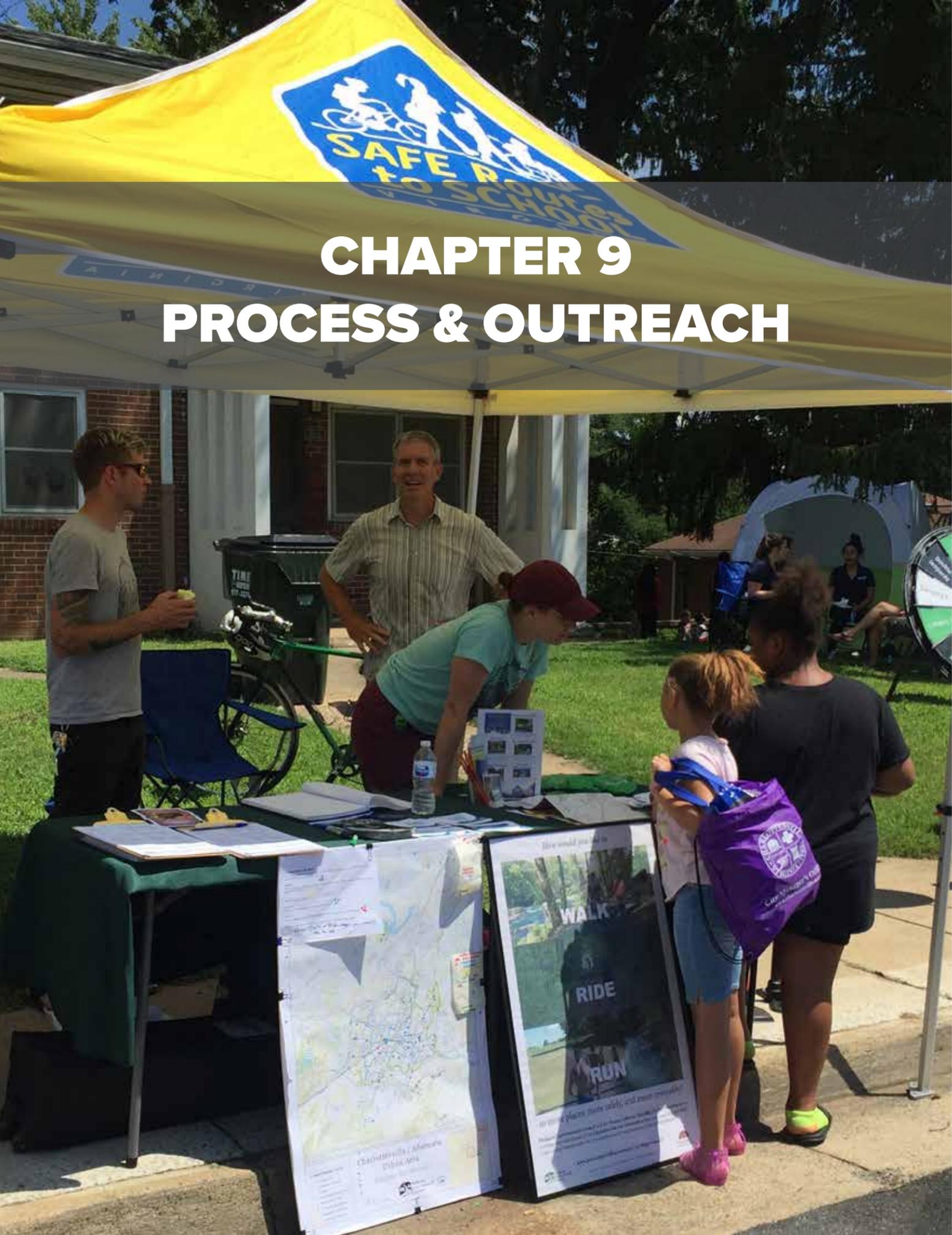


SECTION

III

RURAL



CHAPTER 9

PROCESS & OUTREACH

Rural Bicycle & Pedestrian Planning

This section assesses and provides recommendations for the rural areas of the TJPDC region, including counties, towns and development areas. Bicycle and pedestrian planning for rural areas involves different opportunities and challenges than planning in urban areas. While transportation was the primary focus of recommendations for the Charlottesville and Albemarle urban areas, many of the recommendations for rural areas will primarily benefit those bicycling, walking, or running for recreation. Nonetheless, transportation remains an important aspect of bicycle and pedestrian infrastructure in rural areas, particularly in towns and development areas. Additionally, the benefit to tourists and the potential to increase tourism is important to consider when planning bicycle and pedestrian infrastructure in rural areas.

Summary of Process

This Plan's recommendations for the region's counties, towns, and development areas were developed through an assessment of relevant plans and studies and discussions with County, Town and VDOT staff. The Rural Technical Committee was also engaged throughout the planning process. A heatmap of bicycle activity created by Strava, a company with an application used by many bicyclists, was used to understand current recreational cycling patterns. While not all bicyclists use Strava, many recreational cyclists use the app to track their rides. The heatmap aggregates this data to provide information about the relative number of people bicycling on roads throughout the region. This information was valuable in identifying roads that may have a higher priority for improvements that increase the safety and comfort for bicyclists.

For each county, TJPDC staff compiled information from relevant plans, including the Jefferson Area Bicycle and Pedestrian Plan completed in 2004, and met with County staff. With assistance, the recommended bicycle

and pedestrian improvements for the County were identified. In addition to infrastructure recommendations, TJPDC discussed potential changes to ordinances or county plans that would increase implementation of bicycle and pedestrian infrastructure in the county. TJPDC staff also contacted and worked with town managers and other town officials regarding recommendations for the towns in the region.

Types of Recommendations

This Plan provides recommendations that would increase safety for those bicycling or walking long distances in the region as well as recommendations for bicycle and pedestrian infrastructure that would benefit people living in or visiting the towns and development areas in the region.

Shared use paths that meet [VDOT standards](#) are recommended in multiple corridors in the region and would provide desirable places for people of all ages to bike or walk for recreation or to reach nearby destinations. The James River Heritage Trail is a path that would connect multiple counties in this region and adjacent regions. A path of this type could also have tourism or other economic development benefits in places, such as Scottsville, that are along the path.

Many of the towns and development areas in the region would benefit from shared use paths, bike lanes, and sidewalks. Given that these areas have a higher density of residents and destinations than the surrounding rural areas, bicycle and pedestrian infrastructure provides transportation options for residents and tourists in these areas.

The recommendations for roads in this section are primarily meant to guide action by VDOT and county governments regarding improving conditions for bicyclists. Therefore, the roads indicated are not necessarily the most desirable routes for use by bicyclists currently. This Plan has identified many roads that could be improved to

increase safety and comfort for bicyclists in the region. This Plan uses “rural shared road” as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified the appropriate improvement for each road, but the following information should guide decisions by VDOT and county governments.

The Federal Highway Administration (FHWA) released a report titled [Small Town and Rural Multimodal Networks](#) in 2016, which provides guidelines and information regarding bicycle and pedestrian infrastructure. Among other recommendations, the report provides detailed information about implementing paved shoulders. Table 9.1, below, indicates recommended shoulder widths for different functional classes of rural roads. The report also suggests how to include rumble strips to help separate the travel lane and the shoulder without negatively impacting bicycles, which is an issue that was raised by local staff. Specifically, the report recommends that there be at least 4 feet of paved shoulder to the right of the rumble strips, with the rumble strips on or immediately adjacent to the edgeline of the road. Appropriate gaps in the rumble strips should be provided to allow for bicyclists to comfortably transfer between the travel lane and the paved

shoulder. Further details regarding design and implementation of paved shoulders, including safe configuration at intersections, can be found in the full report.

The TJPDC completed a corridor study for US [Bike Route 76](#) in 2015. This study included in-depth analysis of the roads that are designated as part of Route 76 and detailed recommendations for potential re-routing and improvements to existing roads. Those recommendations are referenced in this Plan, and that study will remain a relevant document for use in identifying and implementing improvements to the Route 76 corridor.

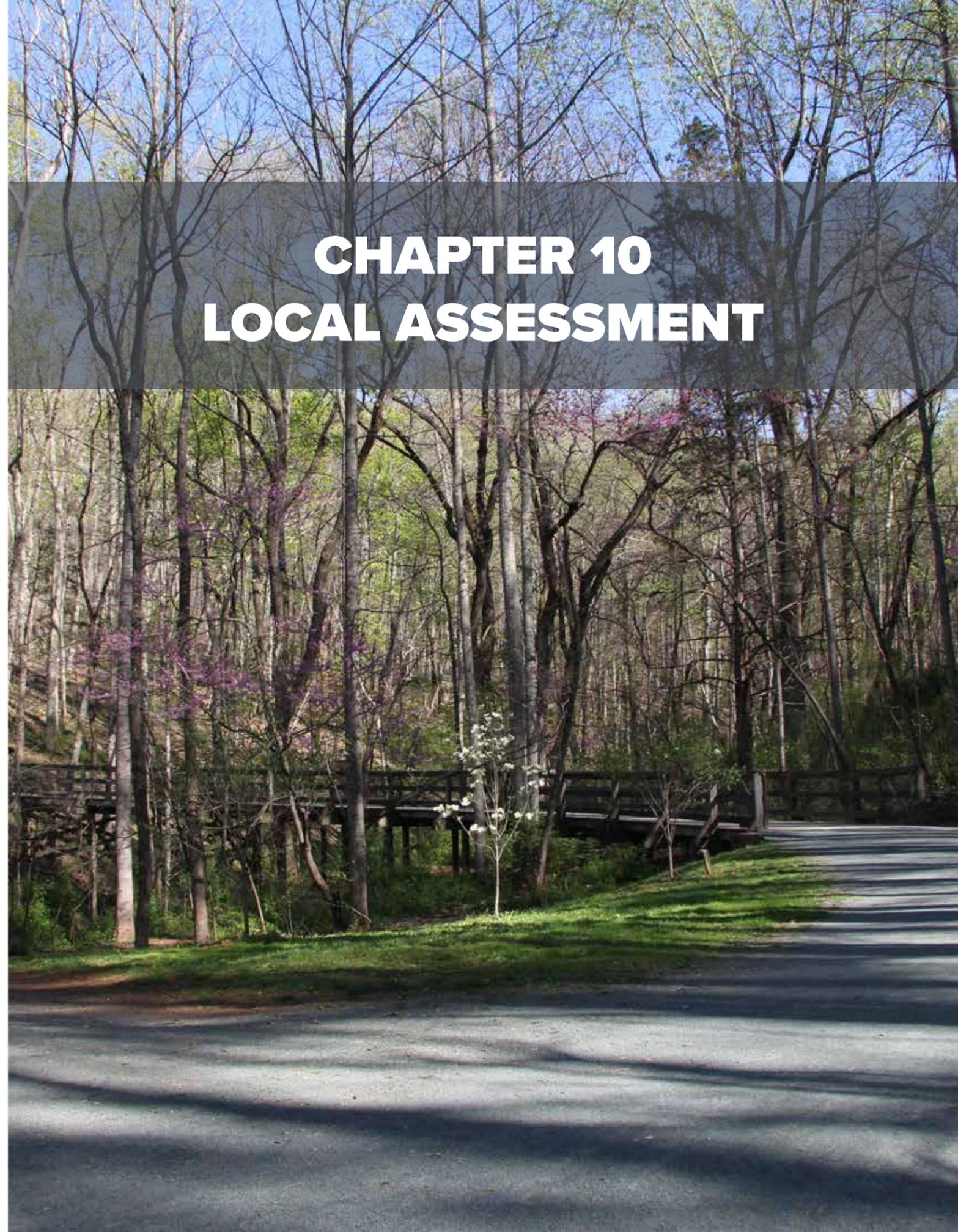
Connection to RLRP and Other Plans

The Jefferson Area Bicycle and Pedestrian Plan will be integrated into the [2040 Rural Long-Range Transportation Plan](#) by reference and will serve as the bicycle and pedestrian recommendations for the rural plan. This Plan may also be adopted by local governments through an outright adoption or by incorporating the recommendations into local comprehensive/transportation plans when the local plans are updated. The bicycle and pedestrian recommendations will also be provided to VDOT, to indicate the need for funding through SMART SCALE, TAP, Safety, and other programs. TJPDC staff will also make efforts to ensure that overall goals and objectives related to bicycle and pedestrian infrastructure in the region are reflected in the statewide transportation plan known as VTRANS.

Functional Classification	Volume (AADT)	Speed (mi/h)	Recommended Minimum Paved Shoulder Width
Minor Collector	up to 1,100	35	5 ft
Major Collector	up to 2,600	45	6.5 ft
Minor Arterial	up to 6,000	55	7 ft
Principal Arterial	up to 8,500	65	8 ft

Source: Federal Highway Administration (FHWA)

CHAPTER 10 LOCAL ASSESSMENT



ALBEMARLE COUNTY

Existing Conditions

Bicycling in the rural areas of Albemarle includes people riding as a means of transportation, recreational bicycling by local residents, and long-distance recreational riding on US Bike Route 76. Bike Route 76 traverses the county East to West on existing roadways, and is signed but does not have dedicated infrastructure or facilities. Specific recommendations for improving the route are provided for in the 2014 TJPDC Bicycle Route 76 Corridor Study. Recreational bicycling by local residents is particularly common, given the beautiful scenery and varied topography of the County and the proximity to residents of Charlottesville and Albemarle's urban areas. Yet there is minimal infrastructure dedicated for bicycles in the rural areas of Albemarle County, with most roads not have paved shoulders to accommodate bicyclists. Similarly, pedestrian infrastructure has not been built out extensively. The Town of Scottsville has some sidewalks, but few other places in the County's rural areas have sidewalks or other pedestrian accommodations.

Public outreach by Plan staff indicates that there is enthusiasm for increased bicycling and walking opportunities in the County's rural areas. Improving bicycle and pedestrian access to Albemarle County's parks would benefit residents of both the rural and urban areas. Improved facilities, combined with appropriate promotion, could increase the tourism and economic development benefits of bicycling and walking in the region. This could involve drawing new tourists to the region, particularly if a long-distance path such as the James River Heritage Trail is built, or connecting tourists already visiting the region to destinations such as breweries and wineries. Given the region's historic sites, creating bicycle routes that follow historic paths, such as the route of Jack Jouett's ride, could also have potential tourism benefits.

Local Documents

The Albemarle County Comprehensive Plan addresses bicycle and pedestrian infrastructure in the rural areas from the perspective of both transportation and recreation. It particularly emphasizes paths, and specifically greenway paths/trails, as important future infrastructure. The specific path recommendations in the Comp Plan include along the James and Rivanna Rivers and along the US 250 corridor from the Blue Ridge Tunnel to Crozet, which would connect to the proposed Three Notched Trail between Crozet and Charlottesville.

