensive plan is strongly encouraged.

- Adopt capital improvement programs and annual budgets that include funds for bicycle-related improvements, such as those noted in the bullet point directly above as well as in the regional and locality recommendations.
- Adopt residential land development ordinances which address street design standards and cross-sections that accommodate bicyclists. An excellent resource to utilize when developing or updating such ordinances is [Multimodal System Design Guidelines](#), a product of the Virginia Department of Rail and Public Transportation (DRPT), adopted in October 2013. This document provides an innovative blueprint for effectively integrating context-appropriate multimodal mobility elements into local transportation networks.
- Adopt commercial land development ordinances requiring bicycle racks (for parking) on-site.

- Adopt commercial and residential land development ordinances to encourage use of shared-use paths and allow for their inclusion toward meeting open space requirements.
- Review and strengthen animal restraint (dog) ordinance language and enforcement policies to encourage protection of cyclists from dogs off-leash.
- Provide protection to regional corridors (i.e.: Route 122 corridor from Smith Mountain Lake to the Town of Rocky Mount) through the creation of a highway corridor overlay district or through amendments to current zoning ordinances to require the provision for bicycle facilities to any new construction along the corridor.

Implementation

- Adopt the plan vis-à-vis the WPPDC Board of Commissioners and the Danville Metropolitan Planning Organization (MPO).
- Encourage each locality in the region to adopt its respective portion of this plan as part of its comprehensive plan and/or vis-à-vis its governing body.
- Encourage each locality to include a digital version of this plan (routes, points of interest) on its tourism website to promote bicycle tourism in the region. The WPPDC is encouraged to contact state and regional tourism agencies and organizations such as the “Virginia Is For Lovers” website, the Crooked Road website, and others. (responsibility of WPPDC)
- Organize a one-hour long on-street bicycle ride in each community on routes identified in this plan, using local enthusiasts as leasers and local law enforcement to ensure safety.

- Advertise the event extensively as a “fun family ride” and use it to build a mailing list of interested citizens. Consider monthly rides and continually ask participants to suggest the name of one or more friends to build interest (Responsibility of local agencies).
- Recruit a major bicycle race (similar to past Tour DuPont) to come to the West Piedmont Region (responsibility of local or regional jurisdiction)
 - Advertise the plan through area colleges and universities and other institutions and organizations likely to have an interest in bicycling.
 - Protect the Route 122 corridor in Franklin County (responsibility of VDOT).
 - In the City of Danville, Martinsville and Henry County, and elsewhere as public transit is initiated, consider installing racks to hold bicycles and train drivers to use them and if feasible, adapt transit schedules accordingly. Such measures can extend the use of bicycles. (responsibility of transit system)
 - Institute a policy where VDOT reviews this plan whenever the agency schedules maintenance improvements (repavings, etc.) in the region so that accommodations to improve the comfort and safety of bicycling can be implemented as elements of such road improvements. (responsibility of VDOT)
 - Consider conducting a focused level of service (LOS) study on the recommended network of bicycle routes. The LOS study would evaluate the factors most important to bicyclists and assign a letter grade (LOS) to each recommended route that corresponds to how well bicyclists would feel safe and enjoy the route (responsibility of VDOT). See Appendix B.
 - Consider implementing a demonstration project on the Safe Routes to School program. Additionally, encourage local school divisions to promote bicycling via educational campaigns, bicycle rodeos, and other initiatives and events. (responsibility of localities, school divisions).
 - Provide comments link to the digital version of the plan to continually obtain public/stakeholder input to consider during the next plan update.
 - On a regional and local basis, collaboration should take place to establish as well as attract bicycling events so as to showcase the region’s assets to bicyclists, and utilize as an avenue for regional economic development.

Funding Programs

This section provides information on a variety of funding sources that are available to localities and other entities for the purpose of implementing bicycling projects and programs.

- **Development Proffers**
 - Proffers are contributions by developers of either land, cash, or in-kind services to localities to promote future development of capital infrastructure. Proffers can be provided to localities as a condition of rezoning land, and the purpose of these mechanisms is to offset impacts of development. In the context of bicycling, a proffer may consist of land set aside for the development of a multi-use trail to offset higher traffic volumes by encouraging bicycling. (Source: VDOT)
- **Donations and Grants from Organizations**
 - Donations or grants from private individuals or local organizations can be utilized to construct bicycle infrastructure, particularly if the proposed facilities have broad community support. A large community-based organization which serves a philanthropic role in the locality can be compelled to provide a grant for a bicycle project, particularly if a great deal of collaboration amongst agencies and stakeholders exists, in addition to significant support of the initiative throughout the community. Donations may not necessarily be in the form of funding, but could be property donated by a resident or other entity to serve as a rail right-of-way, or may be a service such as trail construction or maintenance.
- **Highway Safety Improvement Program (HSIP)**
 - The purpose of the Highway Safety Improvement Program (HSIP), a federal program created under Moving Ahead for Progress in the 21st Century (MAP-21), is to reduce the occurrence of fatalities and injuries on public roads. The 2017 – 2021 State Highway Safety Plan (SHSP) provides the basis for reducing fatalities and serious injuries vis-à-vis a multi-stakeholder, comprehensive approach as outlined in the SHSP. The SHSP contains a section on bicycling, in which three countermeasures to enhance bicycle safety are put forth:
 - **Engineering:** Identify corridors and places of high bicycle activity with the likelihood of crashes, and where “proven countermeasures” can be implemented.
 - **Enforcement:** Enforcement of vehicular and bicycle safety laws; videos and safety literature should be developed for public education, police, and bicyclists and drivers found to be noncompliant to their respective laws.
 - **Education:** Prepare literature and other information to promote safety among bicyclists as well as drivers, and dispense information to encourage children to safely bicycle to school.
 - HSIP programs and projects are federally funded at a rate of 90 percent, although certain countermeasures such as installation of traffic signs and maintaining certain pavement markings that promote safety may be eligible for 100 percent funding. Additional information may be found at http://www.virginiadot.org/business/ted_app_pro.asp. (Source: VDOT, 2017 – 2021 State Highway Safety Plan)
- **Local Funds**
 - Local funds can be utilized as a revenue source to provide bicycle infrastructure. Such funds are often in competition with other locality-wide needs, but may be used for relatively low-cost initiatives such as restriping roadways to create bike lanes or implement road diets, for signage, and for grant matching funds.

- Recreational Access Program
 - This VDOT-administered program provides funding for access to recreation areas or historic sites vis-à-vis roadways or bikeways. With regard to bikeways, these transportation links may be stand-alone or an element of a roadway. Funding limits are \$75,000 for bikeways providing access to a state facility. The funding limit for locally-operated facilities is \$60,000, however, if funding is matched dollar for dollar, the project is eligible for an additional \$15,000. Federal recreational areas are excluded from the program. Additional information may be found at <http://www.virginiadot.org/business/local-assistance-access-programs.asp>. (Source VDOT Recreational Access Program Guide, 2014)
- Recreational Trails Program
 - The Recreational Trails Program, a grant program administered by the Virginia Department of Conservation and Recreation (DCR) which also partners with the Federal Highway Administration, involves the provision of funding to localities and non-profits collaborating with a locality for the purpose of constructing trails and restoration of trails and facilities related to trails. The program, based on reimbursements, is administered on a matching basis. Additional information may be found at <http://www.dcr.virginia.gov/recreational-planning/traillnd>. (Source: Virginia Department of Conservation and Recreation)
- Transportation Alternatives Program (TAP)
 - The intent of the Transportation Alternatives Program (TAP) is to enable local entities to fund non-motorized forms of transportation in localities, while enhancing environmental and cultural elements of the infrastructure. TAP funding, which is allocated on an 80 percent/20 percent reimbursement basis, assists localities with constructing shared-use paths, bike lanes, and sidewalks, as well as to preserve former railroad rights-of-way to be utilized as rails-to-trails amenities. The TAP program can also be utilized as an educational resource for safety-related activities such as those that are classroom-based.

Subsets of the TAP program that pertain to bicycling include Safe Routes to School (SRTS) and the Recreational Trails Program (see Virginia Department of Conservation and Recreation for a more detailed description of this program). The intent of the SRTS program, within the context of bicycling, is to improve safety of children bicycling to and from school vis-à-vis improvements to bicycling (and pedestrian) crossings, on- and off-street bicycle facilities, and secure facilities at which to park bicycles. Quick Start Mini Grants, an element of the Safe Routes to School program, are grants of up to \$1,000 to help jumpstart SRTS programs. They are generally targeted to a broad assembly of students at a school, and are intended to promote safety among students who walk and bike to school. Additional information may be found regarding the TAP program at <http://www.virginiadot.org/business/prehancegrants.asp>. (Source: VDOT; VDOT Transportation Alternatives Program Guide, August 2016; VDOT, Safe Routes to School Program. http://www.virginiadot.org/programs/srsm_school_travel_plans_and_grants.asp).

- Smart Scale
 - Smart Scale is a relatively recent funding program developed by the Commonwealth of Virginia which ranks projects objectively based on five factors including *Economic Development, Safety, Accessibility, Congestion, Mitigation, and Environmental Impact of projects*; a sixth factor, *Land Use*, applies in urbanized areas of over 200,000 population.

Two funding programs constitute the Smart Scale program and include the High-Priority Projects Program (HPPP) and the District Grant Program (DGP). The HPPP program funds statewide projects, while the DGP funds projects on a VDOT district-wide level.

Smart Scale applications must be based on a need, as expressed in VTrans 2040, Virginia's multimodal transportation plan. Projects may be identified and applied for on

Corridors of Statewide Significance; within Regional Networks, which typically comprise Metropolitan Planning Organization (MPO) areas and their surrounding counties; and Urban Development Areas. Safety needs comprise a fourth needs category and include road segments and intersections throughout each VDOT district. Bicycle accommodation projects can be applied for via any of these four categorical need areas; bicycle/pedestrian projects are encouraged as elements of many traditional roadway projects, and they will typically improve the score of project applications. Additional information about the Smart Scale program may be found at <http://www.vasmartscale.org/>. (Source: VDOT)

- VDOT Revenue Share Program
 - VDOT's Revenue Share program matches local dollars with state funds on a one-to-one basis. The program helps fund maintenance, improvements, reconstruction and construction activities associated with roadways. Trails, sidewalks, and related conveyances can be included as part of Revenue Share applications. Additional information about VDOT's Revenue Share Program may be found at <http://www.virginiadot.org/business/local-assistance-access-programs.asp>. (Source: VDOT; Revenue Sharing Program Guidelines, 2017)
- VDOT Road Maintenance Program
 - This program constitutes the bulk of VDOT's funding, comprising activities which maintain the Commonwealth's transportation assets in a state of good repair. Elements within this program include installation/replacement of guardrails, road striping, Intelligent Transportation Systems (ITS), signage installation, management of pavement, etc. While this program pertains to maintenance of Virginia's transportation system, simple and routine maintenance procedures such as repaving and restriping can be excellent opportunities to implement road diets or re-size travel lanes to allow for the provision of bike lanes. (Source: VDOT)

Appendix A – WPPD Regional Bicycle Plan Survey and Public Input Meeting General Comments

Survey

West Piedmont Planning District Regional Bicycle Plan Update

1. In which community do you live or wish your responses to be associated with?

- Franklin County Henry County Patrick County Pittsylvania County
 City of Danville City of Martinsville Town/Village of _____ Other _____

2. What is your general bicycling skill level?

- Basic** (Feel most comfortable bicycling on easy trails or quiet roads, away from traffic)
 Intermediate (Feel comfortable riding on moderately rugged trails or on roads with relatively low traffic levels)
 Advanced (Generally an avid rider who is comfortable riding on roads in most traffic conditions, and/or on difficult or rugged trails)

3. How often do you currently ride a bicycle? (please check all that apply)

For transportation/commuting

- Daily One or more times a week A few times a month A few times a year Never

For recreation/fitness

- Daily One or more times a week A few times a month A few times a year Never

4. How many minutes would you be willing to commute (to work, school, shopping, entertainment, etc.) if bicycle facilities were improved in your area?

