

Chapter 1: Introduction

The area served by Region 2000, or Planning District 11, located in the foothills of Virginia's Blue Ridge Mountains, comprises the counties of Appomattox, Amherst, Bedford and Campbell and the independent cities of Bedford and Lynchburg. Characterized by rolling hills, beautiful open vistas, and plentiful water resources is commonly referred to as Central Virginia. Within the approximate 2,122 square mile region are an array of natural and cultural attractions and an urban core that serves as the primary employment, commerce, and educational hub located within its central core. The *Region 2000 Bicycle Plan*, has been developed to facilitate the development of a bicycle transportation network that encourages bicycling as an alternative transportation mode to access resources located throughout the greater Region 2000 area.

This *Region 2000 Bicycle Plan* articulates a vision to develop greater alternative transportation connectivity between jurisdictions, commercial and business centers, educational and recreational facilities, existing and planned trail systems, and cultural and historical resources though out the greater Region 2000 area. In doing so, the Plan reviews existing conditions and community resources, highlights current policy and the designation of bicycles as approved transportation vehicles along the road network; outlines on-road and off-road facility design options available to better accommodate bicycles along the road network; and provides a strategic approach to facilitate the development of a comprehensive bicycling network within Region 2000.

The *Region 2000 Bicycle Plan* has been developed through the coordination of the Virginia's Region 2000 Local Government Council, the Central Virginia Metropolitan Planning Organization (CVMPO), participating jurisdictions, and area citizens. Guidance for the development of this Plan was provided by the Region 2000 Bicycle Plan Steering Committee, comprised of locality staff, citizens, and policy makers and representatives from the Virginia Department of Transportation. The *Region 2000 Bicycle Plan* represents an update of the *Central Virginia Planning District Commission Regional Bicycle Plan* developed in 2000 and has been developed to better facilitate the planning, design and development of bicycle accommodations and is intended as a vital component of long-term transportation planning within the region. The *Region 2000 Bicycle Plan* is designed and intended to be incorporated within state, regional, and local planning documents. Specifically, this Plan should be included as integral component of the localities Comprehensive Plans, the Region 2000 Greenways and Blueways Plan, and the Central Virginia Long-Range Transportation Plan.

Funding for this alternative transportation planning project was provided by the Virginia Department of Transportation, the Central Virginia Metropolitan Planning Organization, the Virginia's Region 2000 Local Government Council and its membership localities.

Plan Vision and Goals

The *Region 2000 Bicycle Plan* has been developed to guide the development of bicycle accommodations and facilitate the utilization of bicycles as a healthy and viable transportation option to access resources within the greater Region 2000 planning district area. The following vision statement and corresponding goals have been crafted to articulate the long-term vision and desired outcome through implementation of this Plan.

Vision:

Residents, of all ages and skill level, will be seen bicycling along area roads and multiuse trails going to work, to school, to shop, and to engage in recreation throughout the Region 2000 area.

Goals:

- Provide area citizens a network by which they can safely and efficiently use bicycles to meet their transportation, recreational, and health needs.
- Establish bicycle accommodation projects that will be strategically placed and developed to ensure connections to major destinations, trail networks, transit and other pedestrian transportation modes.
- Promote educational and outreach programs that increase awareness of cyclist rights and responsibilities, reduce motorist and cyclist conflict, and increase safety for road users.
- Facilitate institutional and programmatic support to implement facility design, development, and maintenance.

Plan Development Approach

The *Region 2000 Bicycle Plan* represents an update to the *Central Virginia Planning District Commission Regional Bicycle Plan* developed in May, 2000. This Plan outlines a comprehensive alternative transportation plan for the entire four-county, two-city planning district area known collectively as Region 2000.

This plan was developed through a public input process that included area staff, local government officials, citizens, and cycling enthusiasts. The public involvement process included the formation of the Region 2000 Bicycle Advisory Committee, (Region 2000 BAC) the primary advisory and oversight committee, cyclist focus group forums, public outreach meetings, and a web-based community survey.

The planning process included evaluation of existing local and regional planning documents and relevant data sources. Data from existing local and regional plans and studies, as well as existing GIS data was reviewed. GIS data reviewed included location of roadways, streams, railways, demographic information, and overview of community amenities such as primary employers, recreational facilities and tourism destinations.