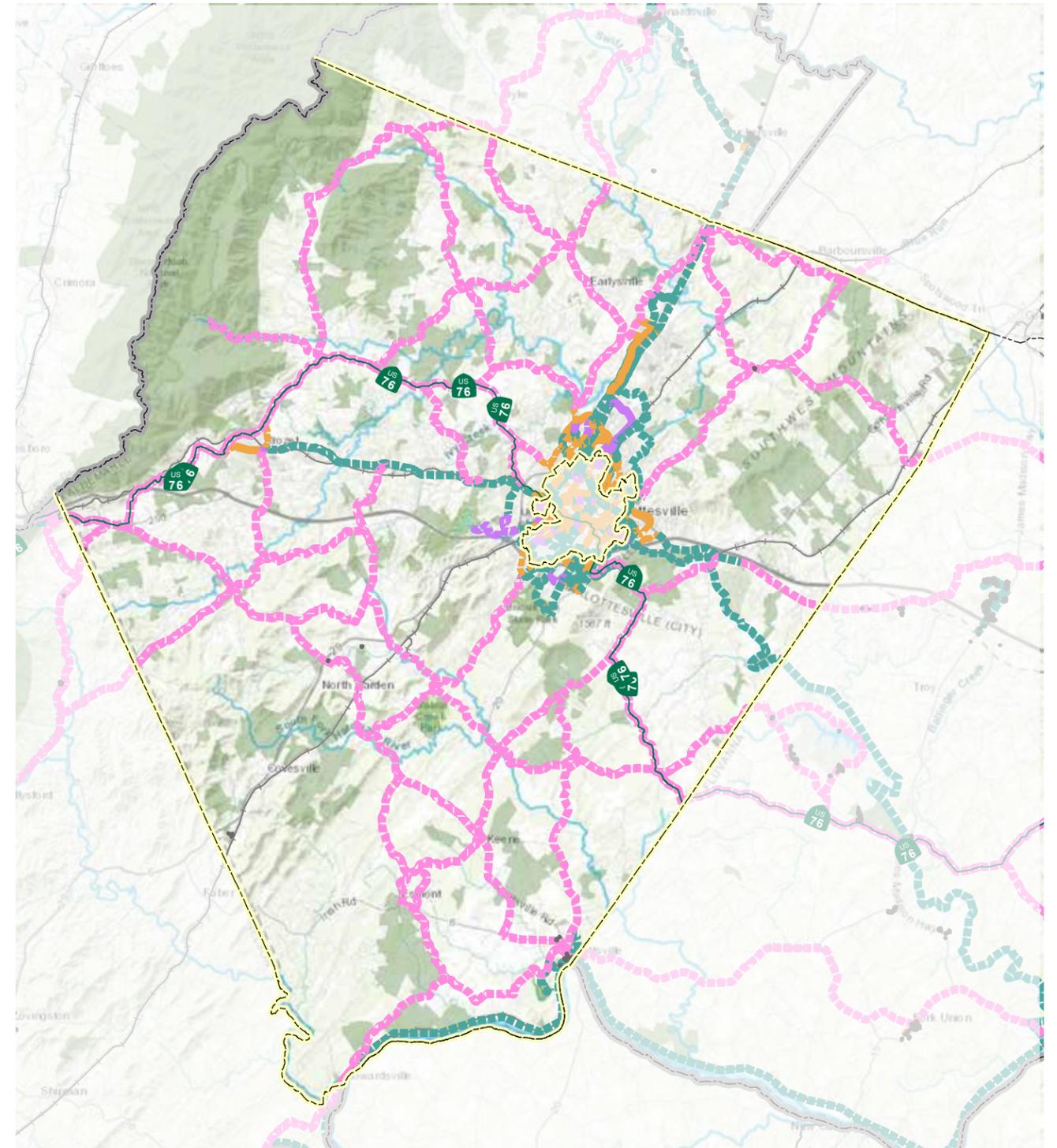
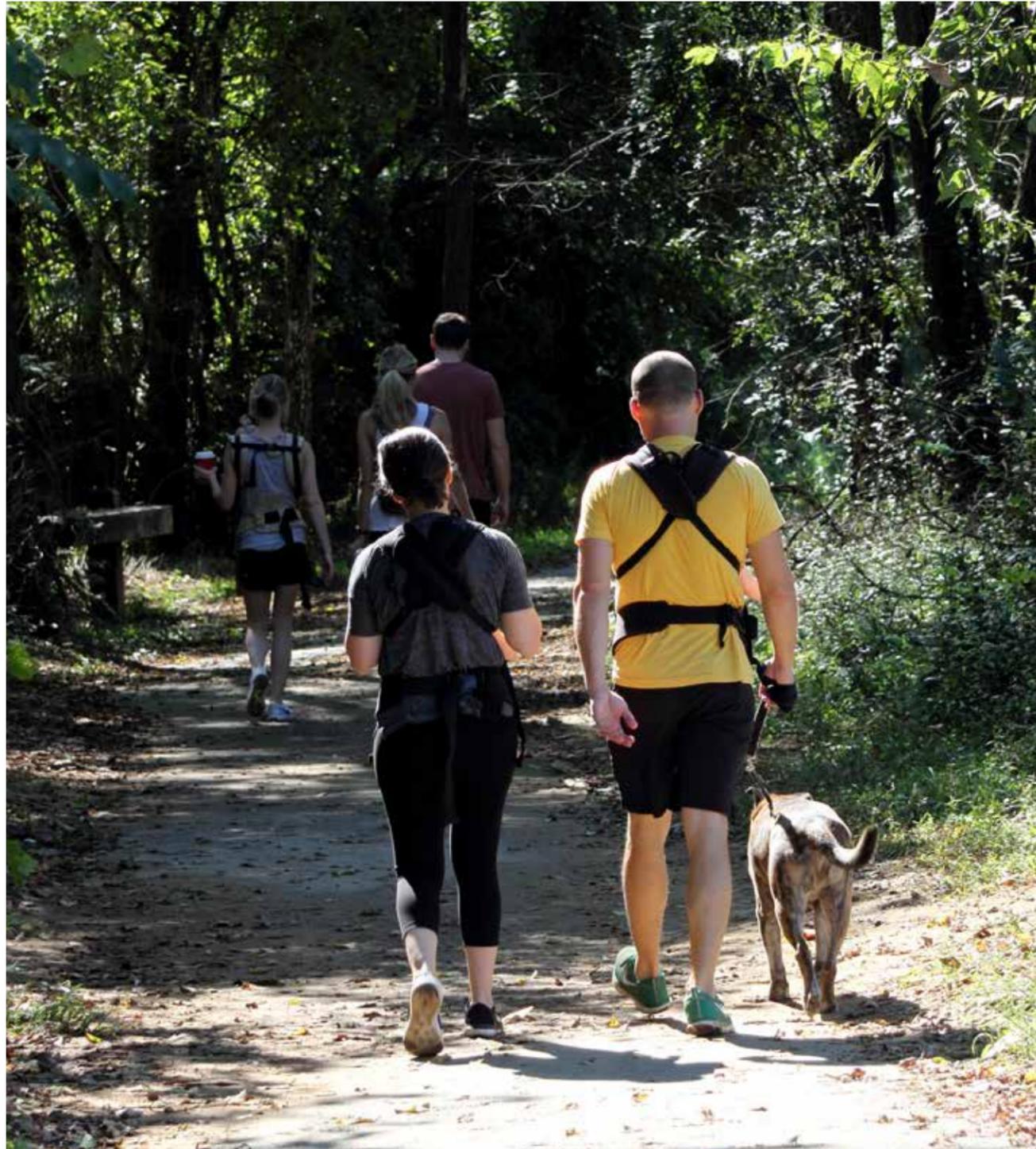
Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses "rural shared road" as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Albemarle County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool.

The rural recommendations for Albemarle County are shown in the maps on pages 91-93 and can be viewed online. The proposed shared use paths are those included in the County's Comprehensive Plan:

- The James River Heritage Trail

- A path along the Rivanna River connecting to Fluvanna County
- A path along the US 29 corridor connecting to Greene County (included in the recommendations for the urban areas of Albemarle County)
- A path along the US 250 corridor connecting the urban areas to Crozet (included in the recommendations for the urban areas of Albemarle County)
- Connectivity between Crozet and Rockfish Gap



Map 10.1.2
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- | | | |
|------------------------|---------------------------------|-----------------------------------|
| Parks and Conservation | Proposed Bike Lane and Sidewalk | Proposed Shared Road and Sidewalk |
| Lakes and Rivers | Existing Bike Lane and Sidewalk | Proposed Rural Shared Road |
| Railroads | Proposed Shared Use Path | Proposed Sidewalk |
| | Existing Shared Use Path | Existing Sidewalk |

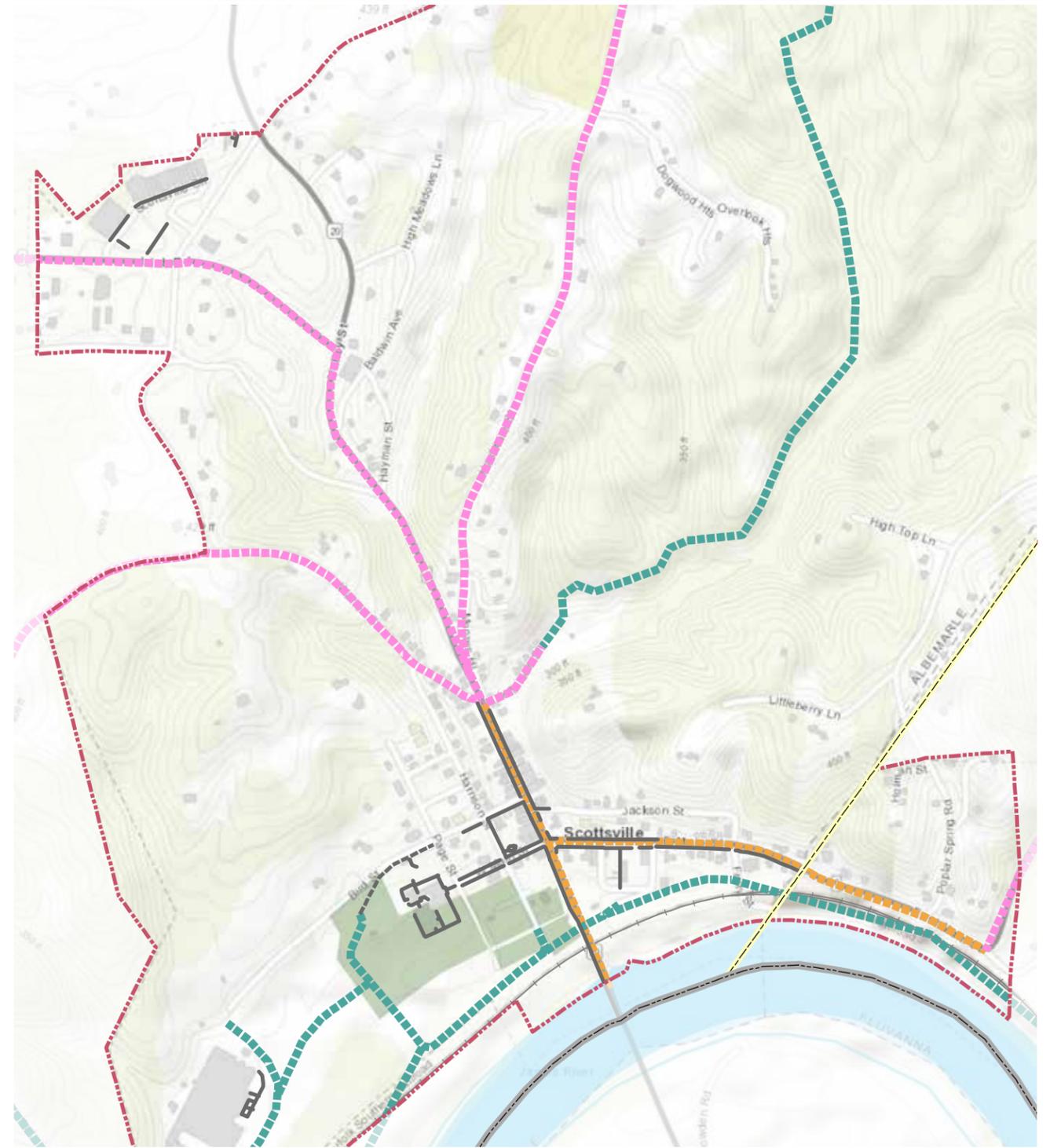
2 Miles

N

Towns and Development Areas

Scottsville

- Install bike lanes on Valley St. from Jefferson St. to the Albemarle County line.
- Install bike lanes on Main St. from Valley St. to Rt. 6 (W. River Road)
- Build a shared use path along the James River in coordination with the Virginia Department of Conservation and Recreation for the James River Heritage Trail
- Build a shared use path connecting the neighborhood of Holly and Pine Rd. through the Van Cliff Nature Area to Jefferson St.
- Build a shared use path connecting the levee walk to the Hyosung Tire Plant redevelopment site
- Build a sidewalk on Bird St. leading to the existing levee walk trail
- Install a shared road on Jefferson St. to connect the Van Cliff Nature Area to Valley St.
- Install a shared road on Rt. 20 (Valley St.) from Jefferson St. to Rt. 6 (Irish Rd.)
- Install a shared road on Rt. 6 (Irish Rd.)
- Install a shared road on Warren St.
- Install a shared road on Hardware St.



Map 10.1.2
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

Parks and Conservation	Scottsville Boundary	Proposed Sidewalk
Lakes and Rivers	Proposed Bike Lane and Sidewalk	Existing Sidewalk
Railroads	Proposed Shared Use Path	
	Proposed Rural Shared Road	

FLUVANNA COUNTY

Existing Conditions

Bicycling in Fluvanna County is generally for recreational purposes. The County hosts a section of the national [Bike Route 76](#) which traverses the county east to west on existing roadways. The route is signed but no special facilities exist for the route. Specific recommendations for improving the route are provided for in the 2014 TJPDC Bicycle Route 76 Corridor Study. For the shorter distance recreational rider, the County network of low volume back roads offer opportunities for recreational cyclists seeking quiet rural roads and rural vistas. Areas of development density that could support greater bicycling and walking as trip mode alternatives include Lake Monticello, Zion Crossroads, and Fork Union. Pedestrian facilities in Fluvanna County are limited in scope. This is due in large part to the low density of the county and the spread-out nature of the land use. Areas with sidewalks do exist in some of the higher density developments including Fork Union. Future growth in the Zion Crossroads area will increase the need for an integrated pedestrian facility that would provide connections with Louis County.

Local Documents

There is currently minimal bicycle infrastructure in the county with only one official bike lane located along the Route 15 bridge over the Rivanna River in Palmyra. The [2015 County Comprehensive Plan](#) identifies the need for bicycle facilities in and around Fork Union, Palmyra, Zion Crossroads, Lake Monticello and Columbia. Additionally, the comprehensive plan contains several goals and objectives related to bicycling.

The 2007 Northwest Fluvanna/Southeast Louisa Multimodal Corridor Study identified the need for corridor improvements to address possible future growth in Fluvanna and Louisa in and around the Zion Crossroads and Lake Monticello

areas. The study provided a roadmap of possible roadway treatment types and recommendations. Key bicycle and pedestrian recommendations included connecting the Fluvanna Heritage Trail with Pleasant Grove Park by constructing a bicycle and pedestrian bridge at the location of the old Route 15 bridge over the Rivanna River. The Study also recommended spot safety and shoulder improvements for minor connector roads including Route 53.