- I am not interested in bicycling for transportation, but for leisure Less than 10 minutes 10 – 19 minutes 20 – 29 minutes 30 – 44 minutes 45 – 60 minutes Over 60 minutes

5. What factors are most important to you as a bicyclist and influence when, where, or if you ride? (Rate the following items 1 – 15 with 1 being most important and 15 being least important)

Presence of bike paths or shoulders	Amount of traffic on the road	Speed of traffic	Amount of large trucks and/or buses
Number of major intersections	Weather/time of day	Availability of bicycle parking	Availability of vehicle parking (when traveling to trails/other bicycling area)
Availability of mountain bike trails and/or length of single-track trails	Personal security (perceived high-crime area)	Family-friendly bicycle facilities/area	Scenery
Shortest distance to destination	Route continuity (no barriers such as busy highways, interchanges, etc)	Dogs roaming free	Other (please list) _____

6. What types of surface do you prefer to bicycle on? (please check all that apply)

- Paved road Smooth trail/greenway (paved or unpaved) Gravel or dirt road Mountain bike trail

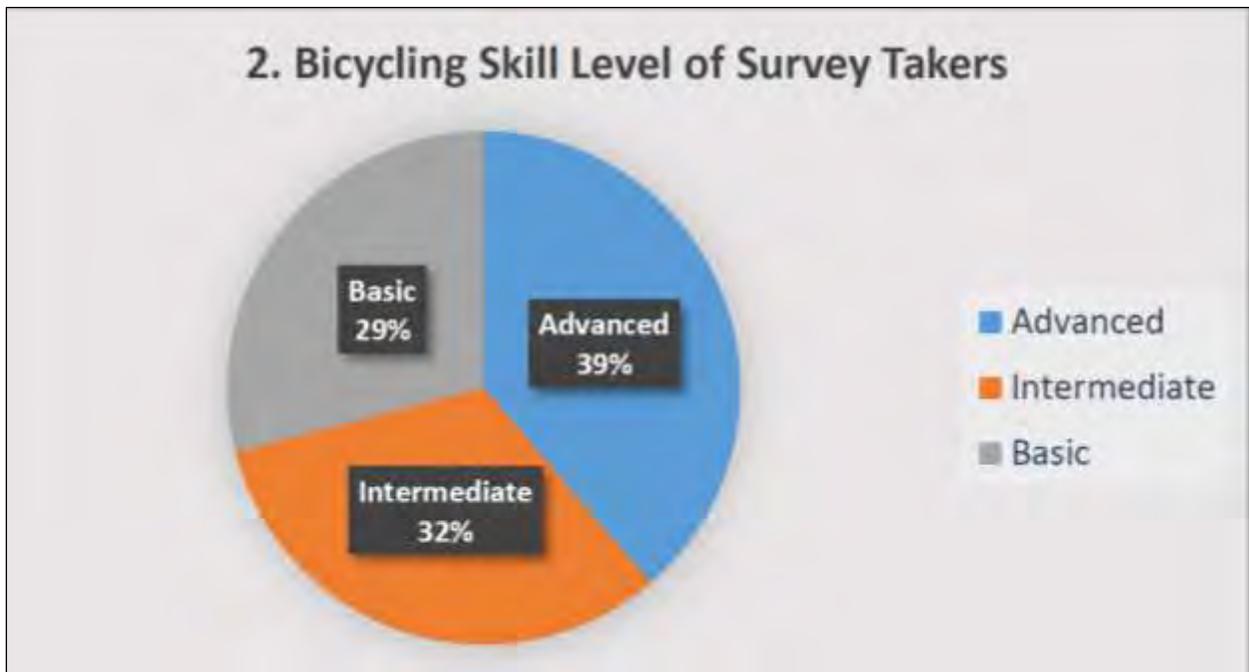
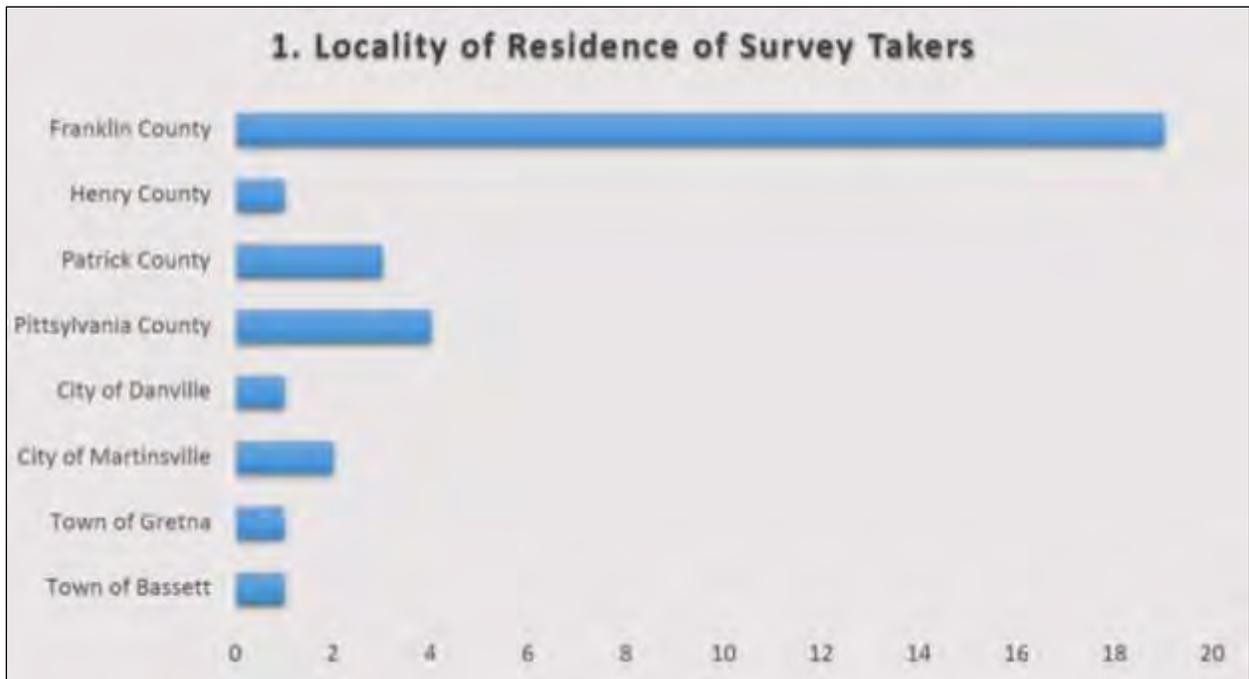
7. What factor(s), changes, or tools would improve your bicycling experience and encourage you to ride more?

8. Where would you like to see new or improved bikeways? (Bikeways would include trails or roads)

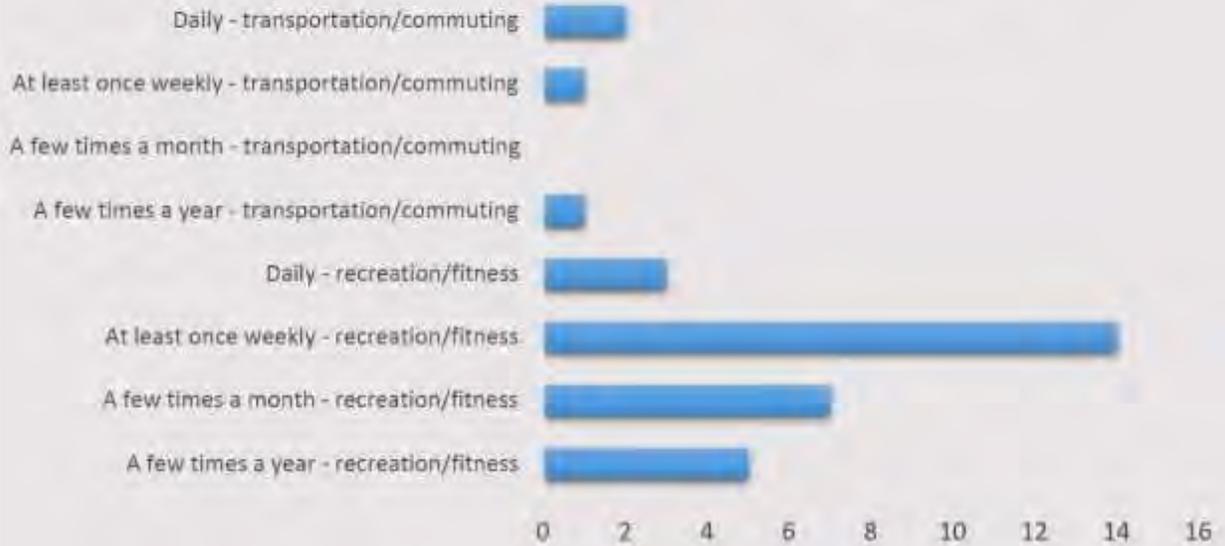
9. What is your age? (optional)