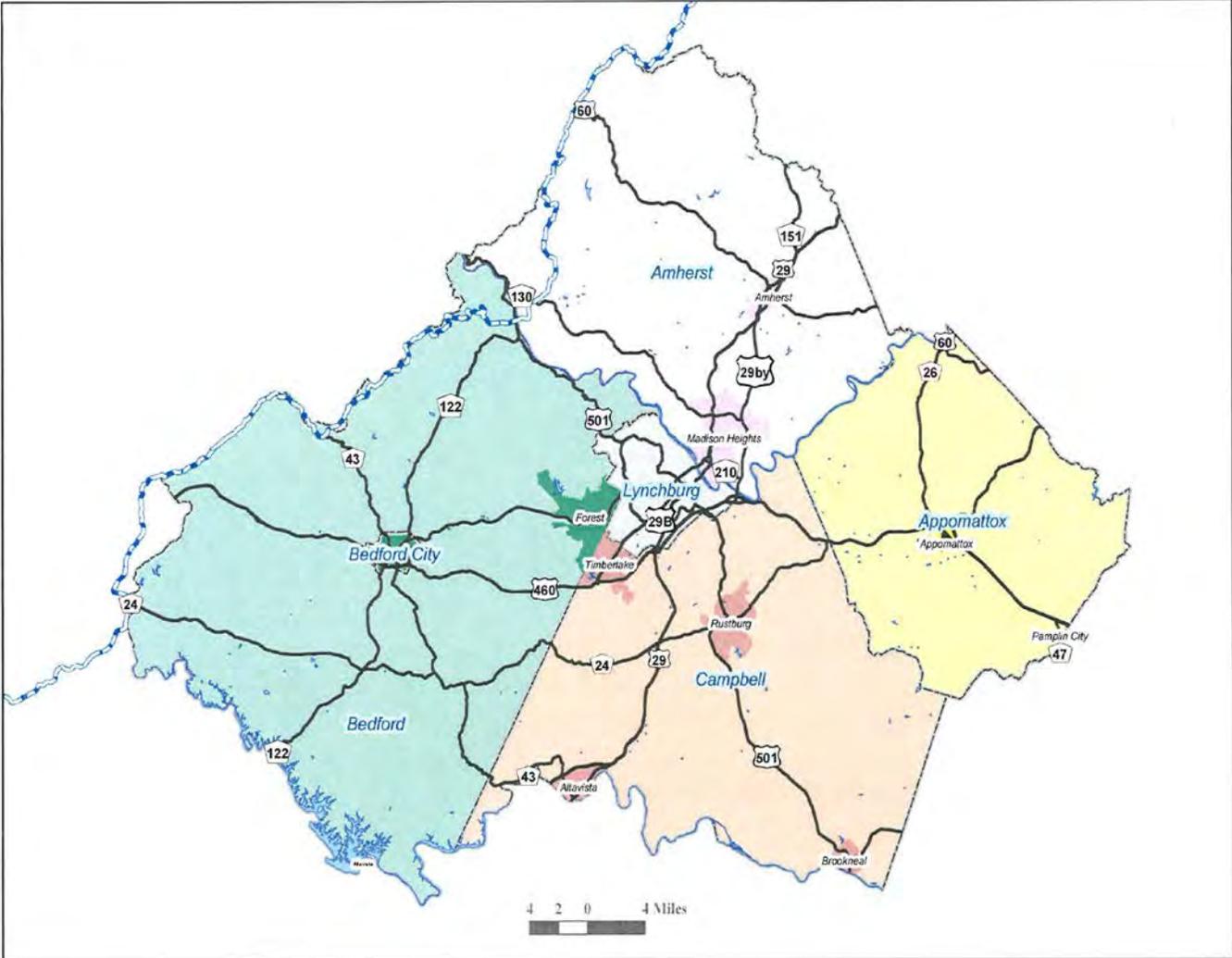
As a component of the plan, development of an electronic survey was made available to the entire region to solicit input into a range of bicycle related topics. Findings from this survey were integral to *Region 2000 Bicycle Plan* development.

Plan Study Area

This Plan has been developed for the entire Region 2000 or Planning District area which is comprised of Amherst, Appomattox, Bedford and Campbell counties and the cities of Lynchburg and Bedford. The planning area is in general rural in nature, characterized by agricultural, forested and rural residential. The majority of the commercial and dense population is centered within and surrounding the city and town centers located within the region. The region has, according to the 2000 Census, a total population of 228,643 and comprises an area of nearly 2,122 square miles, or approximately 2000 square miles that provides the origin of the Region 2000 title that collectively describes the four county, two city region. **Figure 1.1** provides a map the Region 2000 area with participating jurisdictions noted.

Within the greater Region 2000, or multi-jurisdictional planning area, there are two distinct planning areas that are designated according to population density. The areas are distinguished by classification of being either urban or rural areas. Population density, as an indicator of how rural or urban and area is, is a good indicator of transportation and service needs required within a community.