The 2005 Palmyra Community Plan identified a community desire for improving safety on Route 15 through roundabouts, sidewalks and bump outs. The plan also recommended expanding and constructing trails to link Lake Monticello with Pleasant Grove Park via an extension of the Heritage trail.

The 2005 [Fork Union Community Plan](#) identified a community desire for adding sidewalks and trails that connect separate parts of the community. Mainly along Route 15. Since the plan was finalized sidewalks have been added along Route 15. Additional sidewalks and bike lanes should be further evaluated to complete the network in the Fork Union area.

The 2005 [Lake Monticello Community Plan](#) identified a need for creating walking and bicycling trails that would provide access from the residential areas to the commercial areas outside the Lake Monticello Subdivision. The plan recommended that a network of on road and off-road facilities could be developed by LMOA within the subdivision and connected to public roadways around the lake such as Jefferson Drive.

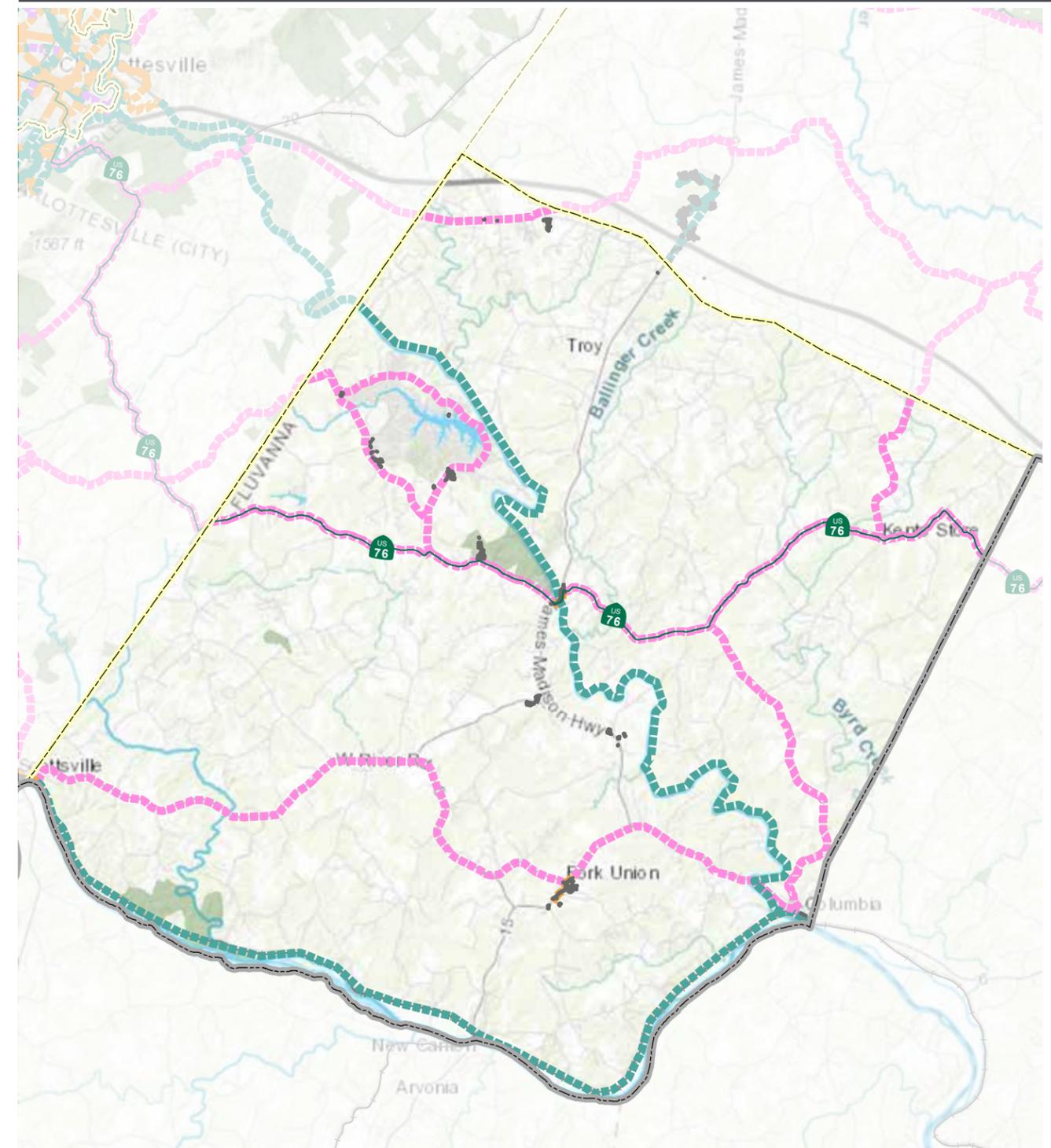
Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses “rural shared road” as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either

within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will

need to be determined by VDOT and Fluvanna County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 97-102.

Roadway/Corridor	Segment	Improvement	Explanation
Route 6 (River Road)	Scottsville to Columbia	Paved Shoulders	Shoulder and spot safety improvements
Route 619 (Ruritan Lake Road)	Albemarle County line to Route 53	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Study
Route 618 (Lake Monticello Road)	Route 53 to Route 600	Paved Shoulders	Shoulder and spot safety improvements
Route 600 (South Boston Road)	Route 618 to Route 53	Paved Shoulders	Shoulder and spot safety improvements
Route 53 (Thomas Jefferson Parkway)	Route 1015 to US 15	Paved Shoulders	Shoulder and spot safety improvements
Route 601 (Courthouse Road/Venable Road)	Palmyra to Kents Store	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Study
Route 603 (Tabscott Road)	Kents Store to Goochland County line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Study
James River Trail	Scottsville to Goochland County line	Shared Use Path	Shared use path along the James River, as cited in the Virginia Outdoors Plan
Rivanna River Trail	Albemarle County line to Columbia	Shared Use Path	Shared use path along the Rivanna River
Route 659 (Kents Store Way)	Fluvanna County line to Route 601	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements



Map 10.2.1
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk

2 Miles



Towns and Development Areas

Columbia

Connect the Village of Columbia with eventual completion of the James River Heritage Trail in a way that Columbia can serve as a key trail access point. Continue to make streetscape improvements along St. James Street and Stage Junction Road.

Fork Union

Add bike lanes on both sides of Route 15 through Fork Union. Also, extend the sidewalk on the eastern side of Route 15 from its current terminus to the BB&T bank plaza.

Lake Monticello

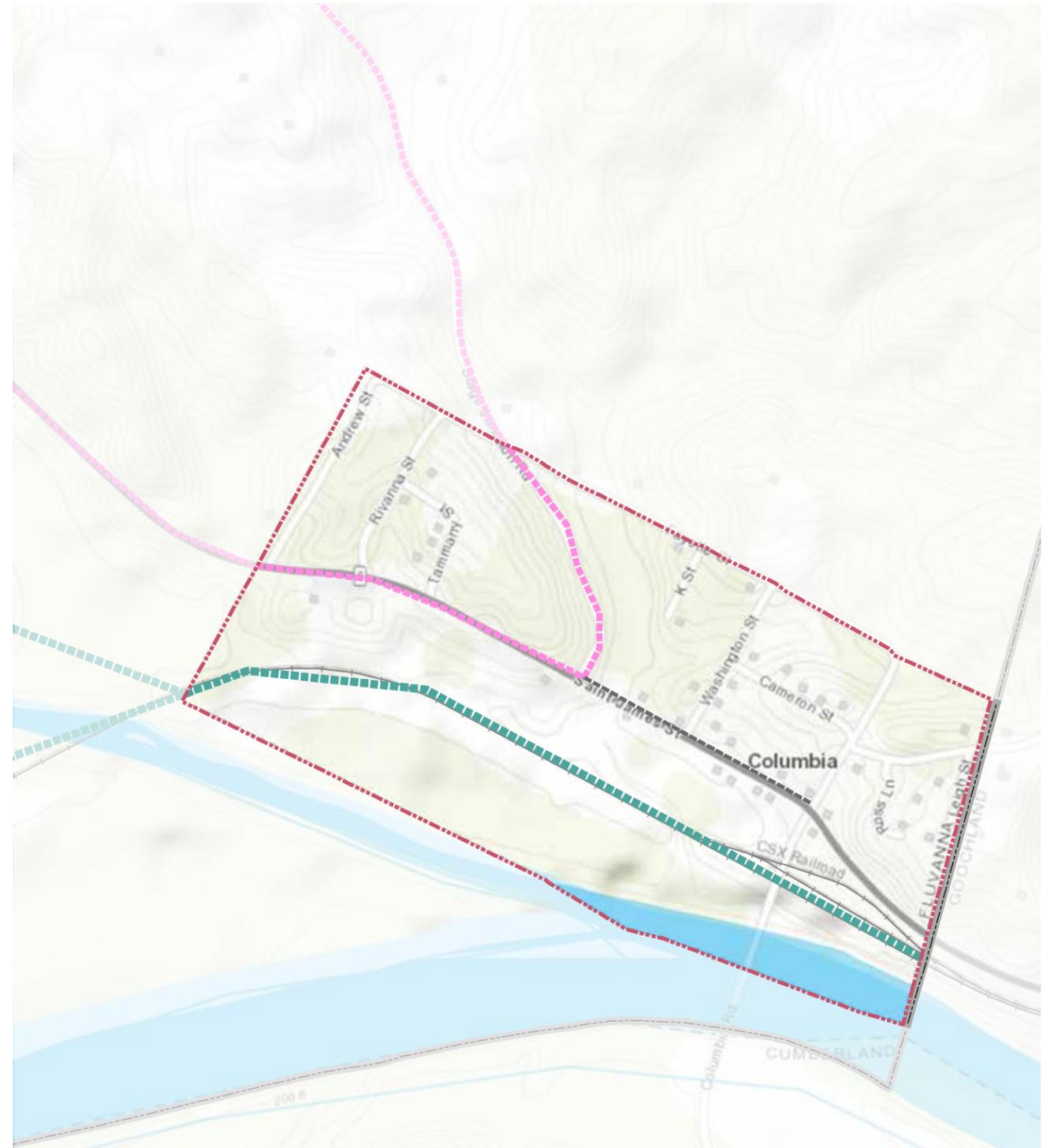
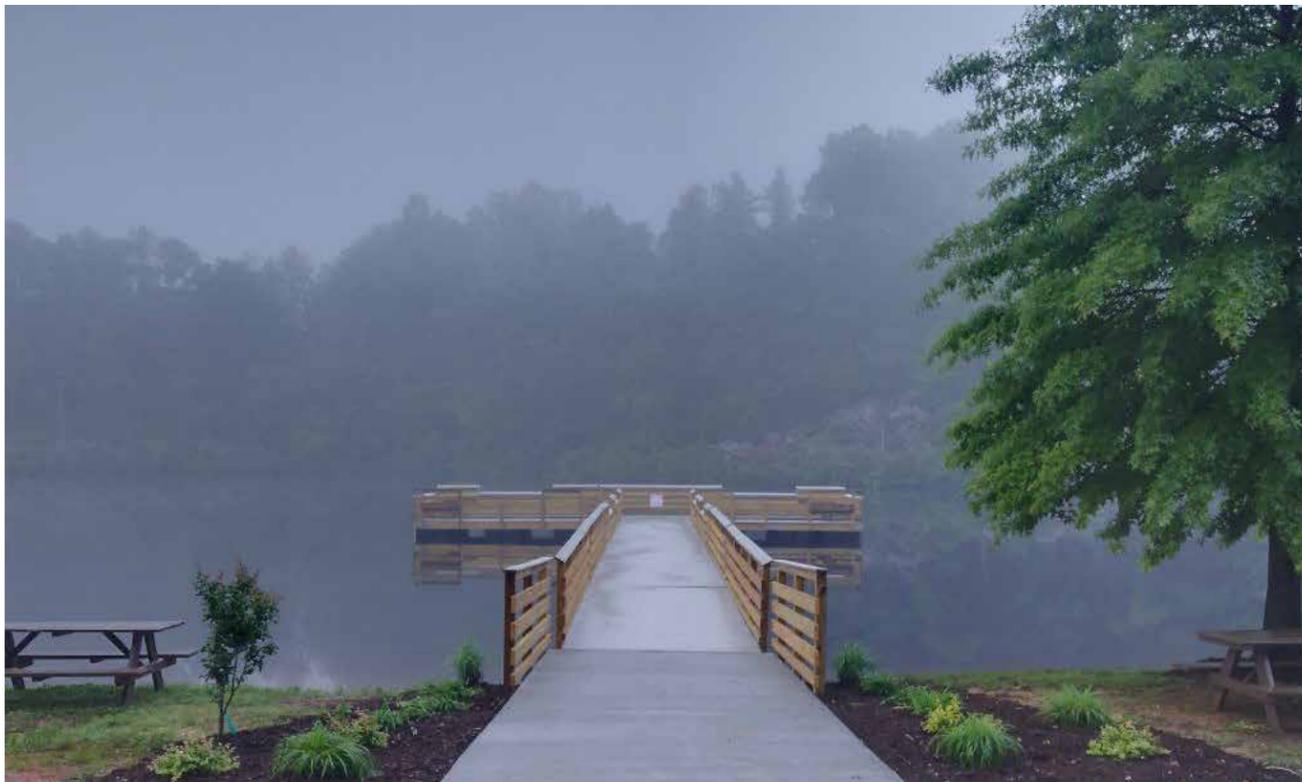
Provide shared use path and sidewalk facilities that will connect the Lake Monticello subdivision with the adjacent commercial developments. Also, provide bicycle and pedestrian facilities through the development via the main access roadways. Link Lake Monticello to Pleasant Grove and Palmyra through an extension of the Heritage Trail.

Palmyra

Install sidewalks and bike lanes along Route 15 as part of a streetscaping project. Also consider installing a pedestrian crosswalk at the intersection of Courthouse Road and Route 15. Extending the existing bike lane from the Route 15 Rivanna River bridge north to Courthouse Road would improve safety for cyclists traversing Bike Route 76.

Zion Crossroads

Consider opportunities for an improved streetscape along US 15 in coordination with Louisa County as a tool to improve the US 15 corridor from Interstate 64 to the US 250 intersection.