- Under 18 18 - 24 25 - 30 31 - 45 46 - 59 60 and over

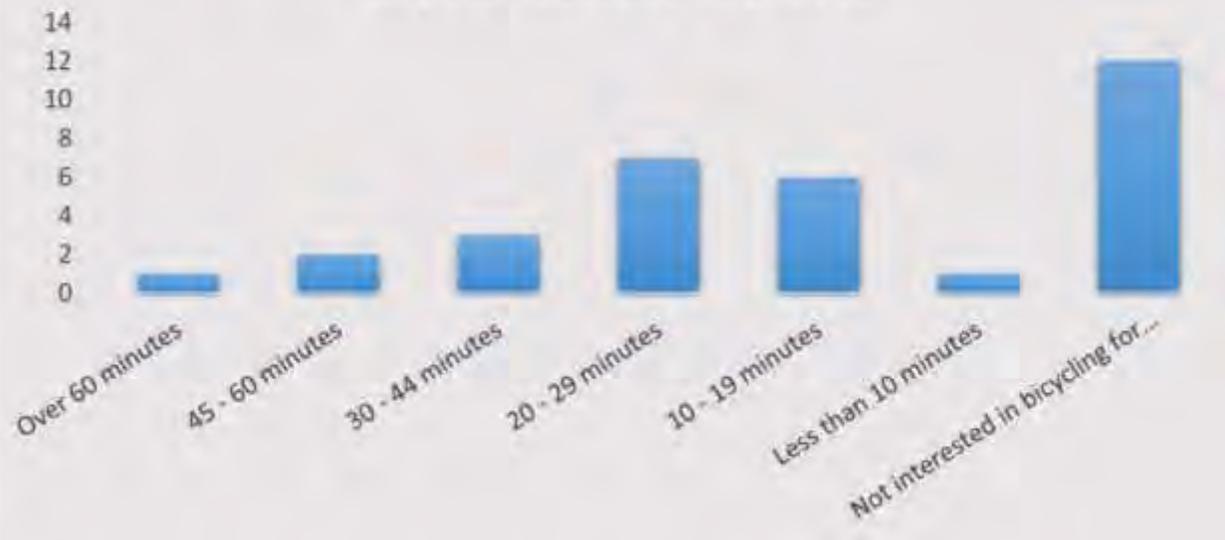
10. What is the most important message you would like to send the study team?

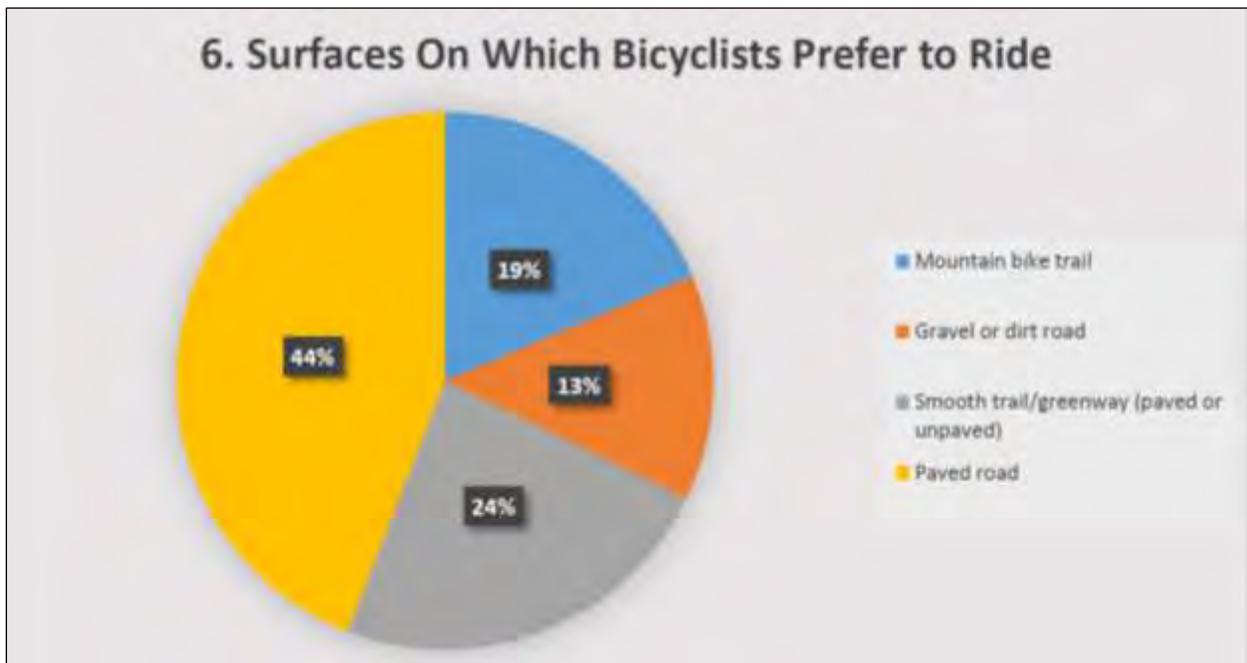
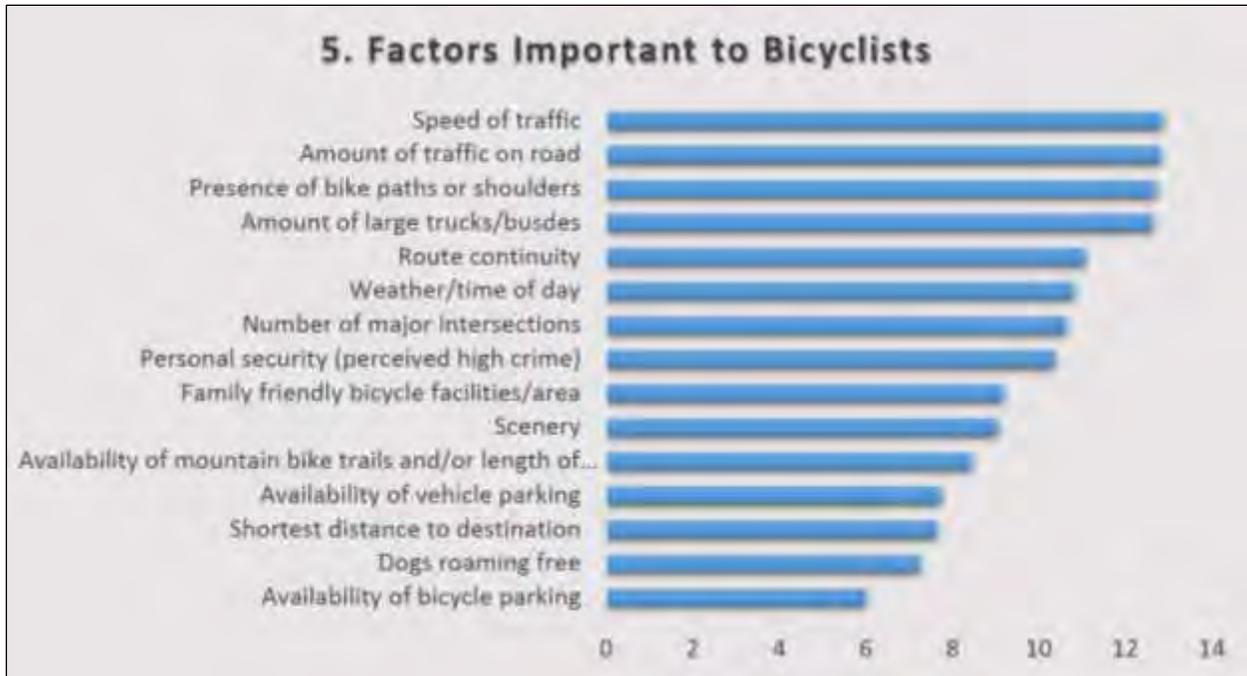


3. Frequency and Purpose for Riding a Bicycle



4. Length of Time Bicyclists Willing to Commute if Bicycle Facilities Improved



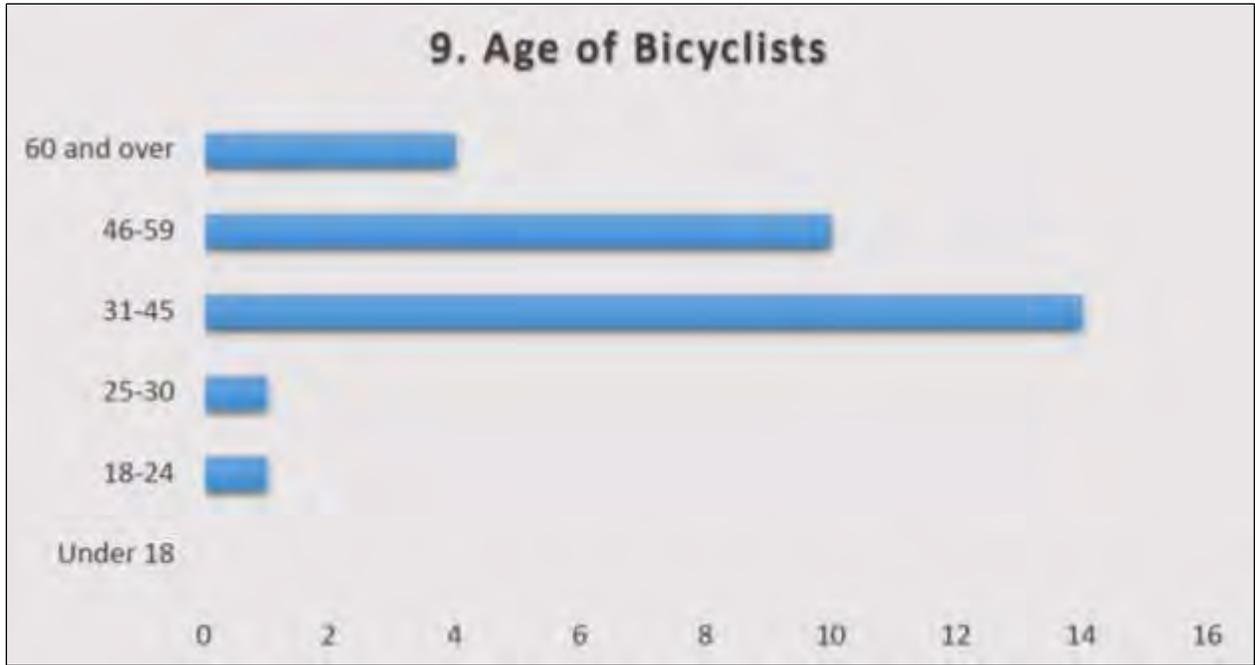


7. What factor(s), changes, or tools would improve your bicycling experience and encourage you to ride more?

- 1) Safer riding routes.
- 2) *We need more single track in franklin county*
- 3) ?
- 4) *More trails*
- 5) *having a path that I can take to do shopping, visit doctors, etc. It should be USEFUL!!!! It will therefore reduce car usage and increase exercise!*
- 6) *safe bike lanes on larger roads like 122. the ability to safely get to trails without driving your bike to the trail head.*
- 7) *Auto drivers were more intelligent.*
- 8) *More bicycle-friendly roadways. Where I live and work, the two-lane highways are rural with minimal shoulders. Drivers around here don't necessarily yield to bikers, runners, walkers.*
- 9) *More and longer trail systems and maps that show where trail systems are located.*
- 10) *More scenic adventures. More sidewalks that continue. For instance, in Collinsville, some sidewalks just end.*
- 11) *Local safe areas to ride*
- 12) *more bike paths in parks; more parks; bicycle lanes or wider shoulders on the roads; more awareness of bicyclists by motorists; classes for adults on bicycling skills, that don't take place in the middle of the day.*
- 13) *Wider shoulders on road or bike lanes*
- 14) *Bicycle racks at groceries stores so you could lock up the bike and shop*
- 15) *More destinations within biking range.*
- 16) *Complete streets*
- 17) *More mountain bike single track trails interspersed through the region. Distances of 10 miles or more. Identify as many potential locations as possible and rally the volunteers to build them.*
- 18) *Facilities with air pumps, benches, bike racks for locking bikes, and security options*
- 19) *expand the dick and willie*
- 20) *Quality of the pavement. The pavement on 58 is not as smooth as before.*
- 21) *Reduce and limit roaming dogs*
- 22) *Wider shoulders or bike paths.*
- 23) *Roadways with low traffic and moderate hills.*
- 24) *More bike lanes.*
- 25) *Safety.*