Figure 1.1
Region 2000 Planning District Area



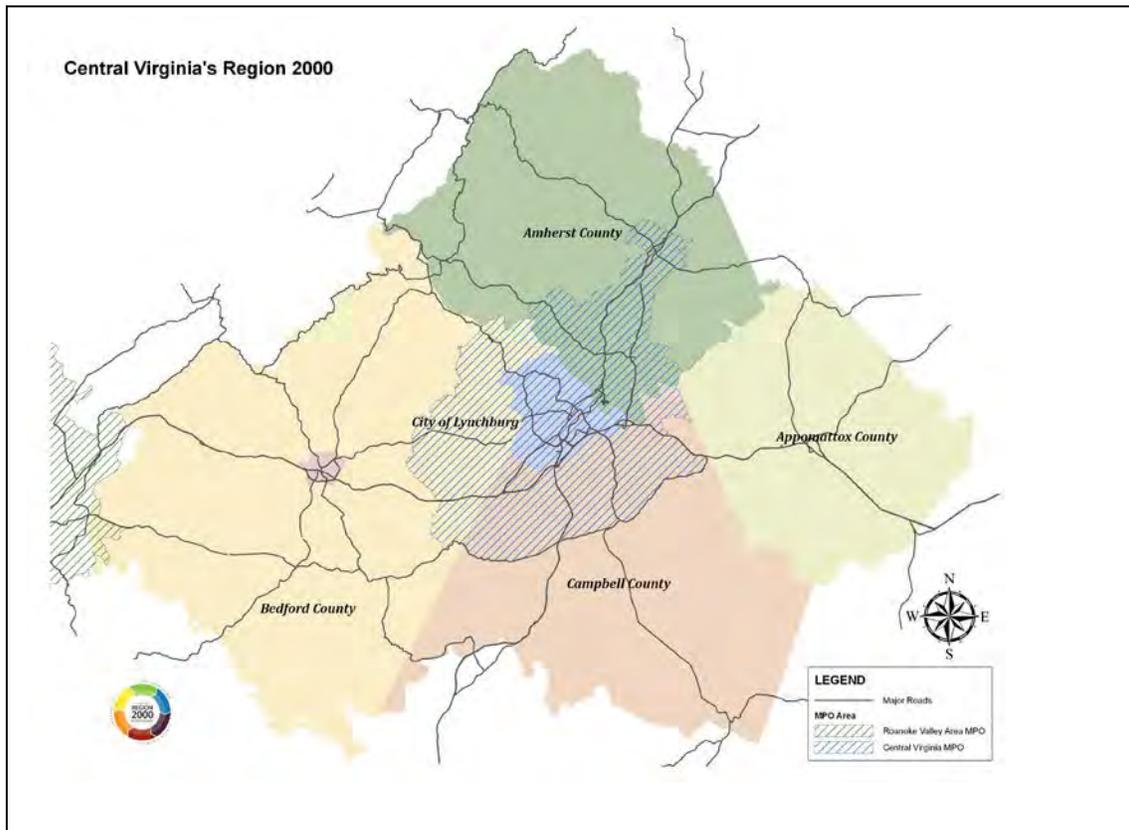
Source: Virginia’s Region 2000 Local Government Council

Region 2000 Urban Areas

Within Region 2000 are located two designated urban portions. These designated urban portion transportation planning functions are coordinated by a metropolitan planning organization. A Metropolitan Planning Organization (MPO) is a federally mandated planning body for those areas of the United States that have a “core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with the core” (<http://www.census.gov/population/www/estimates/aboutmetro.html>). MPO designations are determined by the U. S. Census and are based on total population and must include a core area with a population of at least 50,000 persons, and includes a contiguous area that has specific population density. The two MPOs within the Region 2000 area are the Central Virginia Metropolitan Planning Organization (CVMPO) and the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO).

The Central Virginia Metropolitan Planning Organization (CVMPO) provides the transportation planning oversight for the urbanized or densely populated areas of Amherst, Bedford, and Campbell counties and the entire City of Lynchburg. As can be seen from **Figure 1.2** the CVMPO area includes the eastern portion of Bedford County, the far eastern portion of Amherst County along with the areas adjacent to U. S. 29 up to the Town of Amherst, the northern portion of Campbell County and the entire area of Lynchburg. The far western corner of Bedford County is contained within the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) and receives additional transportation planning from this regional transportation planning body. The area of Region 2000 located within the RVAMPO area represents a very small portion of the Region 2000 area and, therefore, for the purposes of this study is not reflected in the demographic and statistical data presented in this Plan.

Figure 1.2
Region 2000 Metropolitan, or Urban, Planning Areas



Source: Virginia's Region 2000 Local Government Council

Within Region 2000 the CVMPO area represents the business, commercial, and highest residential population density in the Region 2000 area. The CVMPO area, according to the Central Virginia Regional Action Plan for Coordinated Land Use and Transportation Planning, while ranked only 361 out of the 396 urban areas in the Country according to population, ranks in the top 50 percent in terms of population located in a central place with 67% located within the CVMPO boundaries. Further, 60 percent of the primary commuter movement within the area is directed towards the City of Lynchburg, which represents the largest and central portion of the CVMPO.

