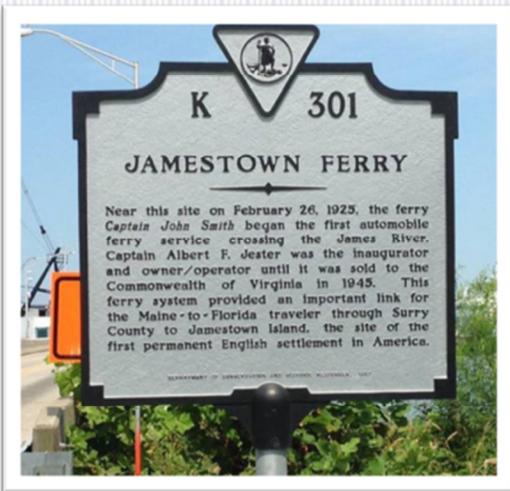




Surry County Farmers

COMPREHENSIVE BICYCLE & PEDESTRIAN PLAN



September
2016

The Surry County Comprehensive Bicycle and Pedestrian Plan was completed by the Virginia Department of Transportation (VDOT) in coordination with the Surry County Department of Planning and the Surry County Bicycle Advisory Committee that was established for the completion of this document. This plan fully identifies the goals and objectives of Surry County's need for bicycle and pedestrian facilities within the county. The VDOT study team further assessed the needs within Surry County related to bicycle and pedestrian facilities. We would like to extend a special thanks to the committee members for their time and contribution to this plan.

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Adopted

This plan was adopted on the 1st day of September, 2016 by the Surry County Board of Supervisors to become effective on same date.

Attest:



John M. Seward, Chairman
Surry County Board of Supervisor's



Tyrone W. Franklin, County Administrator

Table of Contents

EXECUTIVE SUMMARY	I
Map 1: Surry County Bicycle and Pedestrian Map.....	XI
Map 2: Surry County Bicycle Loop Routes Map	XII
Surry Government Center Bicycle and Pedestrian Facilities Map	XIII
Claremont Bicycle and Pedestrian Facilities Map	XIV
Dendron Bicycle and Pedestrian Facilities Map	XV
SECTION 1 INTRODUCTION TO SURRY COUNTY	1
About Surry County.....	1
Vision.....	2
Summary of Needs	3
Plan Methodology	4
Surry County Bicycle Advisory Committee	4
Citizen Information Meeting.....	4
SECTION 2 POLICIES AND PLANNING INFORMATION	5
Federal and State Policies	5
VDOT Road Design Manual (VDOT)	5
Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition (FHWA)	5
Guide for the Development of Bicycle Facilities (AASHTO).....	5
Accommodating Bicycle and Pedestrian Travel (FHWA)	5
Virginia State Bicycle Policy Plan (VDOT)	6
Policy for Integrating Bicycle and Pedestrian Accommodations (CTB)	6
Americans with Disabilities Act (ADA)	7
Local and Regional Planning Information.....	7
Surry County Comprehensive Plan	7
2035 Regional Long Range Plan (CPDC).....	8
Virginia Capital Trail	9
East Coast Greenway (Historic Coastal Route).....	9
U.S. Bike Routes	9
SECTION 3 EXISTING CONDITIONS	11
Surry County Demographics and Features	11
Tourism	12
Gift and Specialty Shops.....	13

Recreation Center	13
Restaurants.....	13
Existing Roadway System	15
Minor Arterial.....	15
Major Collector	15
Minor Collector.....	15
Existing Bicycle and Pedestrian Facilities.....	16
Pedestrian Facilities	16
Bicycle Facilities	16
SECTION 4 PUBLIC OUTREACH	17
Surry County Bicycle Advisory Committee	17
Citizen Information Meeting.....	19
Draft Plan and Facilities Map	21
SECTION 5 RECOMMENDATIONS: FACILITIES, POLICIES, AND PROGRAMS.....	23
Facility Types	23
Pedestrian Facilities	23
Sidewalks	23
Bicycle Facilities	24
Bike Lanes.....	24
Paved Shoulders	24
Signed Routes	24
Bicycle Facility Amenities.....	25
Multi-Use Facilities	25
Surry County Bicycle and Pedestrian Facilities Map	26
Map 1: Surry County Bicycle and Pedestrian Map.....	27
Map 2: Surry County Bicycle Loop Route Map.....	28
Proposed Facilities	26
Paved Shoulders	26
Bike Lanes.....	29
Signed Routes	29
Sidewalks	29
Bicycle Loop Routes	29