8. Where would you like to see new or improved bikeways? (Bikeways would include trails or roads)

- 1) None. Already have to many...
- 2) Patrick County
- 3) *Wade park*
- 4) ?
- 5) *Waid park*
- 6) Scruggs Road
- 7) Callaway
- 8) *Around Westlake in Franklin County.*
- 9) Jamison Mill Recreation Area, Waid Recreation Park, Franklin County Recreation Park, Summit View Business Park, Smith Mountain Lake -Westlake area
- 10) Collinsville and Uptown Martinsville
- 11) Gretna - Chatham area
- 12) *In the Moneta, Hardy, Smith Mountain Lake area*
- 13) *Doe Run Road Franklin County that connects to Waid Park*
- 14) Finish the Riverwalk trail and add bike lanes to roads where possible
- 15) Boones Mill area
- 16) Fayette street
- 17) I would love to see a greenway along the Maggodee River from Naff Rd to Boones Mill. Continuing to White Oak Rd (Therapeutic Riding Ctr) or further such as SML would be amazing too. Rocky Mount Main Street needs a road diet and bike lanes.
- 18) City, county roads
- 19) Expand the dick and willie. and utilize the sports complex more.
- 20) Not sure if it is feasible right now but hopefully.
- 21) *SML area, Ferrum, Rocky Mount*
- 22) Rocky Mount
- 23) 220 corridor
- 24) *Near Westlake + Hardy Road*
- 25) Rocky Mount and north
- 26) More paved area
- 27) Gretna/Chatham
- 28) All through the state



10. What is the most important message you would like to send the study team?

- 1) Cycling is a fade. Comes and goes with time. When i was younger it was in. Now its on its way out.
- 2) Thank you for doing this!!
- 3) Look to Roanoke. They have become a mountain bike destination for the entire east coast!! We have a ton of potential here in FC to bring some of that to us if we start making single track trails
- 4) Really think waid park could be a great place to bring people in with a few more trails
- 5) Give us a bike trail that we do not have to drive to. Make it a useful addition to transportation needs that also provides exercise.
- 6) Let's pay for all the other stuff the county has blown money on first. If its absolutely necessary to make another property owner a millionaire, i volunteer.
- 7) Connectivity is important to overall physical health and well-being. Bike trails are just one component of a larger picture.
- 8) *Multi use and bicycle specific trails are huge for communities and economic development/tourism. Individuals are often willing to drive up to an hour or more to utilize a good trail system. Individuals would like to know where trail systems are located and when group rides take place.*
- 9) *If any trails are added/improved, please advertise these to get more individuals wanting to bike. I know several people who said they would love to bike, just don't know where to.*
- 10) *At the moment i wouldn't feel safe biking on the roads in the Smith Mountain Lake area. That might be lack of skill on my part, but i think it's also lack of proper roadways. I'd bike off road, on designated trails, but i don't know of any in the area. I feel like Rocky Mount is getting a lot of attention, but the outlying areas of the county aren't.*
- 11) *Connect the parks! I'm from the Detroit area, I miss their freeway side trails that connect their parks!*
- 12) Glad to see they are trying to make these improvements that can, at the same time provide safer rider environments as well as help people get healthy safe exercise
- 13) Create a living environment for people on Fayette street that you would want to live.
- 14) Godspeed.
- 15) Safety and responsibility when sharing the road
- 16) *As a road biker I am looking for the safest road to ride with very little dogs and traffic.*
- 17) Promote cycling wood area? as a destination.
- 18) *If you could designate road shoulders with bike signs this would improve the safety of cyclists.*
- 19) Need clear roadways to travel with low auto traffic.
- 20) Continue working on this.
- 21) *More bike trails/paved/few hills.*
- 22) Public awareness of bike safety and sharing of road.

General Meeting Comments

Meeting 2: Pittsylvania County

- ▶ Continue gathering input from cyclists
- ▶ Wonderful riding in Pittsylvania
- ▶ A bike lane on Route 58 from city to the airport (Danville)
- ▶ Some improvements were done to Ringgold Depot Trail
- ▶ One attendee stated that the majority of his riding was road biking, not gravel riding
- ▶ One attendee expressed preference for bike lanes
- ▶ Thanks for sharing info
- ▶ Maybe identify 5 priority loops for the county

Meeting 3: Henry County/City of Martinsville

- ▶ Consider bicycling as part of the re-entry program
- ▶ Bikeshare possibility? Ride Solutions would be a good resource
- ▶ Cyclists who dress as though they are going to work or the store are more respected by drivers

Meeting 4: Patrick County

- ▶ Many people use road bikes, and gravel roads would be a problem
- ▶ Dogs on Cherry Creek Road, use Cherry Creek Road north of Red Rough Road
- ▶ Input received from Primland showing where their planned bike route is located

Meeting 5: Franklin County

- ▶ Sontag Road is a little hilly at the south end, but not a bad ride.
- ▶ Trails should be looked at in both Smith Mountain Lake and Pittsylvania County

Appendix B – Bicycle Compatibility Index (BCI)

The Bicycle Compatibility Index (BCI) is a tool which can be utilized to assess the bicycle level of service (LOS) of roadways, principally in urban and suburban contexts. The tool can help determine bicycle LOS, or how accommodating to bicyclists an existing roadway is. This information, in turn, can be used to formulate roadway design elements to more effectively retrofit existing roadways to accommodate cyclists. According to the Federal Highway Administration's *The Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual*, the BCI can assist in several functional areas:

- Evaluation of existing facilities. This function of the BCI can determine LOS among various road segments throughout a community. In performing an evaluation of a community's roadway network for the purpose of determining bicycle LOS, "weak links" in the network can be identified and subsequently addressed vis-à-vis inputting various design changes into the BCI to see how LOS changes. An example might be narrowing travel lanes to enable a bike lane to be added.
- Roadway design. In this functional area, practitioners can determine the LOS of a road that is in the design phase or which is planned to be redesigned. If proposed roadway elements result in a poor LOS for bicyclists, design alterations can be incorporated to improve the LOS.
- Planning for the future. The BCI can be an element of the long-range planning process by determining how future traffic conditions may impact bicycle LOS.¹

The Bicycle Compatibility Index tool can be found on the following page. Additional information about the Bicycle Compatibility Index can be found at <https://safety.fhwa.dot.gov/tools/docs/bci.pdf>.

¹ *The Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual*. Federal Highway Administration. Retrieved January 15, 2018. <https://safety.fhwa.dot.gov/tools/docs/bci.pdf>.

$BCI = 3.67 - 0.966BL - 0.410BLW - 0.498CLW + 0.002CLV + 0.0004OLV + 0.022SPD + 0.506PKG - 0.264AREA + AF$			
where:			
<p>BL = presence of a bicycle lane or paved shoulder ≥ 0.9 m no = 0 yes = 1</p> <p>BLW = bicycle lane (or paved shoulder) width m (to the nearest tenth)</p> <p>CLW = curb lane width m (to the nearest tenth)</p> <p>CLV = curb lane volume vph in one direction</p> <p>OLV = other lane(s) volume - same direction vph</p> <p>SPD = 85th percentile speed of traffic km/h</p>	<p>PKG = presence of a parking lane with more than 30 percent occupancy no = 0 yes = 1</p> <p>AREA = type of roadside development residential = 1 other type = 0</p> <p>AF = $f_t + f_p + f_{rt}$</p> <p>where:</p> <p>f_t = adjustment factor for truck volumes (see below)</p> <p>f_p = adjustment factor for parking turnover (see below)</p> <p>f_{rt} = adjustment factor for right-turn volumes (see below)</p>		
Adjustment Factors			
Hourly Curb Lane Large Truck Volume ¹	f_t	Parking Time Limit (min)	f_p
≥ 120	0.5	≤ 15	0.6
60 - 119	0.4	16 - 30	0.5
30 - 59	0.3	31 - 60	0.4
20 - 29	0.2	61 - 120	0.3
10 - 19	0.1	121 - 240	0.2
< 10	0.0	241 - 480	0.1
		> 480	0.0
Hourly Right-Turn Volume ²	f_{rt}		
≥ 270	0.1		
< 270	0.0		

¹ Large trucks are defined as all vehicles with six or more tires.

² Includes total number of right turns into driveways or minor intersections along a roadway segment.

Source: Federal Highway Administration. The Bicycle Compatibility Index: A Level of Service Concept. Implementation Manual.

Appendix C – Outreach and Communications Materials

West Piedmont Regional **BICYCLE PLAN** Update

The West Piedmont Planning District Commission (WPPDC) is in the process of updating the West Piedmont Regional Bicycle Plan, originally adopted in May 2005. Since the time of this plan's adoption, some of its recommendations have been achieved, and some bicyclists' riding preferences have changed.

This regional bicycle plan update renews many of the original plan's route recommendations, but now adds priority routes along major transportation corridors, proposes greater connectivity between existing routes, and displays popular destinations for local resident bicyclists and visiting recreational riders.