Map 10.2.2
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Columbia Boundary
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Proposed Sidewalk



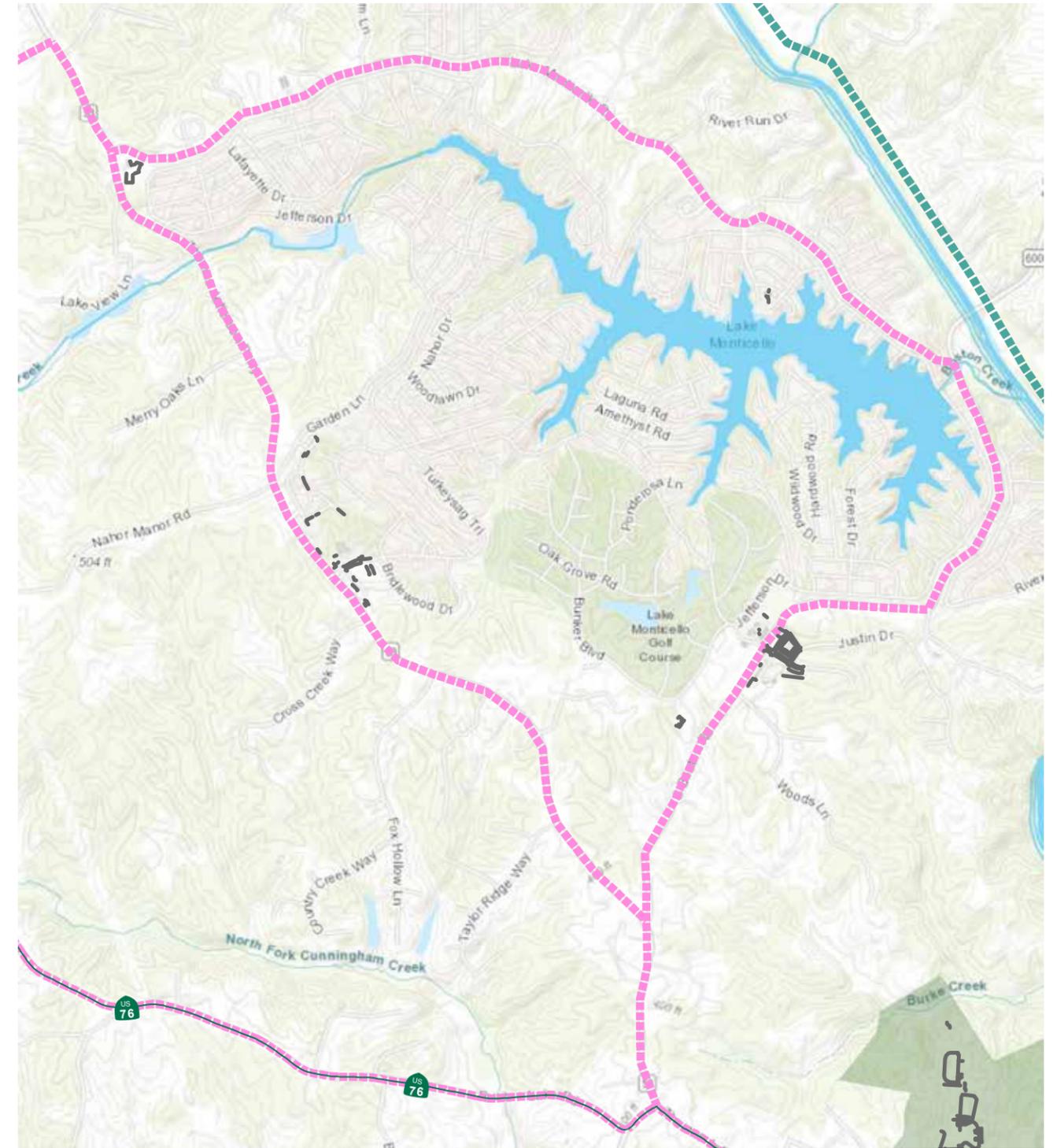
Map 10.2.3
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane and Sidewalk
- Proposed Rural Shared Road
- Existing Sidewalk

2 Miles ↑ N



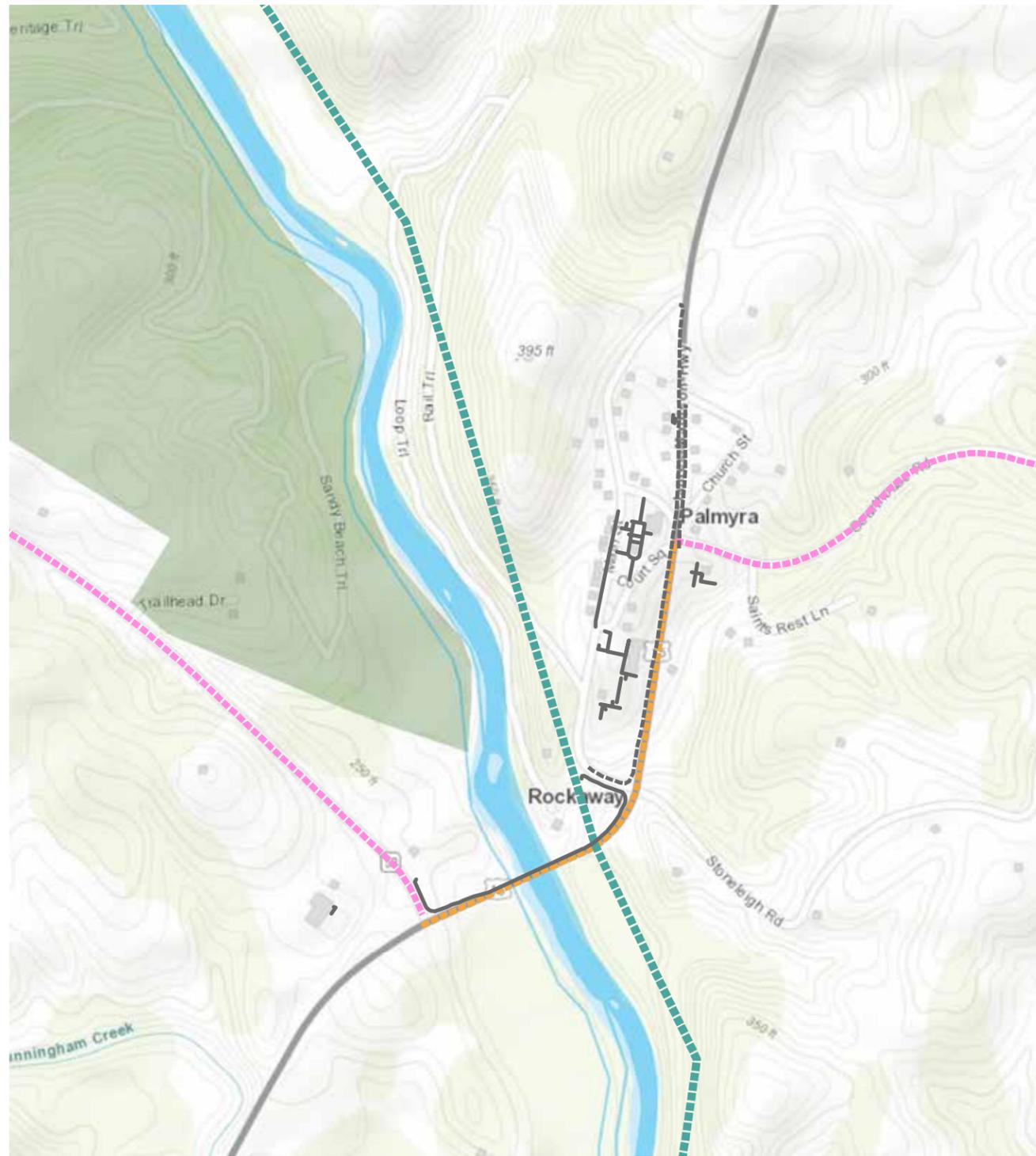
Map 10.2.4
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk

2 Miles ↑ N



Map 10.2.5
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Shared Use Path
- Proposed Bike Lane
- Proposed Rural Shared Road
- Proposed Sidewalk
- Existing Sidewalk



GREENE COUNTY

Existing Conditions

Greene County contains roads that allow for recreational bicyclists to view the beautiful scenery and varied topography of the area. With these conditions, recreational bicycling on roads in the county is common. Bicycling for transportation is less common, given the low residential, employment, and destination density in most of the county. Nonetheless, some steps have been taken to encourage bicycling in the County, including the installation of bicycle racks at the Greene County Library and United Bank in Stanardsville. Pedestrian infrastructure, and walking for transportation, are also limited in the county. While not extensive, Stanardsville has a connected sidewalk network that has been recently improved. Phase I of a major streetscape project on Main Street is complete, with Phase II of the project expected to be constructed in 2019. As described in the next paragraph, local documents call for continuing to build bicycle and pedestrian infrastructure to increase transportation choice as development occurs in the county.

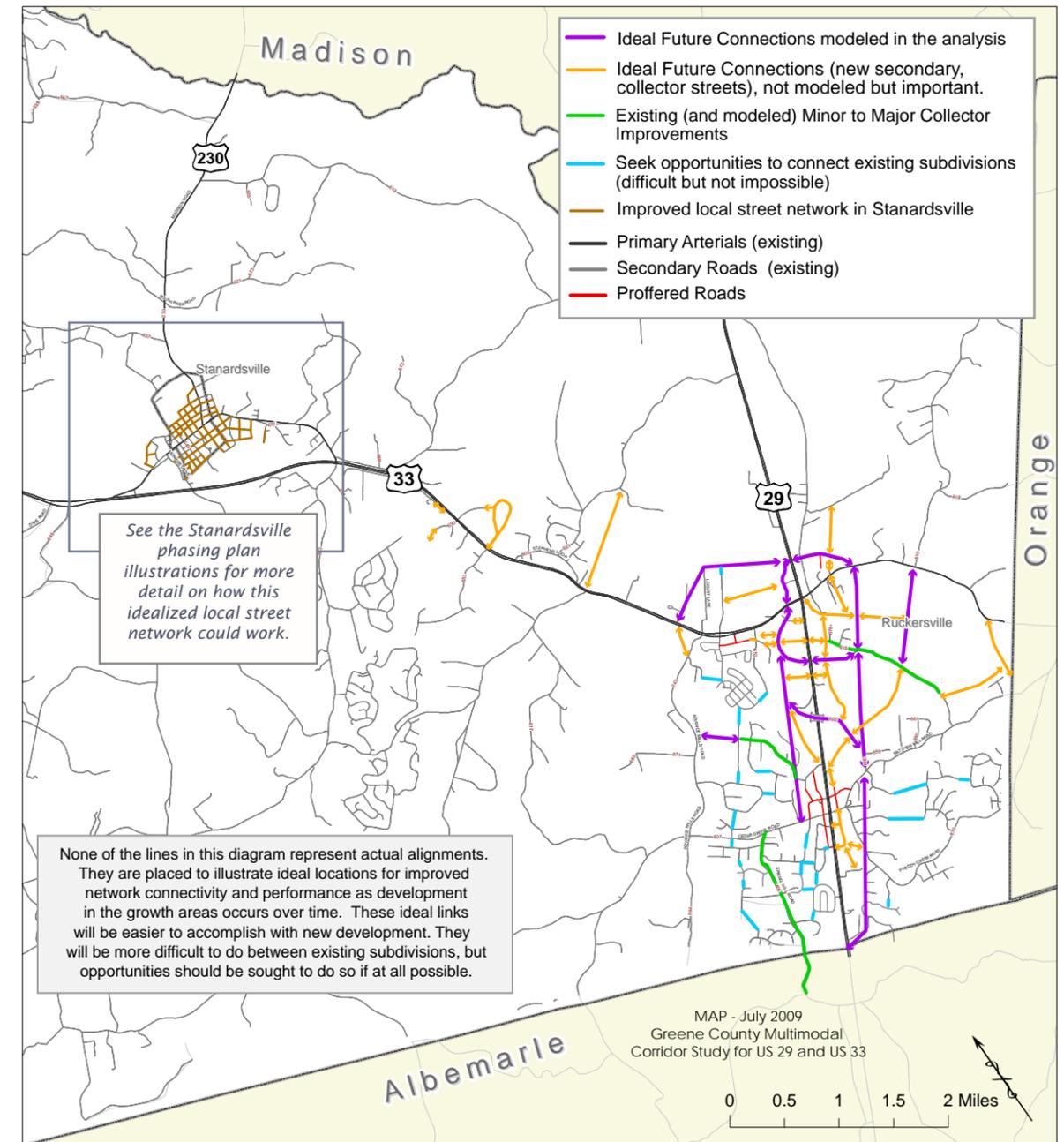
Local Documents

The [Greene County Comprehensive Plan](#), adopted in 2016, indicates a desire for a multimodal transportation system that provides options for citizens to travel by walking, bicycling, vehicle or transit. The Comprehensive Plan was informed by a 2009 [Multimodal Corridor Study for the US 29 and US 33 Development Areas in Greene County](#). The Comprehensive Plan particularly emphasizes the importance of a connected street network with multimodal infrastructure. It states “The mixed use, compact design strategies identified in the Future Land Use chapter for the Mixed Use Village and Town Centers and Mixed Use Residential areas, should emphasize a good street network and internal connectivity. In so doing, multiple travel options are provided. A good street network disperses traffic and good internal connectivity facilitates walking and bicycling and, in mixed

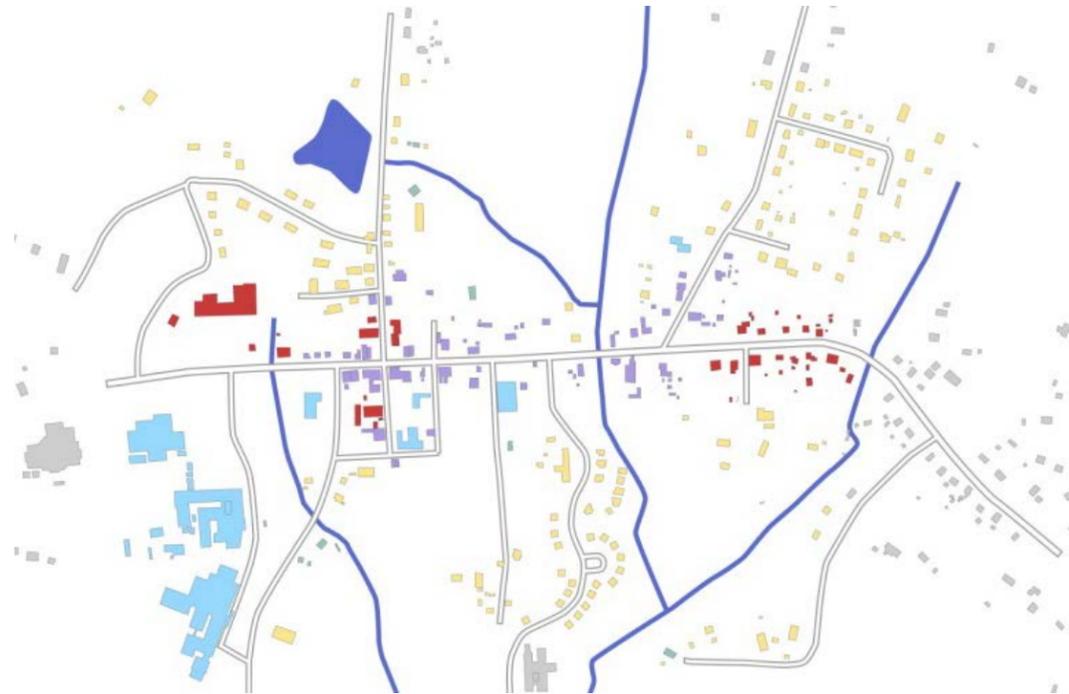
use communities, allows for residential, commercial and professional uses within walking or biking distance.” The Multimodal Corridor Study presented an “Idealized Future Network,” shown in the figure on page 105, that indicates potential future connections that would create a desirable street network.