Region 2000 Rural Area

The majority of the Region 2000 area is represented by low density development and would generally be described as rural in character. It is the rural area, characterized with rolling terrain, agricultural and forested land, small incorporated towns, and larger lot residential development that accounts for nearly 80 % of the greater Region 2000 land area. As can be seen from **Figure 1.2** all of Appomattox County is located within the rural portion of the region as well as the majority of Amherst, Bedford and Campbell counties.

For the purposes of transportation planning and the development of *The Region 2000 Bicycle Plan*, the rural area is defined as that area not contained within a metropolitan planning organization area.

Region 2000 Population Density

As can be seen from **Table 1.1**, while CVMPO little more than 20% of the land mass of the three CVMPO counties, and includes no portion of Appomattox County, the area includes almost 60% of the Region 2000 population. In addition, the density of CVMPO population can be seen as approximately 73% of the total Amherst County population is located in the CVMPO area which represents less than 20% of land. Similarly, Campbell County’s 54% population within the CVMPO consists of just under 23% of land and Bedford County has just 12% of its total land area within the CVMPO but this area accounts for approximately 31% of the County population.

**Table 1.1
Central Virginia MPO Study Area Population**

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

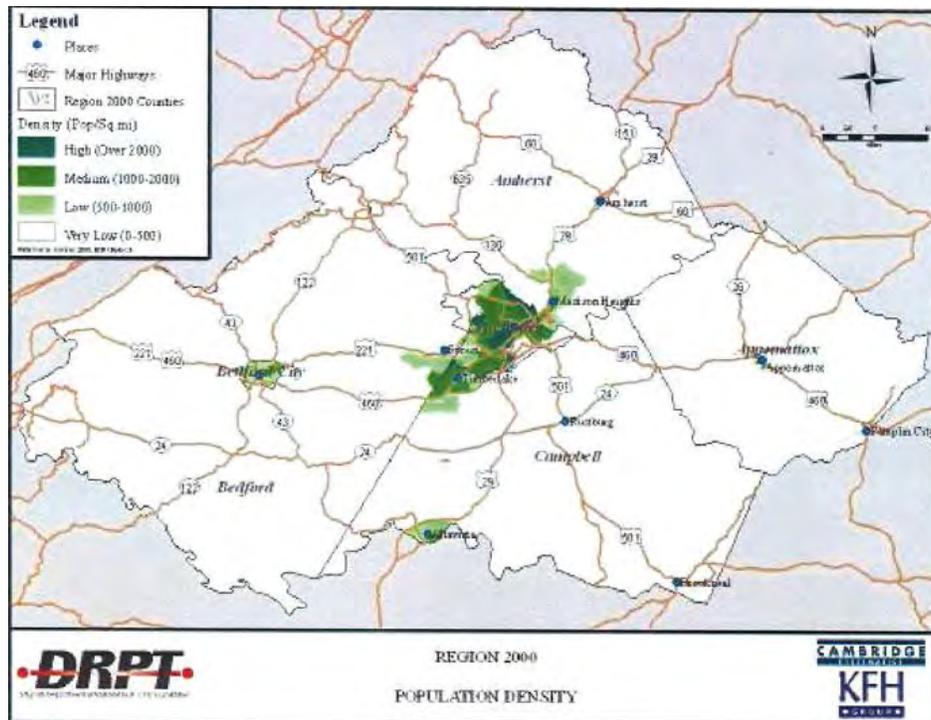
Source: CVMPO Traffic Analysis Zone Data, Virginia’s Region 2000, 2009;
Draft 2035 Long Range Transportation Plan, Roanoke Valley Area Alleghany Regional Commission, 2009

A very small portion of Bedford County is located within the RVAMPO area. The portion of the County located within the RVAMPO is estimated to include less than 5% of the total County population. Based on population projections provided by the RVAMPO 2035 Long Range Transportation Plan, the overall percentage of total population within this area, while intended to grow, is not intended to increase in its overall percentage of total population.

While on a smaller scale than the CVMPO area, the incorporated Towns and village centers also represent population density centers. As can be seen from **Figure 1.3**, within the greater Region 2000 area, there is only a small portion of areas, including the CVMPO, the City of Lynchburg, and the incorporated Towns that provide any measurable level of high density areas.

The population and resource concentration within the CVMPO and Towns highlights the opportunity and appropriateness in expanding alternative transportation opportunities through on-road bicycle accommodations throughout the region with particular emphasis on the CVMPO and Town primary road corridors and multi-use trail system.

Figure 1.3
Region 2000 Population Density



Source: Region 2000 (PDC 11) Coordinated Human Service Mobility Plan, DRPT; June 2007