WPPDC staff want YOUR input for this updated bicycle plan. We will hold a series of public input meetings across the West Piedmont Planning District, as noted below. If you cannot attend and you would like to provide your input, please visit (<https://www.surveymonkey.com/r/BYRN9F5>) to take a brief survey. More information on the bike plan is available by visiting www.wppdc.org. Dates and locations of the public input meetings are as follows:

- **City of Danville:** *The Danville Regional Airport, Eastern Conference Room, 424 Airport Drive, Danville, VA 24540, Tuesday, October 17th from 5 – 6:30 p.m.*
- **Pittsylvania County:** *Pittsylvania County Administration Building, 1 Center Street, Chatham, VA 24531 Wednesday, October 18th from 5 – 6:30 p.m.*
- **City of Martinsville/
Henry County:** *West Piedmont Planning District Commission 1100 Madison Street, Martinsville, VA 24112 Tuesday, October 24th from 5 – 6:30 p.m.*
- **Patrick County:** *Patrick County Campus of Patrick Henry Community College (PHCC), Community Room, 212 Wood Brothers Drive, Stuart, VA 24171, Wednesday, November 1st from 5 – 6:30 p.m.*
- **Franklin County:** *Franklin County Government Center, Board of Supervisors' Meeting Room, 1255 Franklin Street, Rocky Mount, VA 24151, Thursday, November 2nd, 5 – 6:30 p.m.*

WEST PIEDMONT PLANNING DISTRICT
COMMISSION
P. O. BOX 5268
MARTINSVILLE, VA 24115

Martinsville Bulletin
Martinsville, Virginia
Affidavit of Publication

Date: October 09, 2017

JENNIFER LYNN PRILLAMAN
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #7611770
My Commission Expires Oct. 31, 2018

Notice of Public Meetings

The West Piedmont Planning District Commission (WPPDC) is holding public input meetings to receive comments on the update of the WPPDC Regional Bike Plan and welcomes all interested stakeholders to attend and participate in these meetings. More information on the bike plan is available by visiting www.wppdc.org. The meeting dates, times, and locations are as follows:

City of Martinsville/Henry County:
West Piedmont Planning District Commission,
1100 Madison Street,
Martinsville, VA 24112,
Tuesday, October 24th
from 5 - 6:30 p.m.

Patrick County:
Patrick County Campus of Patrick Henry Community College (PHCC),
Community Room, 212
Wood Brothers Drive,
Stuart, VA 24171,
Wednesday, November 1st
from 5 - 6:30 p.m.

Questions on the WPPDC Regional Bike Plan or the upcoming meetings may be addressed to:
Joe Bonanno, Regional Planner,
376-638-1987
or
jbanno@wppdc.org

The West Piedmont PDC is an Equal Opportunity Employer and is committed to ensuring no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964.

Date	Category	Description	Ad Size	Total Cost
10/15/2017	Meetings and Events	Notice of Public Meetings	1 x 49 L	87.30

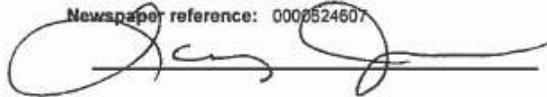
**Publisher of the
Martinsville Bulletin**

I, (the undersigned) an authorized representative of the Martinsville Bulletin, a daily newspaper published in Martinsville, Henry County, Virginia; do certify that the annexed notice Notice of Public Meetings was published in said newspapers on the following dates:

10/09/2017

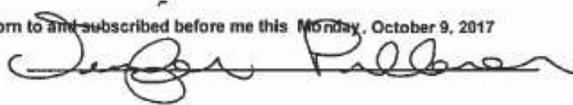
The First insertion being given ... 10/09/2017

Newspaper reference: 0000524507



Class Manager

Sworn to and subscribed before me this Monday, October 9, 2017



Notary Public

State of Virginia
City of Martinsville
My Commission expires

10-31-18

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU



THE FRANKLIN NEWS-POST
 P.O. Box 250
 Rocky Mount, Virginia 24151-0250
 540-483-5113

Account Number
 6046552

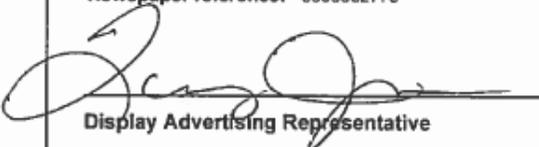
Date
 October 20, 2017

WEST PIEDMONT PDC
 Attn: David Hoback, Executive Director
 P.O. BOX 5268
 MARTINSVILLE, VA 24115-5268

Affidavit of Publication

JENNIFER LYNN PRILLAMAN
 NOTARY PUBLIC
 Commonwealth of Virginia
 Reg. #7611770
 My Commission Expires Oct 31, 2018

Date	Category	Description	Total Cost
10/26/2017	Legal Notices	NOTICE OF PUBLIC MEETING	64.85

<p>Notice of Public Meeting</p> <p>The West Piedmont Planning District Commission (WPPDC) is holding a public input meeting to receive comments on the update of the WPPDC Regional Bike Plan and welcomes all interested stakeholders to attend and participate in this meeting. More information on the bike plan is available by visiting www.wppdc.org. The meeting date, time, and location is as follows:</p> <p>Franklin County Government Center, Board of Supervisors' Meeting Room, 1285 Franklin Street, Rocky Mount, VA 24151, Thursday, November 2nd, 5 - 6:30 p.m.</p> <p>Questions on the WPPDC Regional Bike Plan or the upcoming meetings may be addressed to Joe Bonanno, Regional Planner, 278-638-3987 or JBonanno@wppdc.org</p> <p>The West Piedmont PDC is an Equal Opportunity Employer and is committed to ensuring no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. (632779)</p>	<p style="text-align: center;">Publisher of the FRANKLIN NEWS-POST</p> <p>I, (the undersigned) hereby certify that a Notice regarding</p> <p style="text-align: center;">NOTICE OF PUBLIC MEETING</p> <p>was published in the Franklin News-Post at Rocky Mount, County of Franklin, State of Virginia on the following dates:</p> <p style="text-align: center;">10/20/2017</p> <p>The First insertion being given ... 10/20/2017</p> <p>Newspaper reference: 0000632779</p> <p style="text-align: center;"> _____ Display Advertising Representative</p> <p>Sworn to and subscribed before me this Friday, October 20, 2017</p> <p style="text-align: center;"> _____ Notary Public</p> <p>State of Virginia City/County of Franklin</p>
---	--

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

STAR-TRIBUNE

Serving Pittsylvania County Since 1869

Certificate of Publication

I hereby certify that the attached order of publication has been published once a week for 1 successive weeks in the Star-Tribune, a newspaper published at the Chatham office in Pittsylvania County, Virginia, beginning on Oct. 4, 2017.

Chad Harrison, Publisher

Susan T. Light, Editor, acting agent for the publisher
Oct. 18, 2017

STATE OF VIRGINIA, AT LARGE

County of Pittsylvania, To-wit:

The foregoing instrument was acknowledged before me this 18th day of October 2017 by Susan T. Light.
My commission expires March 31, 2018.

JOANN H. AMOS
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #158583
My Commission Expires 3/31/2018

Jo Ann H. Amos
Notary Public

28 N. Main Street
P.O. Box 111
Chatham, VA 24531

Tel.: (434) 432-2791
Fax: (434) 432-4033
legals@chathamstartribune.com

Danville Register & Bee

Advertising Affidavit

Account Number
3317876

700 Monument Street
Danville, Virginia 24541
(434) 793-2311

Date
October 08, 2017

WEST PIEDMONT PLANNING
PO BOX 5268
MARTINSVILLE, VA 24115-5268

Date	Category	Description	Ad Size	Total Cost
10/08/2017	Meetings and Events	NOTICEOFPUBLICMEETINGSTHEWESTPIEDMONTPLANNI	2 x 25 L	128.00

Notice of Public Meetings

The West Piedmont Planning District Commission (WPPDC) is holding public input meetings to receive comments on the update of the WPPDC Regional Bike Plan and welcomes all interested stakeholders to attend and participate in these meetings. More information on the bike plan is available by visiting www.wppdc.org. The meeting dates, times, and locations are as follows:

City of Danville: The Danville Regional Airport, Eastern Conference Room, 41 Airport Drive, Danville, VA 24541, Tuesday, October 17th from 9 - 12:30 p.m.

Hillsborough County: Hillsborough County Administration Building, 1 Center Street, Charlotte, VA 24231, Wednesday, October 18th from 5 - 8:30 p.m.

Questions on the WPPDC Regional Bike Plan at the upcoming meetings may be addressed to Joe Bonanno, Regional Planner, 774-638-7587 or jbbonanno@wppdc.org

The West Piedmont PDC is an Equal Opportunity Employer and is committed to ensuring no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964.

Publisher of the Register & Bee

This is to certify that the attached NOTICEOFPUBLICMEETINGSTHE was published by the Register & Bee in the City of Danville, State of Virginia, on the following dates:

10/02/2017

The First insertion being given ... 10/02/2017

Newspaper reference: 0000622190

Sworn to and subscribed before me this

October 9, 2017

Sarah D. Gentry
Notary Public

Terese Ferris
Supervisor



State of Virginia
My Commission expires _____

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

THE ENTERPRISE

MOUNTAIN MEDIA, LLC

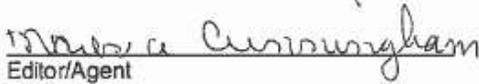
Post Office Box 429, Lewisburg, WV 24901
304-647-5724

CERTIFICATE OF PUBLICATION

STATE OF VIRGINIA
COUNTY OF PATRICK, SS:

I, **Mark Cunningham**, one of the Editors or Agents of **The Enterprise**, a weekly newspaper of general circulation published in the County of Patrick, State of Virginia, do certify that publication of the advertisement or advertisements **Notice of Public Meetings: City of Martinsville and Patrick County** attached hereto was made in **1** issue(s) of the newspaper, dated **October 11th, 2017**.

Given under my hand this **January 11th, 2018**.


Editor/Agent

\$42.00
Total Publication fee



West Piedmont
Planning District Commission

P.O. Box 5268
Martinsville, VA 24115-5268
Phone: (276) 638-3987
Fax: (276) 638-8137
e-mail: staff@wppdc.org

Serving Franklin, Henry, Patrick, and Pittsylvania Counties – Cities of Danville and Martinsville – Town of Rocky Mount – Since 1970

January 16, 2018

To: Blue Ridge Reginal Library, Martinsville and Stuart
Franklin County Public Library, Rocky Mount
Pittsylvania County Public Library, Chatham
Danville Public Library, Danville
Franklin County Administrator's Office, Rocky Mount
Henry County Administrator's Office, Collinsville
Patrick County Administrator's Office, Stuart
Pittsylvania County Administrator's Office, Chatham
Danville City Manager's Office, Danville
Martinsville City Manager's Office, Martinsville
Rocky Mount Manager's Office, Rocky Mount
West Piedmont PDC Office, Martinsville

From: David Hoback, Executive Director *DH*

RE: *Document Copies for Public Display regarding review of the West Piedmont Regional Bicycle Plan Update*

The West Piedmont Planning District Commission, serving the counties of Franklin, Henry, Patrick, and Pittsylvania; the cities of Danville and Martinsville; and the Town of Rocky Mount, is anticipating a 30-day, public review period for an update to the West Piedmont Regional Bicycle Plan, originally adopted in May 2005. In order to receive input from the public and other interested stakeholders, the Planning District Commission is offering an opportunity to comment on the update to the West Piedmont Regional Bicycle Plan. **Please keep the attached document on display until February 15, so that interested persons may review this. This plan will serve as a great resource to advance bicycling in the region as a means to promote recreational pursuits among the region's residents, tourism, and to improve public health.**

The document may also be viewed on the website: www.wppdc.org, under "Documents/Publications" and then "Transportation." If there should be questions or further information, please contact: Joe Bonanno, West Piedmont Planning District Commission, 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115-5268; Telephone: 276-638-3987; Fax: 276-638-8137; or E-mail: jbonanno@wppdc.org.