The [Town of Stanardsville Comprehensive Plan](#), adopted in 2017, notes that Stanardsville has a small area of connective street network, around Court House Square. The Plan suggests expanding this network with new streets that connect existing roads and provide convenient routes for people walking, bicycling, or driving. The Stanardsville Comprehensive Plan includes a figure from the Multimodal Corridor Study, shown on page 106, that illustrates how Stanardsville could grow and create a more connected street network. The Plan also indicates the desire for paths along the streams in town, to provide additional bicycle and pedestrian routes. Another recommendation of the Stanardsville Comprehensive Plan is to “divert heavy through-truck traffic from Main Street by working with Greene County and VDOT to direct such traffic to the 33 bypass as an alternate route.” The goal of this recommendation is to promote safe travel for pedestrians, bicycles and motorists.

Greene County - 2035 Thoroughfare Plan - Idealized Future Network



Stanardsville 2017: Current Street Network



Stanardsville 2030: Conceptual Illustration of Growth with Connected Street Network

Diagram intended for illustrative purposes only and does not depict exact location of proposed infrastructure improvements



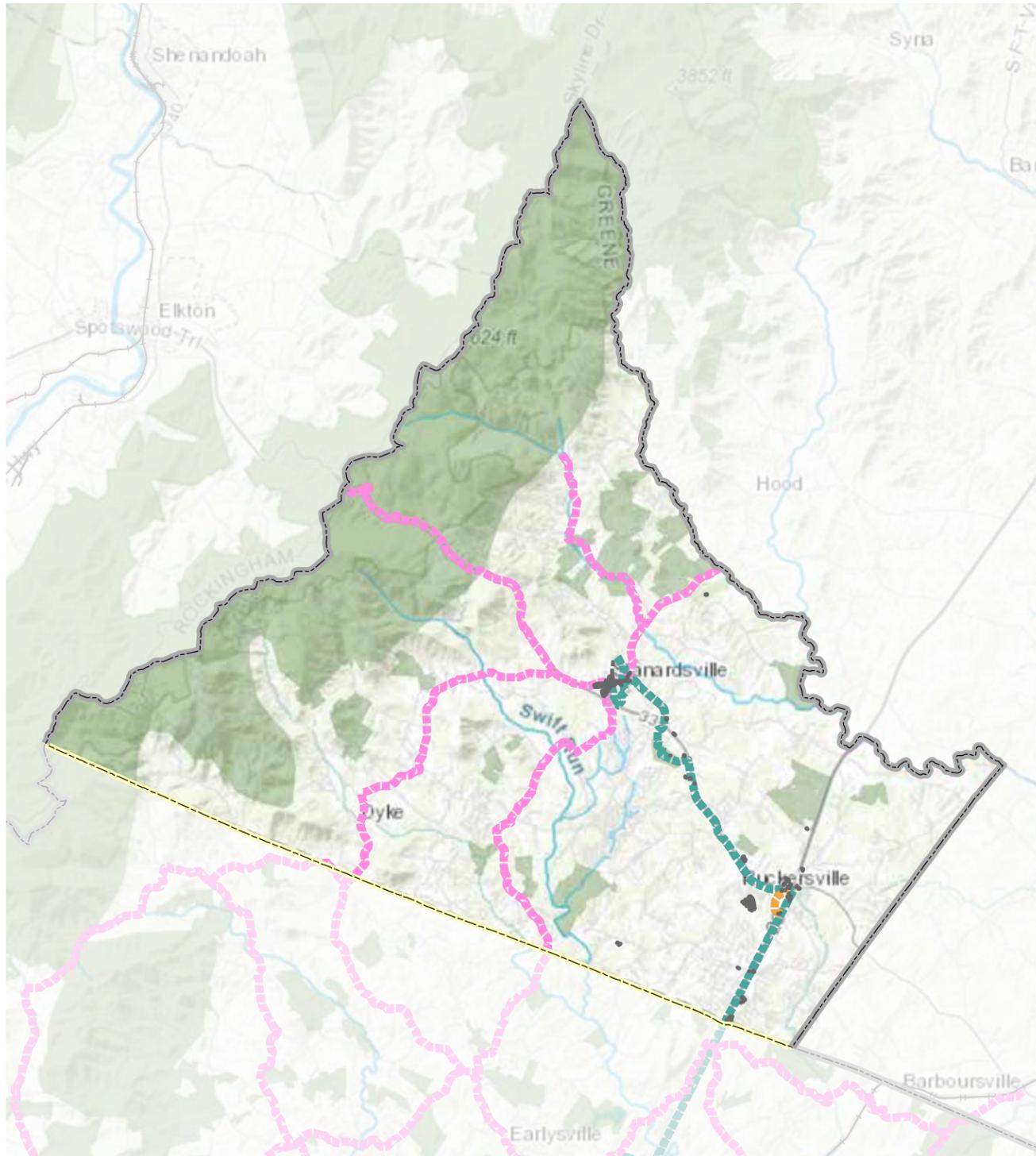
Source: Greene County Multimodal Corridor Study,

Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses “rural shared road” as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists,

and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Greene County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 108-111.

Roadway/Corridor	Segment	Improvement	Explanation
US 29 (Seminole Trail)	Albemarle County line to US 29 and US 33 intersection	Shared Use Path	This path would extend the proposed path in Albemarle County to allow for bicycling or walking along the US 29 corridor from Charlottesville and urban Albemarle County to Ruckersville.
US 33 (Spotswood Trail)	Stanardsville to US 29 and US 33 intersection	Shared Use Path	This path would connect residents of Stanardsville and Ruckersville to the Greene County Community Park, as well as connecting to the proposed path along the US 29 corridor. While the map shows this path following US 33, the preferred location for the path along this corridor would need to be identified and may not closely follow US 33.
US 33 (Spotswood Trail)	Stanardsville to the Rockingham County line	Paved Shoulders	Shoulder and spot safety improvements
Route 230 (Madison Road)	Madison County line to Stanardsville	Paved Shoulders, Improved Signage, or both	Shoulder and spot safety improvements. and part of a corridor that Greene County is seeking to identify as a Scenic Byway.
Route 621 (South River Road)	Route 230 to the Rapidan Wildlife Management Area	Paved Shoulders, Improved Signage, or both	Shoulder and spot safety improvements
Route 810 (Dyke Road)	US 33 to Albemarle County line	Paved Shoulders, Improved Signage, or both	Shoulder and spot safety improvements and part of a corridor that Greene County is seeking to identify as a Scenic Byway.
Route 604/622 (Celt Road)	Stanardsville to Albemarle County line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements



Map 10.3.1
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Greene County.

- | | | |
|------------------------|----------------------------|-------------------|
| FEATURES | 2 Miles | N |
| Parks and Conservation | Proposed Bike Lane | Proposed Sidewalk |
| Lakes and Rivers | Proposed Shared Use Path | Existing Sidewalk |
| Railroads | Proposed Rural Shared Road | |

Towns and Development Areas

Given that Stanardsville and Ruckersville have a relatively higher density of residents and destinations than the rest of Greene County, bicycle and pedestrian infrastructure provides transportation options and a recreational amenity for residents and tourists in these areas. The following are recommendations for these areas, and correspond to maps on pages 110-111.

Ruckersville

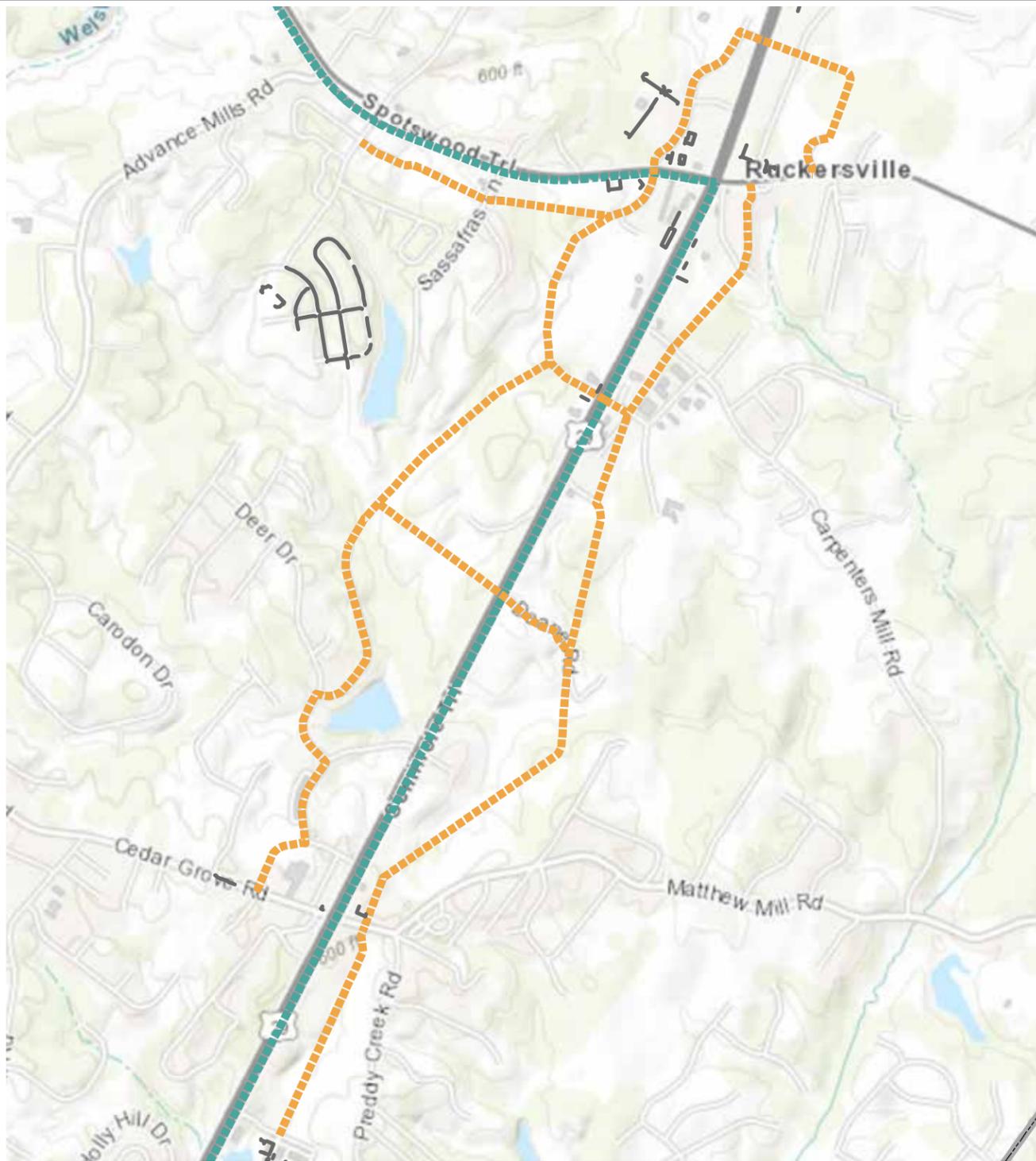
- Build bike lanes on a proposed road connecting US 29 to US 33
- Ensure that bicycle and pedestrian infrastructure is included as part of the construction of new roadway connections

In 2018, Greene County adopted the [Ruckersville Area Plan](#), which provides a conceptual road network for the Ruckersville area. The proposed conceptual road network was created with bicycle and pedestrian facilities at the forefront of the transportation network. Within the Ruckersville Area Plan, diagrams of the proposed conceptual road network can be found in Chapter 5, *Appendix*, on pages 53-55.

Stanardsville

- Shared use path (bicycle and pedestrian) along Mitchell Creek from Krystal Court and Ford Ave in the north, across Main Street and to the south boundary of the Town (potential connection to William Mills Drive or Tripple S Ranch Lane)
- Shared use path (bicycle and pedestrian) along the creek from Main Street (at Monroe Drive), across Celt Rd to the southern boundary of the town
- Shared use path along Krystal Ct, Ford Ave (between Krystal Ct and Judges Rd), Judges Rd (between Ford Ave and Bray Rd), and Bray Rd, connecting to the path at Main St and Monroe Dr
- Complete Phase II of the Streetscape project on Main Street
- Crosswalk and potential sidewalk improvements on Celt Rd south of Stanard Street
- Continue the sidewalk on Ford Ave from where it currently ends to the driveway of the apartment complex north of Judges Rd (or further north to Krystal Court)
- Shared road signs or pavement markings along Main Street and Madison Rd, to accommodate people bicycling within Stanardsville and those riding longer distances around Greene County

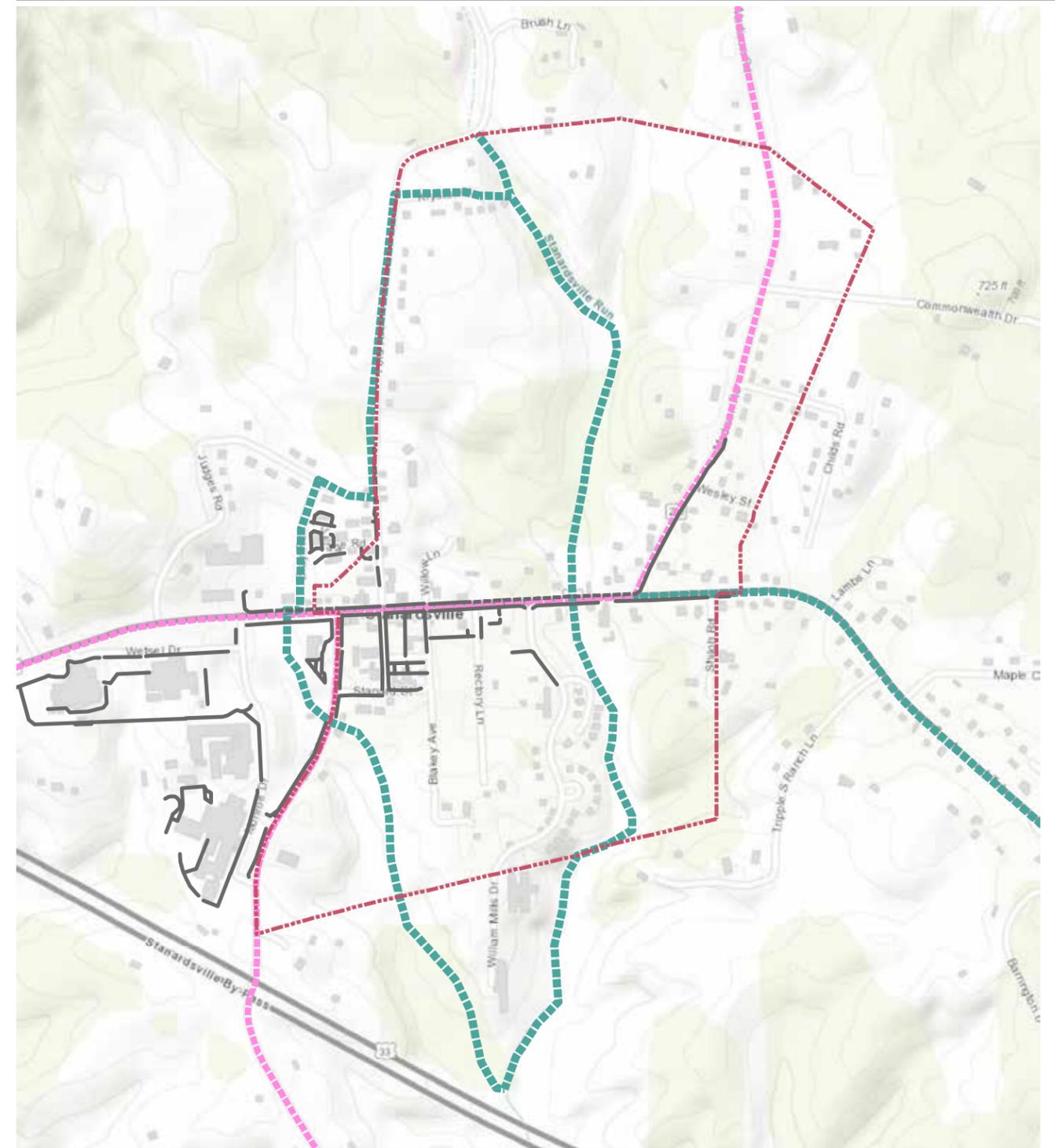




Map 10.3.2
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Ruckersville.

