

Executive Summary

This Region 2000 Bicycle Plan has been developed to guide the development of bicycle accommodations that encourages and facilitates the utilization of bicycles as a healthy and viable transportation mode to access community resources throughout the Region 2000, or Planning District, area. Region 2000 is located in the foothills of Virginia's Blue Ridge Mountains and includes an area comprised of the counties of Amherst, Appomattox, Bedford, and Campbell and the independent cities of Bedford and Lynchburg.

The 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 (BAC), the primary advisory and oversight committee that guided plan development, and a series of public input opportunities which included cyclist focus group meetings, public outreach meetings, and a web-based community survey.

The Region 2000 Bicycle Plan provides an overview of the different bicycle accommodation types, summarizes strategies that can be used to accommodate bicycle facilities, presents a snapshot of the current conditions and opportunities for cyclists, provides an inventory of community resources and assets, and details a vision connection plan and implementation strategy to assist in creating an alternative transportation network that encourages and supports the bicycling as a safe and viable transportation option.

Ultimately, the Region 2000 Bicycle Plan has been developed to articulate a community vision that states:

Residents, of all ages and skill levels, 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.

To achieve this long-term vision, four primary goals were established that summarize the driving force behind the activities and recommendations presented within this document and best articulate the nature of actions that must be undertaken to achieve the alternative transportation vision. The guiding principal goals developed are:

- 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.

Implementation of this plan begins with the development of an oversight body to guide the creation of bicycle facilities and with the adoption of this plan by participating local governments. It is recommended that the existing Region 2000 Greenways Alliance be used as the basis for the oversight body within the Region 2000 Local Government Council. Other short-term steps necessary to facilitate the long-term bicycle network include development of facility design standards and accommodation manual for local engineers and staff, development of an interactive map that

accurately maintains network implementation that includes on-road and off-road multiuse facilities, and ancillary improvements, such as bike racks, and funding to implement a priority project(s).

A detailed description of the bicycle network map and program recommendations are presented in Chapter 4 – System Recommendations. The system recommendations were established through review of the road network, connection of the road to key community resources, and the road cycling knowledge of local cyclists. It should be noted, however, that roads not presented within this plan may still be used by local cyclists and that this plan presents recommendations but does not constitute detailed engineering analysis and construction feasibility. It should also be noted that the bicycle network presented within The Region 2000 Bicycle Plan is based on available data and serves as preliminary recommendations. More comprehensive road analysis that considers such features as sight distance and any other physical features that have bearing on on-road facility development are beyond the scope of this planning document.

Following the five chapters that make up the body of the planning document (Introduction, Bicycle Facility Types, Current Conditions, System Recommendations, and Implementation and Funding) are a set of appendices that include bicycle accommodation design standards, detailed road characteristics, and general reference material.

Development of a comprehensive alternative transportation network is anticipated to take many years and can only be achieved through coordinated support and leadership by community stakeholders. Leadership and support will need to include participating localities, VDOT, coordination with federal transportation, local business and community groups, and area citizens. The task will not be easy, however, the benefits to the Region 2000 through the increased physical health of our citizens, the increased vitality and connection of our neighborhoods to community resources, the reduction in vehicle road miles traveled, and increased economic vitality, the benefits will be well worth the effort.