Input and comments from the general public are encouraged. As to comments before the deadline, it would be helpful to have any input on the update to the West Piedmont Regional Bicycle Plan by 12:00 noon on Thursday, February 15, 2018.

Thank you for the opportunity to provide this document for public review.
Attachment

Danville Register & Bee

Advertising Affidavit

Account Number

3317876

700 Monument Street
 Danville, Virginia 24541
 (434) 793-2311

Date

January 23, 2018

WEST PIEDMONT PLANNING
 PO BOX 5268
 MARTINSVILLE, VA 24115-5268

Date	Category	Description	Ad Size	Total Cost
01/23/2018	Legal Notices	NOTICEOFDRAFTWPPDREGIONALBIKEPLANPUBLICREVIE	2 x 25 L	125.00

Notice of Draft WPPD Regional Bike Plan Public Review

The West Piedmont Planning District Commission (WPPDC) serving the counties of Franklin, Henry, Patrick, and Pittsylvania; the cities of Danville and Martinsville; and the Town of Rocky Mount, is soliciting public comments on the update of its Regional Bicycle Plan. Copies of this draft document will be on public display in the main public library locations in Chatham, Davie, Martinsville, Rocky Mount, and Stuart, VA city, county, or town management offices as well as the office of the West Piedmont Planning District Commission, located at 1100 Madison Street, Martinsville, VA 24112. The document can also be accessed in digital format at www.wppdc.org, under "Documents/Publication" and then "Transportation." Comments will be accepted until February 23, 2018.

Comments for this draft plan should be directed to Joe Boswell, Regional Planner, 716-636-2950 or jboswell@wppdc.org at WPPDC, P.O. Box 5268, Martinsville, VA 24115.

The West Piedmont PDC is an Equal Opportunity Employer and is committed to ensuring no persons be excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964.

Publisher of the Register & Bee

This is to certify that the attached NOTICEOFDRAFTWPPDREGIONAL was published by the Register & Bee in the City of Danville, State of Virginia, on the following dates:

01/17/2018

The First insertion being given ... 01/17/2018

Newspaper reference: 0000681574

Sworn to and subscribed before me this

January 23, 2018

Sarah D. Gentry
 Notary Public

Jeresa Jerry
 Supervisor



State of Virginia
 My Commission expires _____

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

THE ENTERPRISE

MOUNTAIN MEDIA, LLC

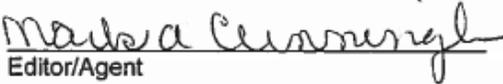
Post Office Box 429, Lewisburg, WV 24901
304-647-5724

CERTIFICATE OF PUBLICATION

STATE OF VIRGINIA
COUNTY OF PATRICK, SS:

I, **Mark Cunningham**, one of the Editors or Agents of **The Enterprise**, a weekly newspaper of general circulation published in the County of Patrick, State of Virginia, do certify that publication of the advertisement or advertisements **Notice of Draft WPPD Regional bike Plan Public Review** attached hereto was made in **1 issue(s)** of the newspaper, dated **January 17th, 2018**.

Given under my hand this **February 4th, 2018**.


Editor/Agent

\$45.50
Total Publication fee



THE FRANKLIN NEWS-POST
 P.O. Box 250
 Rocky Mount, Virginia 24161-0250
 540-483-5113

Account Number
 6046552

Date
 January 17, 2018

WEST PIEDMONT PDC
 Alan David Hoback, Executive Director
 P.O. BOX 5268
 MARTINSVILLE, VA 24116-5268

Affidavit of Publication

JENNIFER LYNN PRILLAMAN
 NOTARY PUBLIC
 Commonwealth of Virginia
 Reg. #7511770
 My Commission Expires Oct. 31, 2018

Date	Category	Description	Ad Size	Total Cost
01/23/2018	Meetings and Events	Notice of Draft WPPD Regional Bike Plan Public Review The V	1 x 47 L	78.95

<p>Notice of Draft WPPD Regional Bike Plan Public Review</p> <p>The West Piedmont Planning District Commission (WPPDC) serving the counties of Franklin, Henry, Patrick, and Pittsylvania; the cities of Danville and Martinsville; and the Town of Rocky Mount, is soliciting public comments on the update of its Regional Bicycle Plan. Copies of this draft document will be on public display in the main public library locations in Chatham, Danville, Martinsville, Rocky Mount, and Stuart, VA; city, county, or town management offices, as well as the office of the West Piedmont Planning District Commission, located at 1400 Madison Street, Martinsville, VA 24112. The document can also be accessed in digital format at www.wppdc.org, under "documents/publications" and then "Transportation." Comments will be accepted until February 15, 2018.</p> <p>Comments for this draft plan should be directed to Joe Soranno, Regional Planner, 276-438-3887 or jsoranno@wppdc.org at WPPDC, P.O. Box 5268, Martinsville, VA 24115.</p> <p>The West Piedmont PDC is an Equal Opportunity Employer and is committed to ensuring no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin, as prohibited by Title VI of the Civil Rights Act of 1964.</p> <p>(600400)</p>	<p style="text-align: center;">Publisher of the FRANKLIN NEWS-POST</p> <p>I, (the undersigned) hereby certify that a Notice regarding</p> <p style="text-align: center;">Notice of Draft WPPD Regl</p> <p>was published in the Franklin News-Post at Rocky Mount, County of Franklin, State of Virginia on the following dates:</p> <p style="text-align: center;">01/17/2018</p> <p>The First insertion being given ... 01/17/2018</p> <p>Newspaper reference: 000680400</p> <p>_____</p> <p>Display Advertising Representative</p> <p>Sworn to and subscribed before me this Wednesday, January 17, 2018</p> <p style="text-align: center;"><i>Jennifer Prillaman</i></p> <p style="text-align: center;">Notary Public</p> <p>State of Virginia City/County of Franklin</p>
--	---

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

Notice of Draft WPPD Regional Bike Plan Public Review

The West Piedmont Planning District Commission (WPPDC) serving the counties of Franklin, Henry, Patrick, and Pittsylvania and the cities of Danville and Martinsville, and the Town of Rocky Mount, is soliciting public comments on the Update of its Regional Bicycle Plan. Copies of this draft document will be on public display in the main public library locations in Chatham, Pittsylvania, Martinsville, Rocky Mount, and Stuart, VA. City, county, or town management officials are asked to forward the West Piedmont Planning District Commission, located at 1100 Madison Street, Martinsville, VA 24112. The document can also be accessed in digital format at www.wppdc.org under documents/publications. Comments for this draft plan should be directed to Joe Bonanno, Regional Planner, 76-638-1987, jrbonanno@wppdc.org. WPPDC, P.O. Box 5268, Martinsville, VA 24116. Ensuring no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964.

STAR-TRIBUNE

Serving Pittsylvania County Since 1869

Certificate of Publication

I hereby certify that the attached order of publication has been published a week for 1 successive weeks in the Star-Tribune, and published at the Chatham office in Pittsylvania County, Virginia, beginning on Jan 17, 2018.

_____, Publisher

J. B. T., Editor, acting agent for the publisher

Jan 18 2018

STATE OF VIRGINIA, AT LARGE

County of Pittsylvania, To-wit:

The foregoing instrument was acknowledged before me this 18th day of January, 2018 by Susan T Light.
My commission expires 8/31/2019.

ANGELES P. ATKINSON
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #SE7516
My Commission Expires 8/31/2019

Angeles P. Atkinson
Notary Public

28 N. Main Street
P.O. Box 111
Chatham, VA 24531

Tel.: (434) 432-2791
Fax: (434) 432-4033
legals@chathamstartribune.com

WEST PIEDMONT PLANNING
COMMISSION
P.O. BOX 5208
MARTINSVILLE, VA 24115

Martinsville Bulletin

Date: March 22, 2018

Martinsville, Virginia
Affidavit of Publication

JENNIFER LYNN PRILLAMAN
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #7611770
My Commission Expires Oct. 31, 2018

Date	Category	Description	Ad Size	Total Cost
01/23/2018	Legal Notices	Notice of Draft WPPD Reg	1 x 49 L	67.39

**Publisher of the
Martinsville Bulletin**

I, (the undersigned) an authorized representative of the Martinsville Bulletin, a daily newspaper published in Martinsville, Henry County, Virginia; do certify that the annexed notice Notice of Draft WPPD Reg was published in said newspapers on the following dates:

01/17/2018

See Attached

The First insertion being given on 01/17/2018

Newspaper reference: 000081050

Jimmy James

Class Manager

Sworn to and subscribed before me this Thursday, March 22, 2018

Jennifer Prillaman

Notary Public

State of Virginia
City of Martinsville
My Commission expires

10-31-18

THIS IS NOT A BILL. PLEASE PAY FROM MY CHECK. THANK YOU!

Appendix D – Glossary of Terms

[Many References Adapted from Jefferson Area Bicycle, Pedestrian, and Greenways Plan (July 24, 2001) and the Northern Virginia Regional Bikeway and Trail Network Study Final Report (11/19/03).]

- Activity Centers** - Neighborhoods, commercial areas, and employment sites which attract or generate travel.
- App** – A website application condensed into an easy to access icon on a smartphone. In the context of this plan, an app can be utilized to reserve bicycles via a bike share system.
- Bicycle** – (Code of VA) a device propelled solely by human power, upon which a person may ride either on or astride a regular seat attached thereto, having two or more wheels in tandem, including children's bicycles, except a toy vehicle intended for use by young children. For purposes of Chapter 8 ([46.2-800](#) et seq.) of this title, a bicycle shall be a vehicle while operated on the highway.
- Bicycle Facility** – A general term denoting improvements and other provisions made by public agencies to accommodate or encourage bicycling, including roadway improvements, signage, bicycle parking and storage facilities, and shared roadways not specifically designated for bicycle use.
- Bike Lane** – A portion of a roadway which has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists.
- Bike Share** – A system by which localities, either directly or vis-à-vis a third party, provide for rental of bicycles to the general public for a short-term period (typically 24 hours or less). Rentals are typically conducted through a website or “app,” via which the renter pays. He or she typically accesses the bicycle from a locking bike rack, or throughout the locality via a “dockless” system.
- Bikeway** – A generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- BMX Bicycle Facility** – A facility, typically located at a park or public use area, which features specialized equipment to permit “Bicycle Motorcross” activities, which involves performance of stunts, racing, etc.
- Boomer** – (Baby boomer) Refers to a generation of individuals generally born between the mid-1940s and mid-1960s.
- Challenging Routes (located in map legend)** – Refers to those routes which may pose challenges to bicyclists because of certain conditions including, but not limited to, high traffic and/or truck volumes or speeds, roadway geometry, or topography.
- Complete Streets** – Streets designed for all users, including motorists, pedestrians, bicyclists, and transit (where contextually feasible).
- Direct Impact** – Refers to the direct effects of an activity on the local economy, such as cash directly introduced to the local economy, or jobs directly created by the activity.