- FEATURES**
- Parks and Conservation
 - Lakes and Rivers
 - Proposed Bike Lane
 - Proposed Shared Use Path
 - Existing Sidewalk
 - Railroads



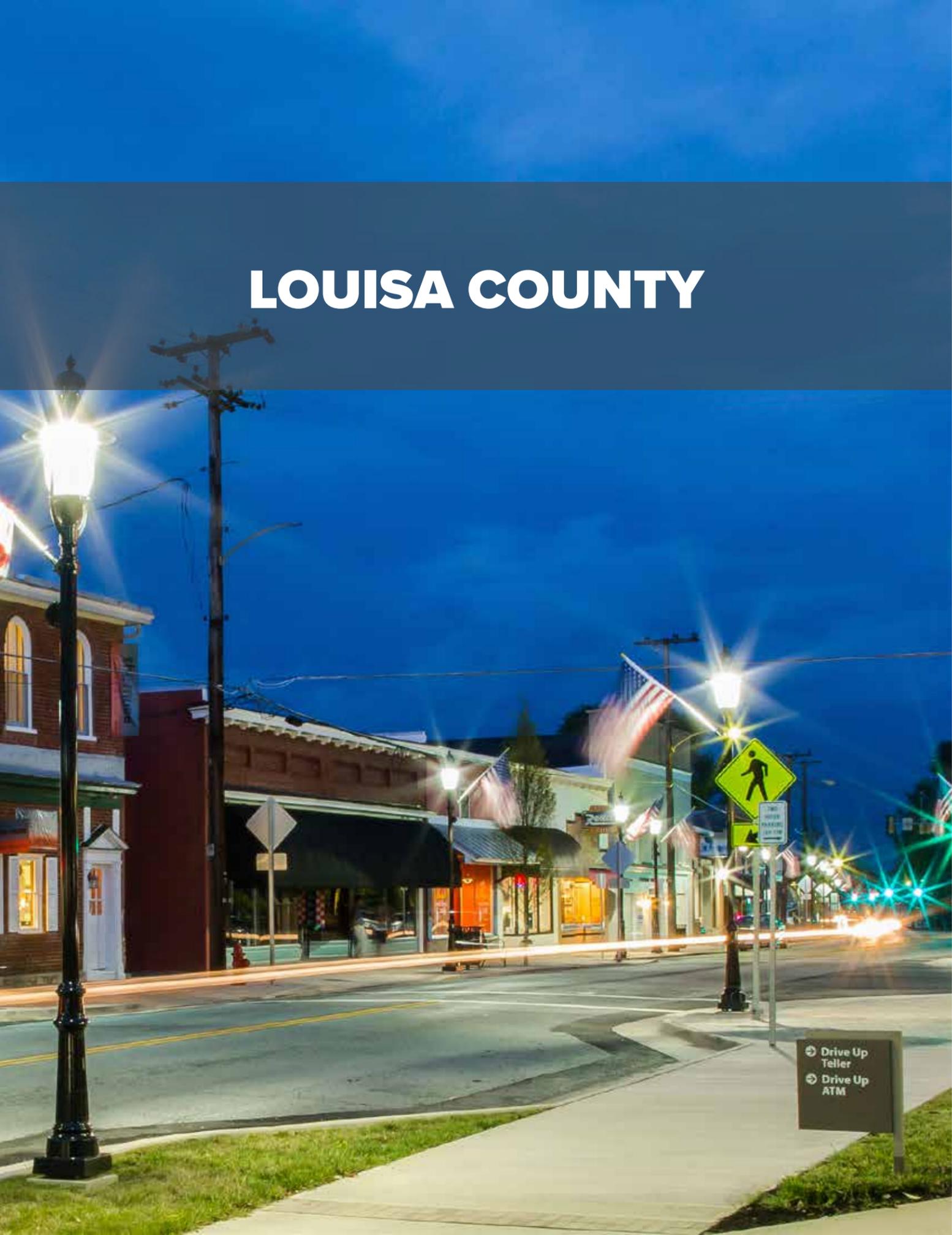
Map 10.3.3
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Stanardsville.

- FEATURES**
- Parks and Conservation
 - Lakes and Rivers
 - Proposed Bike Lane
 - Proposed Shared Use Path
 - Existing Sidewalk
 - Railroads
 - Stanardsville Boundary
 - Proposed Rural Shared Road
 - Proposed Sidewalk



LOUISA COUNTY



Existing Conditions

Louisa County contains roads that allow for recreational bicyclists to view beautiful scenery and varied topography. As such, recreational bicycling on roads in the County is common. Bicycling for transportation is less common, given the low residential, employment, and destination density in most of the County. U.S. Bicycle Route 76 traverses Louisa County and travels along existing rural roads. Some steps have been taken along the Route 76 to provide additional bicycle infrastructure. This includes route signage and a section of bike lanes along Route 618. Pedestrian infrastructure, and walking for transportation, are also limited in the county. While not extensive, the towns of Mineral and Louisa each have a somewhat connected sidewalk network. Sidewalks also exist in the Zion Crossroads growth area. Most of the sidewalk network is disconnected and provides limited access to existing businesses and apartment complexes. As described in the next section, local documents call for continuing to build bicycle and pedestrian infrastructure to increase transportation choice as development occurs in the county.

Local Documents

The [Louisa County Comprehensive Plan](#), adopted in 2012 indicates a desire for ensuring residents have an efficient and safe transportation network. The Comprehensive Plan recognizes the value that [Bike Route 76](#) brings to the county and identifies opportunities for recreational cycling on secondary and back roads as a tourism opportunity. The plan identifies the need for improved facilities along Route 76 and for improved pedestrian facilities in growth areas and where appropriate. The Comprehensive Plan includes several objectives related to bicycle and pedestrian infrastructure. This includes a rural transportation strategy that states, “bicycle routes should be designated in the plan to allow VDOT participation in the future.” The Comprehensive Plan also includes

recommendations from the [2004 Jefferson Area Bicycle, Pedestrian, and Greenways Plan](#). The Greenways plan recommendations include both primary and secondary bicycle routes. Many of these existing recommendations have been incorporated into this plan.

The 2018 [Town of Louisa Comprehensive Plan](#) includes several recommendations related to bicycle and pedestrian facilities. One item is to develop and encourage bicycle repair and parking stations along Courthouse Square area parking and pedestrian sections. Other recommendations include building new sidewalks in the town and replacing existing non-compliant sidewalks. The town received a TEA 21 grant for streetscape improvements. These improvements were completed in 2015 and have added features to increase pedestrian safety, including crosswalks, sidewalks, lighting and traffic calming measures in the downtown area.

The 2018 [Town of Mineral Comprehensive Plan](#) includes a recommendation for including bike lanes along Mineral and Louisa Avenue(s). The Comprehensive Plan also identifies bicycle and pedestrian infrastructure as an important component of its “Town to Be” vision. The “Town to Be” vision focuses on revitalizing Mineral Avenue and the downtown Mineral core through streetscaping and other placemaking treatments.

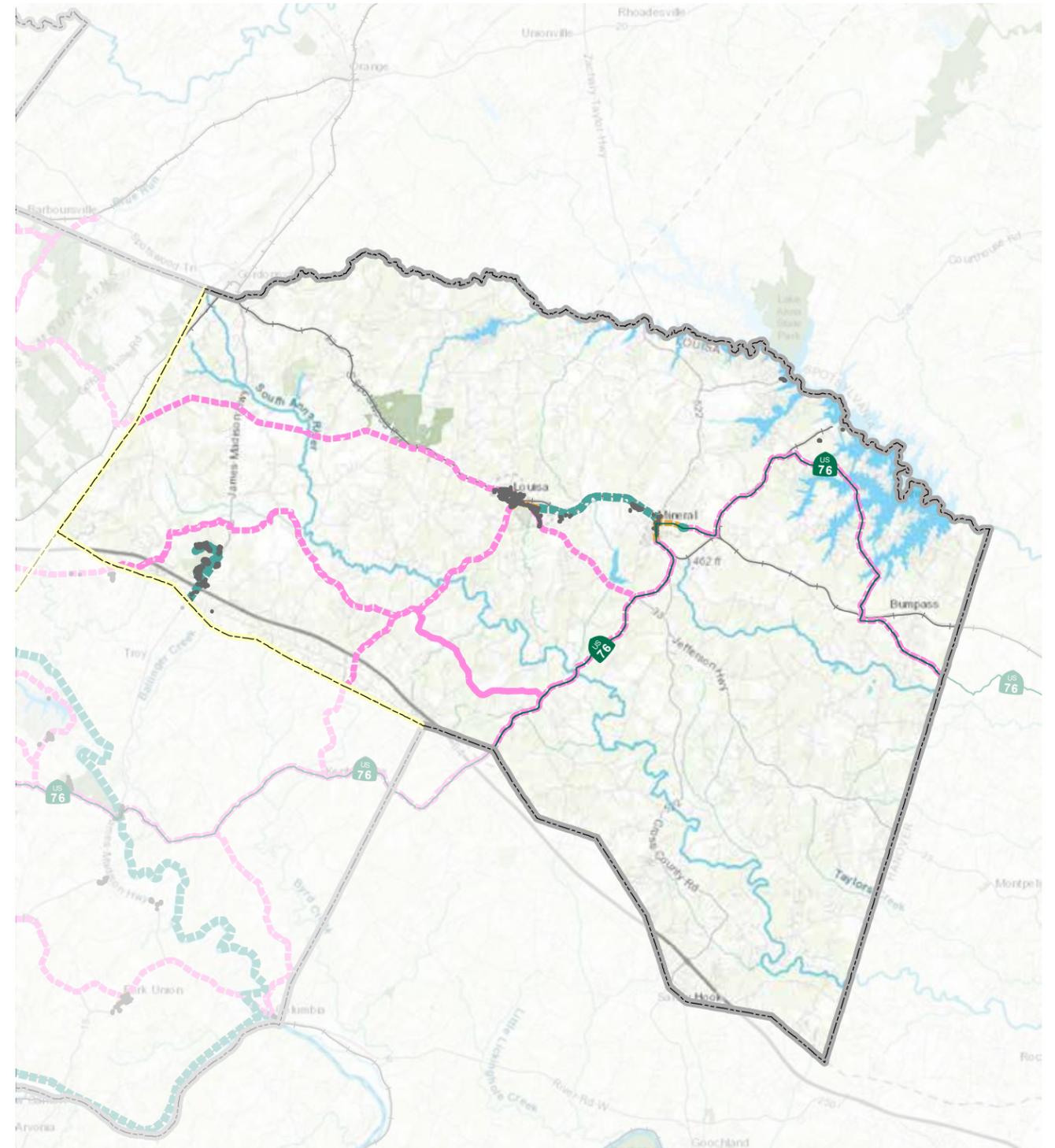
Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses “rural shared road” as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists,

and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Louisa County. Additional recommendations include shared use paths that accommodate bicyclists

and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 115-119.

Roadway/ Corridor	Segment	Improvement	Explanation
Bike Route 76	Entire route in Louisa County	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed within the Bike Route 76 Corridor Study
Route 208 (Davis Highway)	Between the towns of Louisa and Mineral	Shared Use Path	Connect the towns of Louisa and Mineral with a Shared Use Path via the Betty Queen Center and the public schools
US 33 (Jefferson Highway)	Route 208 to Route 605	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements; particularly within the 2-lane segment
US 33/ Route 22 (Louisa Road)	Town of Louisa to Albemarle County line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements
Route 208 (Courthouse Road)	US 250 to Town of Louisa line	Paved Shoulders and/or Improved Signage	Shoulder and spot safety improvements
Route 640 (West Old Mountain Road)	Route 240 to Route 208	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 640 (East Jack Jouett Road)	Route 208 to Route 638	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 617 (East Green Springs Road)	Route 638 to Route 15	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 617 (West Green Springs Road)	Route 15 to Route 615	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 615 (Columbia Road)	Route 617 to Route 627	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 627 (Zion Road)	Route 617 to Fluvanna County line	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements



Map 10.4.1
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Louisa County.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Railroads
- Proposed Bike Lane
- Existing Bike Lane
- Proposed Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk

Towns and Development Areas

Given that Louisa, Mineral, and Zion Crossroads have a relatively higher density of residents and destinations than the rest of Louisa County, bicycle and pedestrian infrastructure provides transportation options and a recreational amenity for residents and tourists in these areas. The following are recommendations for these areas:

Town of Mineral

- Construct new sidewalks that connect gaps in the sidewalk network
- Add bike lanes along Mineral Ave and East 1st Street and Louisa Ave to better accommodate Route 76
- Add sidewalks to fill in gaps
- Add pedestrian crossing at East 1st Street and Mineral Ave

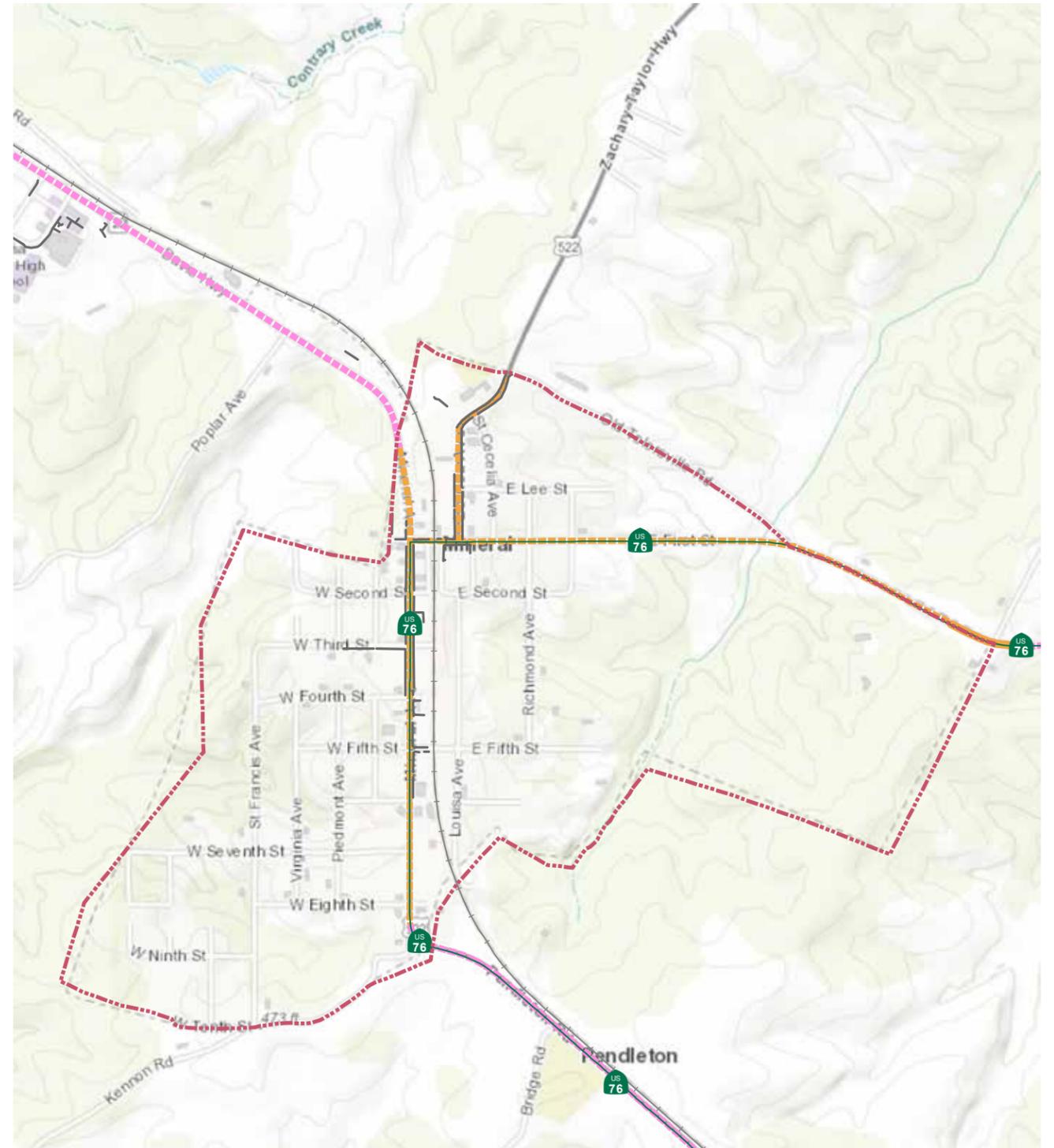
Town of Louisa

- Construct new sidewalks that connect gaps in the sidewalk network
- Install bicycle repair and bicycle parking stations in various locations

- Add bike lanes along Route 33 and Courthouse Road
- Pedestrian crosswalk at the intersection of Courthouse Road and Route 15

Zion Crossroads

- The Zion Crossroads area is a fast-growing development area with close proximity to I-64. Growth along the Route 15 corridor includes new residential developments and commercial shopping centers. Where possible, bicycle and pedestrian improvements should be included that would allow for connectivity between residential developments and the commercial development along Route 15. Specific recommendations include:
 - Constructing a shared use path parallel to Route 15 from US 25 to Smithfield drive
 - Shared use path connections from Route 15 to Spring Creek and Stonegate at The Crossings
 - Sidewalk and shared use path connectivity along Spring Creek Parkway and Camp Creek Parkway
 - Sidewalk connectivity along Market Street/ Freedom Trail



Map 10.4.2
Infrastructure Recommendations

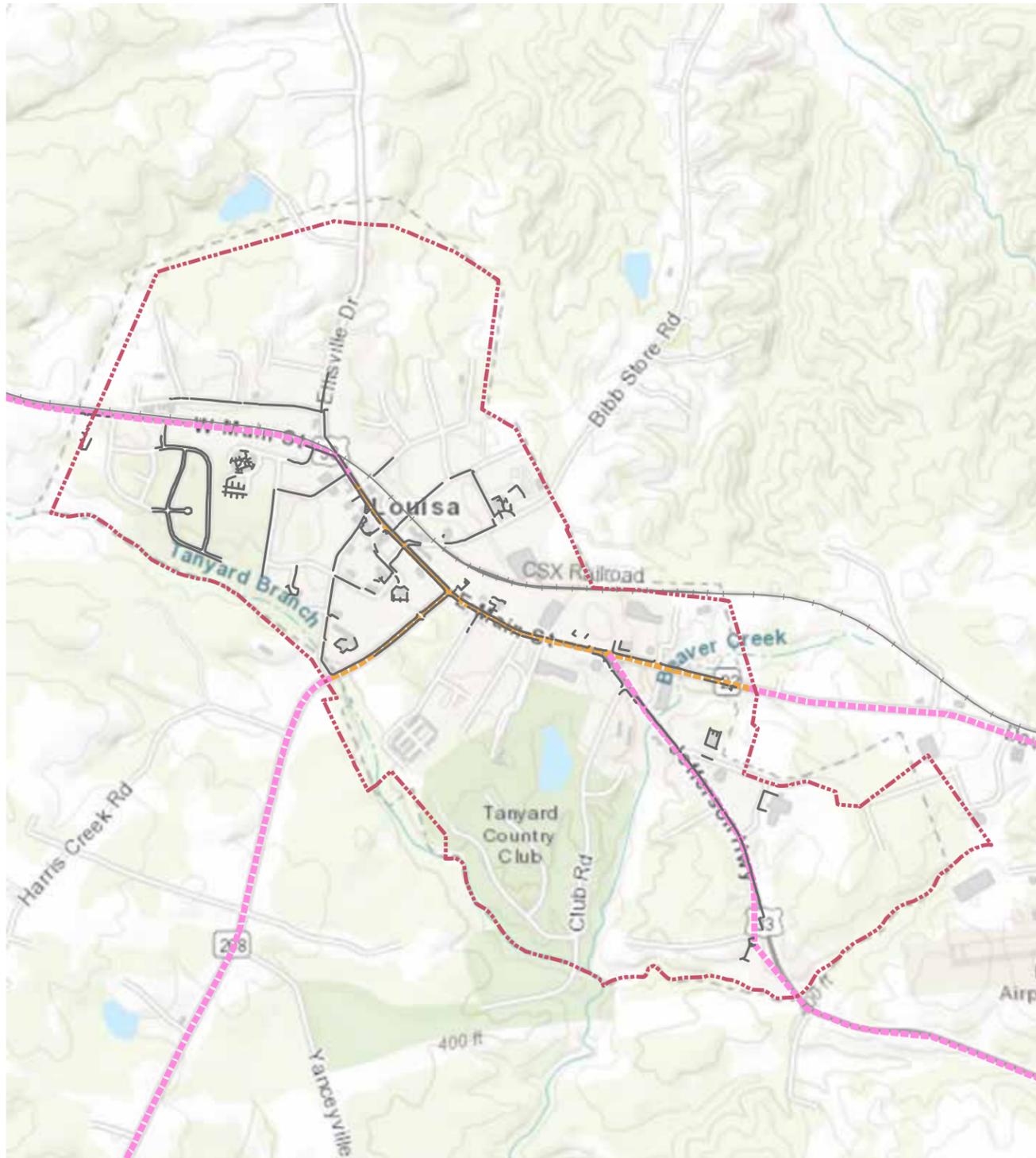
ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in the Town of Mineral.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- ⚡ Railroads
- Town of Mineral Boundary
- - - Proposed Bike Lane
- Existing Bike Lane
- - - Proposed Rural Shared Road
- Existing Sidewalk

1,000 Feet



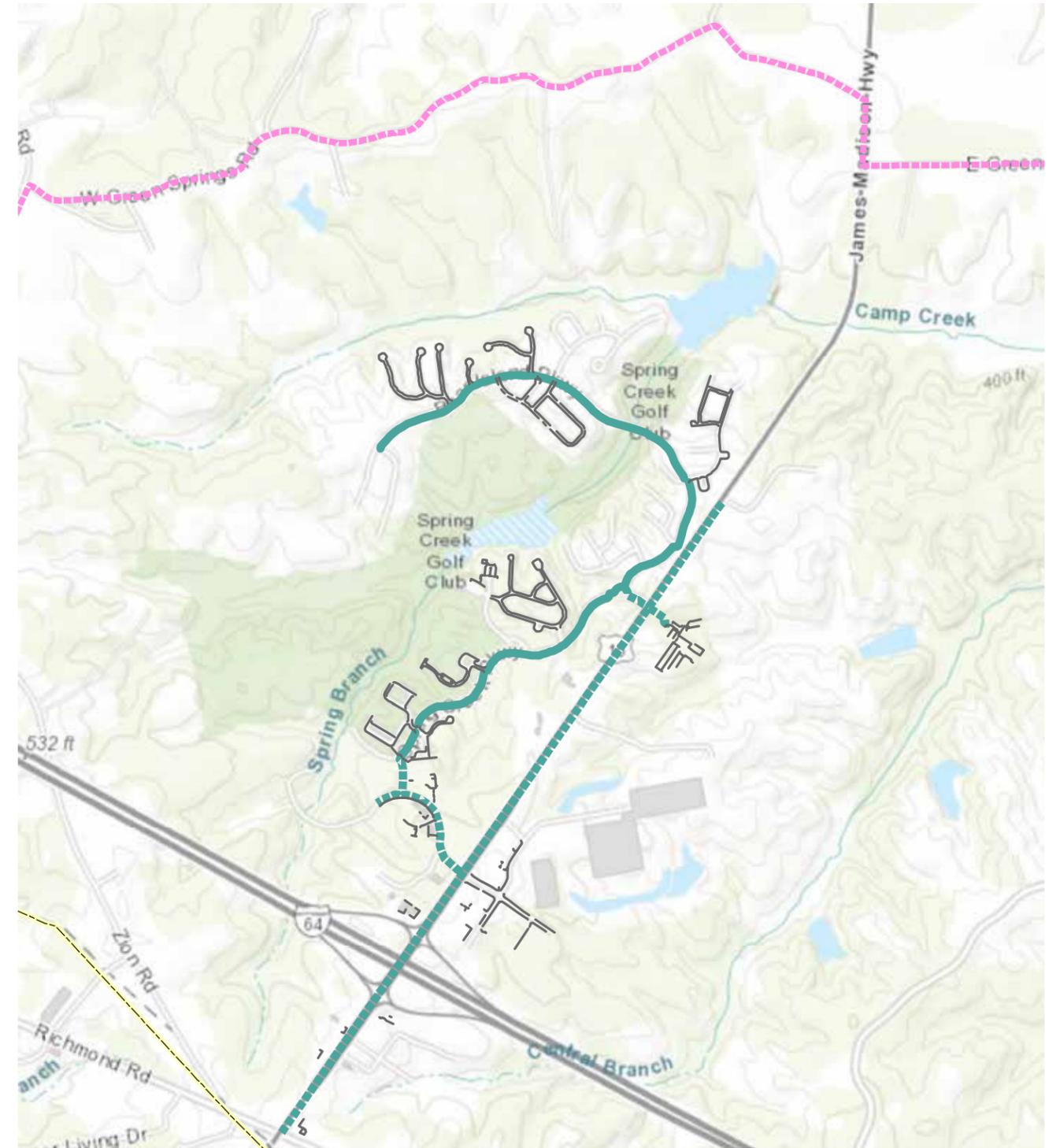


Map 10.4.3
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in the Town of Louisa.

- FEATURES**
- Parks and Conservation
 - Lakes and Rivers
 - Town of Louisa Boundary
 - Proposed Bike Lane
 - Proposed Rural Shared Road
 - Existing Sidewalk
 - Railroads

1,500 Feet N



Map 10.4.4
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Zion Crossroads.

- FEATURES**
- Parks and Conservation
 - Lakes and Rivers
 - Proposed Shared Use Path
 - Existing Shared Use Path
 - Proposed Rural Shared Road
 - Existing Sidewalk
 - Railroads

1,000 Feet N

NELSON COUNTY



Existing Conditions

The topography of Nelson County is attractive to recreational bicyclists and the County's tourism website claims, "with gentle rolling hills near the James River and challenging terrain in the Blue Ridge Mountains, Nelson County has something for all skill levels"⁶. This physical terrain also makes bicycle transportation more difficult in the county, since the road network is more limited than other counties in the region. As such, there are few alternate routes bicyclists can use that avoid primary roads, such as US 29, which are generally not safe or desirable for bicycle transportation.

Most bicycling in Nelson County currently is for recreation, with many people bicycling on the Blue Ridge Parkway and roads in the nearby Rockfish Valley Area. The Blue Ridge Parkway along the western edge of Nelson County is part of US Bicycle Route 76. Route 76 also runs through Nelson County on US 250 from Rockfish Gap to Rte 6, on Rte 6 to Afton, and then on Rte 750 (Old Turnpike Road) to the Albemarle County line. The Blue Ridge Railway Trail, a nearly 7-mile long path along the Piney and Tye Rivers, offers a flat off-road location for recreational bicycle riding.