FAST Act – (Fixing America’s Surface Transportation Act) The most recent federal transportation legislation, signed into law December 4, 2015.

Grade - A measure of the steepness of a roadway, bikeway, or walkway, expressed in a ratio of vertical rise per horizontal distance, usually in percent; e.g. a 5% grade equals 5 m of rise over a 100 m horizontal distance.

Grade Separation – The vertical separation of conflicting travel ways with a structure.

Gravel Roads – Includes those roads surfaced with gravel and similar loose and/or coarse materials.

Greenway – Natural corridor often used for bicycle and pedestrian trails.

Highway – A general term denoting a public way for purposes of travel, including the entire area within the right-of-way.

Indirect Impact – Refers to secondary effects of an activity on a local economy. Based on the example of greater bicycle tourism in the region, a secondary impact might be a bicycle shop owner who benefits from additional income as a result of this tourism then utilizing the additional income to pay a local construction company to expand the bike shop to accommodate greater demand for services.

Induced Impacts – Refers to households which are the beneficiaries of direct and indirect economic impacts who then spend money based on household needs and desires. For example, the direct and indirect impacts of greater bicycle tourism may generate additional household income, which householders may use to eat at a local restaurant more often.

Lane Diet – The process of narrowing travel lanes so as to make additional road surface available for other uses, such as for bike lanes.

Local (road/street) – The main purpose of Local Roads is to enable vehicular traffic to directly access lands that are adjoining them. These roads are intended for short-distance travel and serve transitional roles between various land uses (residences, farms, small businesses, etc.) and roadways of higher functional classifications such as collectors and arterials, which are intended for longer-distance travel. (VDOT Functional Classification Comprehensive Guide, 2014)

Local jurisdictions – Local jurisdictions in the West Piedmont Planning District Commission include: the cities of Danville and Martinsville; the counties of Franklin, Henry, Patrick, and Pittsylvania; and the Town of Rocky Mount.

Major Collector – Distinguishing factors which differentiate Major Collectors from Minor Collectors include the function they perform. In contrast to the latter, Major Collectors accommodate higher traffic volumes, tend to carry traffic longer distances at higher speed limits, and provide less direct access to individual land uses. In the absence of arterial or routes of higher classification in the rural context, major collectors serve larger towns and county seats, connect these with towns and cities, as well as with the larger arterial routes serving as major transportation routes within localities. In the urban context, major collectors serve commercial, industrial, and residential areas with the dual purposes of access and traffic movement. Major collectors function as segues between these land uses and arterials, as well as between arterials and local streets. (VDOT Functional Classification Comprehensive Guide, 2014)

Millennial – Refers to a generation of individuals generally born between the early 1980s and early 2000s.

Minor Arterial - Minor Arterials are suited to medium-length trips, and often serve as connections to roadways of higher classifications such as Major Arterials, Other Freeways and Expressways, and Interstates. In the rural context, these roadways function as higher-speed networks promoting greater through-movements than roads of lower classifications to link states and counties, and to connect sizable towns and cities and significant destinations together. In urban areas, Minor Arterials constitute arterials of lesser classification than Principal Arterials, but form networks with them and complement them, and provide greater access to land than do they. (VDOT Functional Classification Comprehensive Guide, 2014)

Minor Collector – In rural areas, a function of Minor Collectors is to distribute traffic to smaller communities and to serve as avenues of travel between traffic-generating activity centers and outlying areas. For example, these roads may serve as conduits between schools and small town and village centers and the low-density residential areas in the countryside. In the urban context, Minor Collectors are typically characterized by relatively low speeds and few traffic signals, and they serve relatively low density areas comprising mostly commercial and residential as well as industrial functions. (VDOT Functional Classification Comprehensive Guide, 2014)

Motor Vehicle – A vehicle that is self-propelled or designed for self-propulsion.

Multi-use Path – A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

Multi-Modal – Including more than one mode of transportation (road, transit, bicycle, pedestrian, water, air, rail.)

New Routes (located in map legend) – Refers to bicycle routes added since the original iteration of the West Piedmont Regional Bicycle Plan, which was adopted May 2005.

Other Principal Arterial - In the rural context, Other Principal Arterials facilitate significant interstate or intrastate travel, forming a comprehensive network without “dead ends.” In urban areas, Other Principal Arterials serve as the main conduits for a significant amount of vehicular travel in the major metropolitan centers, and serve to transition traffic from rural areas into urban areas. They also accommodate travel between suburban areas and urban centers, as well as linking virtually all urbanized areas and urban clusters. (VDOT Functional Classification Comprehensive Guide, 2014)

Pavement Markings – Painted or applied lines of legends planed on a roadway surface for regulating, guiding or warning traffic.

Points of Interest (located in map legend) – Refers to destinations which may be attractive to bicyclists to visit including, but not limited to, restaurants, breweries, bicycle shops, civic institutions, lodging establishments such as bed and breakfasts and campgrounds, and parks.

Previous Routes (located in map legend) – Refers to bicycle routes carried over from the original iteration of the West Piedmont Regional Bicycle Plan, adopted May 2005, and included in this plan, adopted February 2018.

Priority Corridor/Zone – A corridor or zone which has been identified as an area or route for which to promote bicycling.

Rail Trail – A former railroad right-of-way which has been converted to a trail, typically a multi-use facility.

Recreational Bicyclist – This bicyclist's objective is not necessarily reaching a specific destination, but instead to exercise and enjoy the scenery. Scenic roadways with meanders, overlooks, and points of interest are usually desirable features.

Regional bikeway network – A system of high-quality bicycle facilities, including shared use paths that are a minimum of 10 feet, paved shoulders that are four feet or wider, and bike lanes (see acceptable widths under the definition for bike lanes.) In constrained situations, wide curb lanes, with a minimum of 14 feet usable width, can also be used to accommodate bicyclists.

Right of Way – The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Road Diet – The process of eliminating travel lanes, typically resulting in bi-directional travel lanes, a center two-way turn lane, and outside bike lanes.

Roadway – The paved portion of the highway.

Shared roadway – A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes of 14-feet to 15-feet, or road with paved shoulders.

Share the Road/Bikes on Road Signage – Signage indicating to motorists that bicyclists share the road with automobiles.

Shared use path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and located either within the highway right-of-way (often termed "parallel shared use path") or within an independent right-of-way. Shared use paths may also be used by pedestrians, skates, wheelchair users, joggers, and other non-motorized users. In some cases, such as the W&OD Trail, shared use paths also accommodate equestrians.

Sharrow Arrow – A stenciled image of a bicycle and arrow, typically printed on a roadway to convey to motorists that bicyclists share the road.

Shoulder – The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of sub-base, base, and surface courses. Paved shoulders can be used for bicycle travel as well.

Shoulder bikeway – A type of bikeway where bicyclists travel on a paved shoulder.

Signed shared roadway (signed bike route) - A shared roadway that has been designated by signing as a preferred route for bicycle use with either a "Share the Road" or "Bike Route" sign.

Spur – In the context of this plan, refers to an additional segment of a trail which provides additional access to a certain area of a town, city, civic institutions, etc.

Strava – A website/app which bicyclists can download for the purpose of tracking their rides. This site also generates "Heatmaps" which are available to the general public and indicate the most popular routes on which bicyclists ride.

Traditional Neighborhood Development (TND) – Development that generally adheres to the character of pre-World War II developments which include attributes such as interconnected street systems, mixed-use development and relatively dense development, and infrastructure to promote walkability.

Traffic Volume – The given number of vehicles that pass a given point for a given amount of time (hour, day, year.) See ADT.

Trail – A separated right-of-way, typically paved, earthen, or gravel surfaced, which enables use by bicyclists or pedestrians.

Trailhead – The beginning, end, or access point of a trail.

Urban Development Area (UDA)

(located in map legend) – Designated areas within localities, or an area comprising an entire jurisdiction, in which Traditional Neighborhood Development (TND) and infill development are emphasized and a multimodal transportation system – especially pedestrian, bicycle, and transit infrastructure and facilities – is the focus. UDAs are a component of Vtrans 2040, Virginia's long-range transportation plan, and serve as a basis for Smart Scale applications.

VDOT Six-year Improvement Program – Updated every June, shows funding allocations and timelines for transportation improvements throughout the state.

Vehicle – Any device in, upon or by which any person or property is or may be transported or drawn upon a highway, including vehicles that are self-propelled or powered by any means.

VTrans 2040 – Virginia's current long-range transportation plan, which establishes priorities for which transportation funding should be directed.

West Piedmont (located in map legend) – The boundary delineating the West Piedmont Planning District.

Wide Outside Lane - Vehicular travel lanes which are wider than typical travel lanes, allowing bicyclists to ride adjacent to traffic. Wide outside lanes should be 14 feet in width, and are not the same as bike lanes.

Appendix E – VDOT Policy for Integrating Bicycle and Pedestrian Accommodations

1. Introduction

Bicycling and walking are fundamental travel modes and integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network; connectivity with other modes of transportation; and independent mobility regardless of age, physical constraints, or income. Effective bicycle and pedestrian accommodations enhance the quality of life and health, strengthen communities, increase safety for all highway users, reduce congestion, and can benefit the environment. Bicycling and walking are successfully accommodated when travel by these modes is efficient, safe, and comfortable for the public. A strategic approach will consistently incorporate the consideration and provision of bicycling and walking accommodations into the decision-making process for Virginia's transportation network.

2. Purpose

This policy provides the framework through which the Virginia Department of Transportation will accommodate bicyclists and pedestrians, including pedestrians with disabilities, along with motorized transportation modes in the planning, funding, design, construction, operation, and maintenance of Virginia's transportation network to achieve a safe, effective, and balanced multimodal transportation system.

For the purposes of this policy, an accommodation is defined as any facility, design feature, operational change, or maintenance activity that improves the environment in which bicyclists and pedestrians travel. Examples of such accommodations include the provision of bike lanes, sidewalks, and signs; the installation of curb extensions for traffic calming; and the addition of paved shoulders.

3. Project Development

The Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking. Factors that 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

Project development for bicycle and pedestrian accommodations will follow VDOT's project programming and scheduling process and concurrent engineering process. VDOT will encourage the participation of localities in concurrent engineering activities that guide the project development.

3.1 Accommodations Built as Independent Construction Projects

Bicycle and pedestrian accommodations can be developed through projects that are independent of highway construction, either within the highway right-of-way or on an independent right-of-way. Independent construction projects can be utilized to retrofit accommodations along existing roadways, improve existing accommodations to better serve users, and install facilities to provide continuity and accessibility within the bicycle and pedestrian network. These projects will follow the same procedures as those for other construction projects for planning, funding, design, and construction. Localities and metropolitan planning organizations will be instrumental in identifying and prioritizing these independent construction projects.

3.2 Access-Controlled Corridors

Access-controlled corridors can create barriers to bicycle and pedestrian travel. Bicycling and walking may be accommodated within or adjacent to access-controlled corridors through the provision of facilities on parallel roadways or physically separated parallel facilities within the right-of-way. Crossings of such corridors must be provided to establish or maintain connectivity of bicycle and pedestrian accommodations.

3.3 Additional Improvement Opportunities

Bicycle and pedestrian accommodations will be considered in other types of projects. Non-construction activities can be used to improve accommodations for bicycling and walking. In addition, any project that affects or could affect the usability of an existing bicycle or pedestrian accommodation within the highway system must be consistent with state and federal laws.

3.3.1 Operation and Maintenance Activities

Bicycling and walking should be considered in operational improvements, including hazard

elimination projects and signal installation. Independent operational improvements for bicycling and walking, such as the installation of pedestrian signals, should be coordinated with local transportation and safety offices. The maintenance program will consider bicycling and walking so that completed activities will not hinder the movement of those choosing to use these travel modes. The maintenance program may produce facility changes that will enhance the environment for bicycling and walking, such as the addition of paved shoulders.

3.3.2 Long Distance Bicycle Routes

Long distance bicycle routes facilitate travel for bicyclists through the use of shared lanes, bike lanes, and shared use paths, as well as signage. All projects along a long distance route meeting the criteria for an American Association of State Highway and Transportation Officials (AASHTO) or *Manual on Uniform Traffic Control Devices* (MUTCD) approved numbered bicycle route system should provide the necessary design features to facilitate bicycle travel. Independent construction projects and other activities can be utilized to make improvements for existing numbered bicycle routes. Consideration should be given to facilitating the development of other types of long distance routes.

3.3.3 Tourism and Economic Development

Bicycling and walking accommodations can serve as unique transportation links between historic, cultural, scenic, and recreational sites, providing support to tourism activities and resulting economic development. Projects along existing or planned tourism and recreation corridors should include bicycle and pedestrian accommodations. In addition, the development of independent projects to serve this type of tourism and economic development function should be considered and coordinated with economic development organizations at local, regional, and state levels, as well as with other related agencies. Projects must also address the need to provide safety and connectivity for existing and planned recreational trails, such as the Appalachian Trail, that intersect with the state's highway system.

3.4 Exceptions to the Provision of Accommodations

Bicycle and pedestrian accommodations should be provided except where one or more of the following conditions exist:

- scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations
- environmental or social impacts outweigh the need for these accommodations
- safety would be compromised
- total cost of bicycle and pedestrian accommodations to the appropriate system (i.e., interstate, primary, secondary, or urban system) would be excessively disproportionate to the need for the facility
- purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g., projects for the Rural Rustic Road Program)
- bicycle and pedestrian travel is prohibited by state or federal laws

3.5 Decision Process

The project manager and local representatives will, based on the factors listed previously in this section, develop a recommendation on how and whether to accommodate bicyclists and pedestrians in a construction project prior to the public hearing. The district administrator should confirm this recommendation prior to the public hearing. Public involvement comments will be reviewed and incorporated into project development prior to the preparation of the design approval recommendation. When a locality is not in agreement with VDOT's position on how bicyclists and pedestrians will or will not be accommodated in a construction project, the locality can introduce a formal appeal by means of a resolution adopted by the local governing body. The resolution must be submitted to the district administrator to be reviewed and considered prior to the submission of the design approval recommendation to the chief engineer for program development. Local resolutions must be forwarded to the chief engineer for program development for consideration during the project design approval or to the Commonwealth Transportation Board for consideration during location and design approval, if needed for a project. The resolution and supporting information related to the recommendation must be included in the project documentation.

The decisions made by VDOT and localities for the provision of bicycle and pedestrian travel must be consistent with state and federal laws regarding accommodations and access for bicycling and walking.

4. Discipline Participation in Project Development

VDOT will provide the leadership to implement this policy. Those involved in the planning, funding, design, construction, operation, and maintenance of the state's highways are responsible for effecting the guidance set forth in this policy. VDOT recognizes the need for interdisciplinary coordination to efficiently develop, operate, and maintain bicycle and pedestrian accommodations.

Procedures, guidelines, and best practices will be developed or revised to implement the provisions set forth in this policy. For example, objective criteria will be prepared to guide decisions on the restriction of bicycle and pedestrian use of access-controlled facilities. VDOT will work with localities, regional planning agencies, advisory committees, and other stakeholders to facilitate implementation and will offer training or other resource tools on planning, designing, operating, and maintaining bicycle and pedestrian accommodations.

4.1 Planning

VDOT will promote the inclusion of bicycle and pedestrian accommodations in transportation planning activities at local, regional, and statewide levels. These planning activities include, but

are not limited to, corridor studies, small urban studies, regional plans, and the statewide multimodal long-range transportation plan. To carry out this task, VDOT will coordinate with local government agencies, regional planning agencies, and community stakeholder groups. In addition, VDOT will coordinate with the Virginia Department of Rail and Public Transportation (VDRPT) and local and regional transit providers to identify needs for bicycle and pedestrian access to public transportation services and facilities.

4.2 Funding

Highway construction funds can be used to build bicycle and pedestrian accommodations either concurrently with highway construction projects or as independent transportation projects. Both types of bicycle and pedestrian accommodation projects will be funded in the same manner as other highway construction projects for each system (i.e., interstate, primary, secondary, or urban). VDOT's participation in the development and construction of an independent project that is not associated with the interstate, primary, secondary, or urban systems will be determined through a negotiated agreement with the locality or localities involved.

Other state and federal funding sources eligible for the development of bicycle and pedestrian accommodations may be used, following program requirements established for these sources. These sources include, but are not limited to, programs for highway safety, enhancement, air quality, congestion relief, and special access.

VDOT may enter into agreements with localities or other entities in order to pursue alternate funding to develop bicycle and pedestrian accommodations, so long as the agreements are consistent with state and federal laws.

4.3 Design and Construction

VDOT will work with localities to select and design accommodations, taking into consideration community needs, safety, and unique environmental and aesthetic characteristics as they relate to specific projects. The selection of the specific accommodations to be used for a project will be based on the application of appropriate planning, design, and engineering principles. The accommodations will be designed and built, or installed, using guidance from VDOT and AASHTO publications, the MUTCD, and the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.

During the preparation of an environmental impact statement (EIS), VDOT will consider the current and anticipated future use of the affected facilities by bicyclists and pedestrians, the potential impacts of the alternatives on bicycle and pedestrian travel, and proposed measures, if any, to avoid or reduce adverse impacts to the use of these facilities by bicyclists and pedestrians.

During project design VDOT will coordinate with VDRPT to address bicyclist and pedestrian access to existing and planned transit connections.

Requests for exceptions to design criteria must be submitted in accordance with VDOT's design exception review process. The approval of exceptions will be decided by the Federal Highway Administration or VDOT's Chief Engineer for Program Development.

VDOT will ensure that accommodations for bicycling and walking are built in accordance with design plans and VDOT's construction standards and specifications.

4.4 Operations

VDOT will consider methods of accommodating bicycling and walking along existing roads through operational changes, such as traffic calming and crosswalk marking, where appropriate and feasible.

VDOT will work with VDRPT and local and regional transit providers to identify the need for ancillary facilities, such as shelters and bike racks on buses, that support bicycling and walking to transit connections.

VDOT will enforce the requirements for the continuance of bicycle and pedestrian traffic in work zones, especially in areas at or leading to transit stops, and in facility replacements in accordance with the MUTCD, *VDOT Work Area Protection Manual*, and *VDOT Land Use Permit Manual* when construction, utility, or maintenance work, either by VDOT or other entities, affects bicycle and pedestrian accommodations.

VDOT will continue to research and implement technologies that could be used to improve the safety and mobility of bicyclists and pedestrians in Virginia's transportation network, such as signal detection systems for bicycles and in-pavement crosswalk lights.

4.5 Maintenance

VDOT will maintain bicycle and pedestrian accommodations as necessary to keep the accommodations usable and accessible in accordance with state and federal laws and VDOT's asset management policy. Maintenance of bike lanes and paved shoulders will include repair, replacement, and clearance of debris. As these facilities are an integral part of the pavement structure, snow and ice control will be performed on these facilities.

For sidewalks, shared use paths, and bicycle paths built within department right-of-way, built to department standards, and accepted for maintenance, VDOT will maintain these bicycle and pedestrian accommodations through replacement and repair. VDOT will not provide snow or ice removal for sidewalks and shared use paths. The execution of agreements between VDOT and localities for maintenance of such facilities shall not be precluded under this policy.

5. Effective Date

This policy becomes effect upon its adoption by the Commonwealth Transportation Board on March 18, 2004, and will apply to projects that reach the scoping phase after its adoption. This policy shall supersede all current department policies and procedures related to bicycle and pedestrian accommodations. VDOT will develop or revise procedures, guidelines, and best practices to support and implement the provisions set forth in this policy, and future departmental policies and procedural documents shall comply with the provisions set forth in this policy.

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Appendix G – Resources

The following is a compilation of various resources to promote bicycling in the West Piedmont Planning District. These resources include bicycle advocacy organizations, information about how to fund bicycle programs and infrastructure, and guidance documents pertaining to the design of various forms of bicycle infrastructure.

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20. Virginia Department of Transportation (VDOT) State Bicycle Policy Plan - http://www.virginiadot.org/programs/resources/bike/VDOT_Bicycle_Policy_Plan.pdf
21. Virginia Department of Transportation (VDOT) Transportation Alternatives (TA) Set-Aside - <http://www.virginiadot.org/business/prehancegrants.asp>
22. Virginia Department of Transportation (VDOT) Transportation Efficient Land Use and Design Guide - http://www.vdot.virginia.gov/projects/resources/access_management/Trans_Efficient_Planning_and_Design.pdf
23. Virginia Multimodal Transportation Plan VTrans 2025 Needs Assessment (VTrans 2040) - http://vtrans.org/vtrans_multimodal_transportation_plan_2025_needs_assessment.asp