Local Documents

The [Nelson County Comprehensive Plan](#), adopted in 2002, contains recommendations for bicycle and pedestrian infrastructure improvements and regional greenways. The Plan indicates the need for improvements on roads throughout the County and within Lovingston and Nellysford. It suggests that improvements along major corridors such as US 29 are necessary to allow for bicycle transportation. It then identifies many roads that are routes for recreational bicyclists and could also be improved to provide increased safety and comfort for these cyclists. The Plan proposes greenway corridors along waterways in the County, including the James, Tye, Rockfish Rivers and Dillard Creek. These

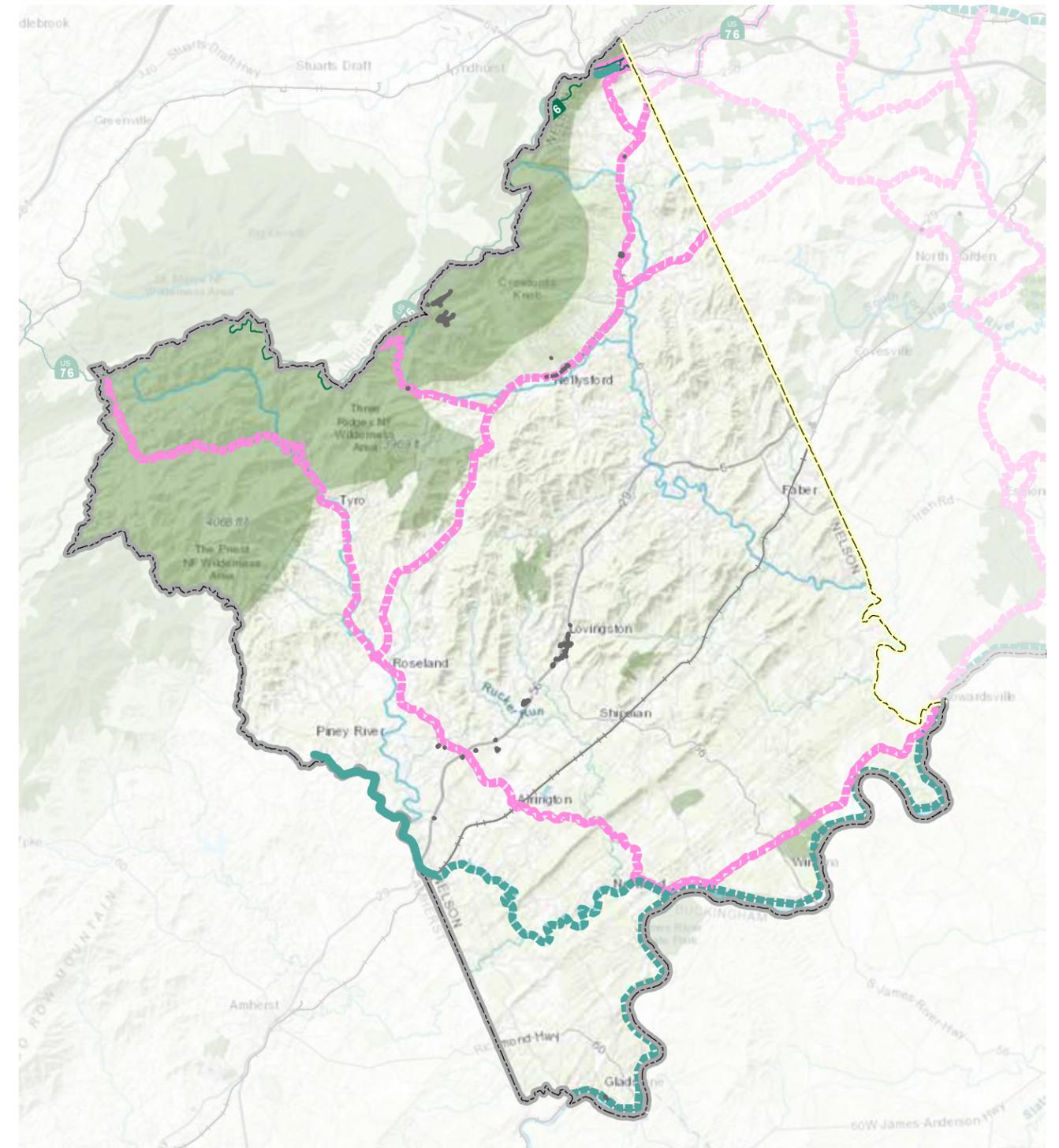
greenways could include bicycle and pedestrian paths to provide both transportation and recreation opportunities in the County.

Other relevant plans include a [Route 151 Corridor Study](#) completed by VDOT in 2013, and a [Rockfish Valley Area Plan](#) completed by TJPDC and Nelson County in 2017. The Route 151 Corridor Study identified the need for wide (6-foot) paved shoulders to accommodate bicycles and pedestrians on much of Route 151. The Rockfish Valley Area Plan also included multiple recommendations that are incorporated into this Plan. These include general suggestions to improve roadway connectivity with roads that include bicycle and pedestrian infrastructure, and specific suggestions including to create a shared use path that connects Wintergreen, Stoney Creek, Nellysford and Beech Grove.

Infrastructure Recommendations

This Plan has identified many roads that could be improved to increase safety and comfort for bicyclists in the region. This Plan uses "rural shared road" as the primary recommendation for rural roads, which is meant to indicate that bicyclists will continue to ride on the road, either within the travel lane or on the shoulder, but conditions for these cyclists can be improved. These improvements could include widening and paving shoulders, adding signs to ensure that drivers are aware of the presence of cyclists, and improving intersections and other aspects of road design to accommodate bicyclists. This Plan has not identified detailed improvements for each road, so exact improvements will need to be determined by VDOT and Nelson County. Additional recommendations include shared use paths that accommodate bicyclists and pedestrians. The purpose of proposed improvements is to increase safety, provide transportation options, connect facilities and act as a community improvement tool. The recommendations include the following table and maps on pages 122-126.

Roadway/Corridor	Segment	Improvement	Explanation
Route 151 (Rockfish Valley Highway)	Albemarle County line to Route 634	Paved 6-foot shoulders marked as bike lanes	Shoulder and spot safety improvements detailed within the Route 151 Corridor Study
Route 151 (Rockfish Valley Highway)	Route 634 to Route 56	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 6 9Afton Mountain Road)	US 250 to Route 151	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed in the Bike Route 76 Corridor Study
US 250 (Rockfish Gap Turnpike)	Route 6 to Skyline Drive/Blue Ridge Parkway	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed in the Bike Route 76 Corridor Study
Route 750 (Old Turnpike Road)	Albemarle County line to Route 6	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements detailed in the Bike Route 76 Corridor Study
Route 635 (Craigs Store Road)	Albemarle County line to Route 151	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 664 (Beech Grove Road)	Route 151 to Blue Ridge Parkway	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 56 (Crabtree Falls Highway)	Route 151 to Blue Ridge Parkway	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 655 (Roseland/ Colleen/ Arrington/ Variety Mills Road)	Route 151 to Route 626	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
Route 626 (Norwood Road/Union Hill Drive)	Route 655 to Albemarle County line	Paved Shoulders and/or Improved signage	Shoulder and spot safety improvements
James River	Albemarle County line to Amherst County line	Shared Use Path	Part of the James River Heritage Trail
Tye River	Existing Blue Ridge Railway Trail to James River Trail	Shared Use Path	Shared use path along the Tye River



Map 10.5.1
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the corridors identified as the regional bicycle and pedestrian network in Nelson County.

FEATURES

- Parks and Conservation
- Lakes and Rivers
- Proposed Shared Use Path
- Existing Shared Use Path
- Proposed Rural Shared Road
- Existing Sidewalk

4 Miles



Towns and Development Areas

Given that Lovingsston and Nellysford have a relatively higher density of residents and destinations than the rest of Nelson County, bicycle and pedestrian infrastructure provides transportation options and a recreational amenity for residents and tourists in these areas. The following are recommendations for these areas:

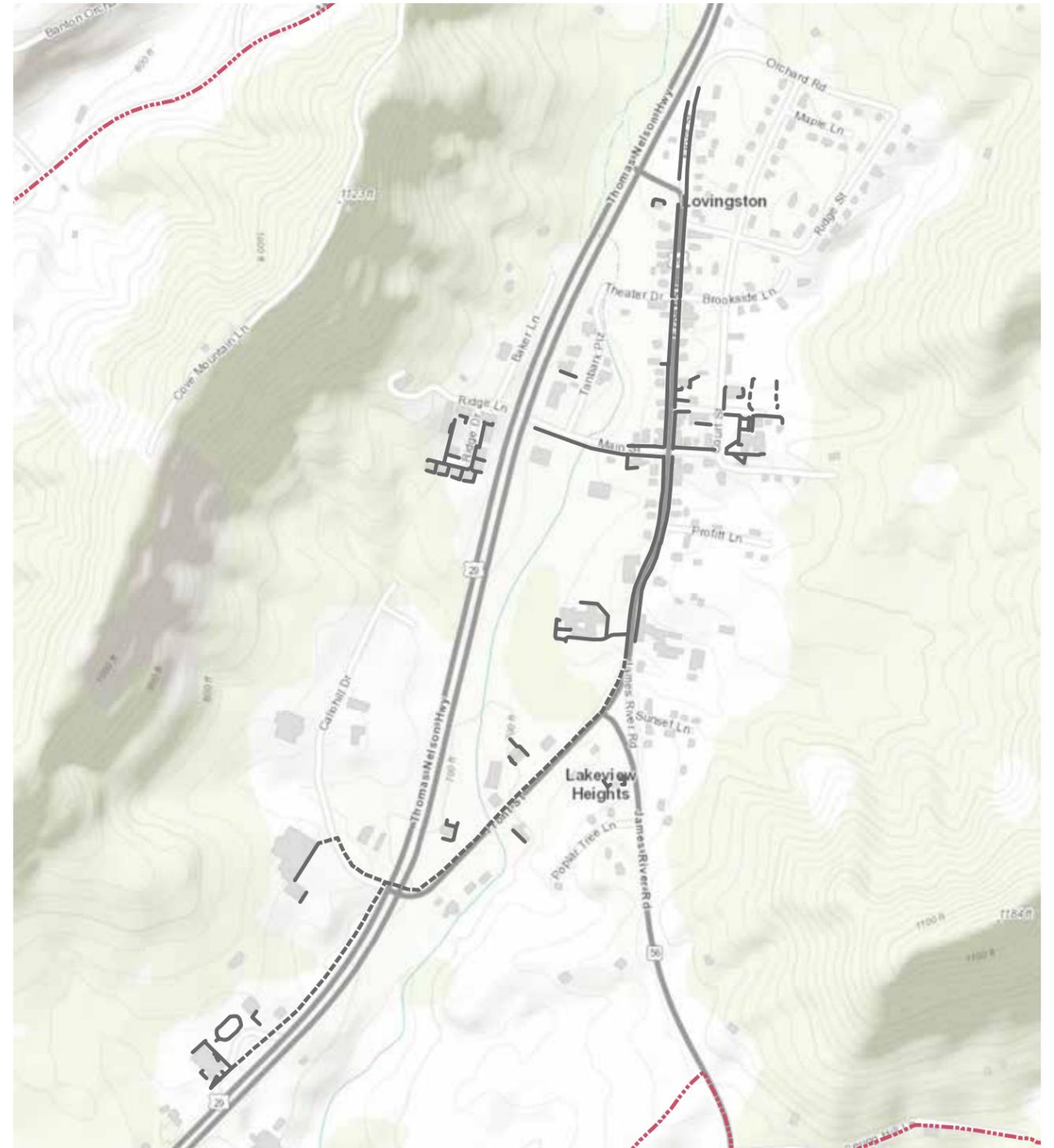
Lovingsston

- Construct a crosswalk at the intersection of US 29 and Main Street
- Build a sidewalk along Front Street from the existing sidewalk to US 29
- Construct a crosswalk and install a pedestrian signal at the intersection of US 29 and Front Street
- Build a sidewalk to Callohill Drive from US 29 to the shopping center

- Build a sidewalk or shared use path from intersection of US 29 and Front Street to the library, with potential to extend to the Middle School and High School

Nellysford

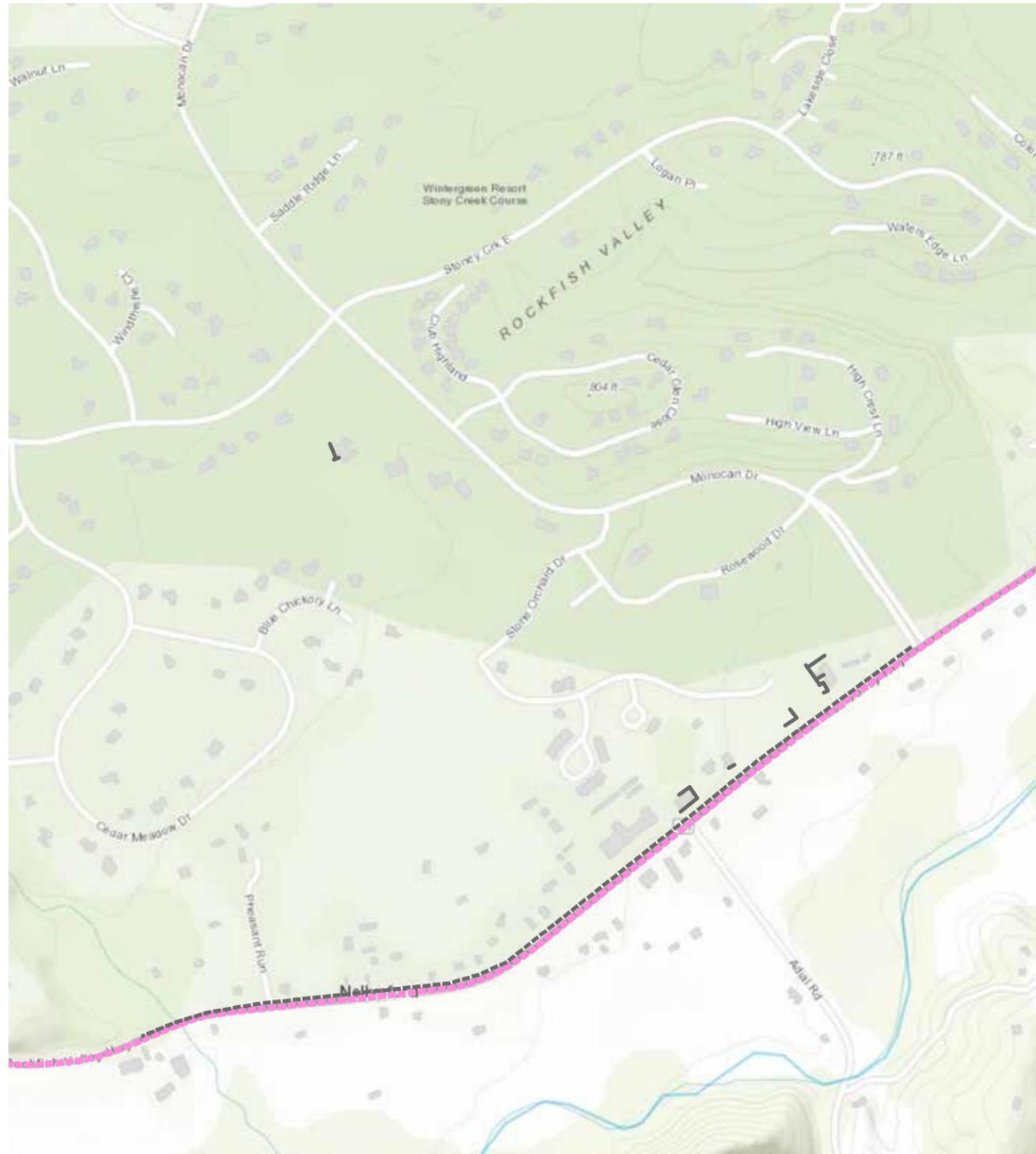
- Construct a sidewalk, or shared use path, along Route 151 from Monocan Drive to Wintergreen True Value Hardware
- “Encourage addition of sidewalks, bike lanes, or similar multi-use path in Nellysford, especially during new development and redevelopment activities.” Recommendation from Rockfish Valley Area Plan
- “Create a safe, user-friendly recreational connection between Wintergreen, Stoney Creek, Nellysford and Beech Grove.” Recommendation from Rockfish Valley Area Plan



Map 10.5.2
Infrastructure Recommendations

ABOUT THIS MAP: This map depicts the sidewalks identified as part of the pedestrian network in the Town of Lovingsston.

- | | | |
|------------------------|------------------------------|---|
| FEATURES | 1,000 Feet | N |
| Parks and Conservation | Town of Lovingsston Boundary | |
| Lakes and Rivers | Proposed Sidewalk | |
| Railroads | Existing Sidewalk | |



Map 10.5.3
Infrastructure Recommendations

- FEATURES**
- Parks and Conservation
 - Lakes and Rivers
 - Proposed Sidewalk
 - Existing Sidewalk
 - Railroads

1,000 Feet



ABOUT THIS MAP: This map depicts the sidewalks identified as part of the pedestrian network in Nellysford.