Policies	30
Programs	31
SECTION 6 IMPLEMENTATION	33
Short-Term Recommendations (0 to 5 years)	33
Short-Term Projects	33
Mid-Term Recommendations (5 to 10 years)	35
Mid-Term Projects.....	35
Long-Term Recommendations (10 to 25 years)	36
Long-Term Projects.....	36
Estimated Baseline Costs	37
Potential Funding Sources	38
VDOT/Federal Funding Sources.....	39
APPENDIX A: ACCOMMODATING BICYCLE AND PEDESTRIAN TRAVEL (FHWA)	43
APPENDIX B: INTEGRATING BICYCLE AND PEDESTRIAN ACCOMMOD. (VDOT).....	45
APPENDIX C: CITIZEN INFORMATION MEETING SURVEY	51
APPENDIX D: PROPOSED BICYCLE LOOP ROUTES - DIRECTIONS.....	52
APPENDIX E: RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES	56



“This plan identifies the goals and objectives for bicycle and pedestrian facilities in Surry County.”

EXECUTIVE SUMMARY

Introduction

Surry County is an attractive rural community located in the northwestern part of the Hampton Roads region bordering the James River. English settlers first landed in an area today known as the Town of Claremont in 1607. Surry County was later established in 1652 and became a part of the Commonwealth of Virginia. There has been great emphasis on the preservation of history throughout the county with many historic sites open to the public. The county is connected to Virginia's Historic Triangle (Jamestown, Williamsburg, and Yorktown) via the Jamestown-Scotland Ferry which is operated by VDOT and accommodates bicycles and pedestrians.¹

Surry County primarily consists of three communities, the towns of Claremont, Dendron, and Surry. These towns contain most of the population density and attractions within the county. In order to maintain its rural nature and strong agricultural industry, it is important for the county to preserve its local resources. The county's slogan "*Savor the Secrets of Surry*" captures the unique historic features and recreational attractions that the community has to offer people of all ages. The Surry County Bicycle and Pedestrian Comprehensive Plan promotes connectivity through proposed facilities and showcases the various attractions and scenery within the county.



Scope and Purpose

VDOT partnered with the Surry County Planning Department to form the Surry County Bicycle Advisory Committee and to create the Surry County Comprehensive Bicycle and Pedestrian Plan. The vision of this plan is to provide a comprehensive document that addresses the current and future needs for walking and biking facilities in the county. The partnership between VDOT and the County has led to important discussions to thoroughly address the needs and future implementation of facilities. The emphasis of this plan is to provide alternative modes of transportation as a viable means to improve health, safety, and increase active transportation options. In addition, achievable goals were identified for the future in order to work towards establishing Surry County as a bicycle and pedestrian friendly community. These actions were viewed as necessary by both VDOT and the County in order to produce a plan that can help support the process of providing opportunities and guidance for future improvements as well as defined goals for the community. Three primary goals of this plan are as follows:

¹ "Jamestown-Scotland Ferry." *Jamestown-Scotland Ferry*. VDOT, 19 Oct. 2016. Web. 27 Feb. 2017. <<http://www.virginiadot.org/travel/ferry-jamestown.asp>>.

- 1. Connectivity:** It is important to connect existing and new facilities, especially within the town limits of Surry, Dendron, and Claremont where most of the population resides.
- 2. Safety:** It is important to put the citizen first when designing bicycle and pedestrian facilities in order for drivers to share the road and yield to pedestrians.
- 3. Promoting a Healthy Community:** Walking and biking is a great way to enjoy both the natural aspects of the county as well as a way to stay active and fit. The creation of pedestrian and bicycle facilities would also encourage citizens to consider transportation options other than driving, which could have environmental benefits by decreasing emissions from vehicles.

Existing Conditions

Surry County currently lacks a fully developed bicycle and pedestrian network. The three major routes through the county are Route 10 (Colonial Trail), Route 31 (Rolfe Highway), and Route 40 (Martin Luther King Highway). These primary routes do not have appropriate paved shoulders for bicyclists or pedestrians. There are limited bike routes or walking trails throughout the county other than in Chippokes Plantation State Park.

The towns of Surry, Claremont and Dendron have sidewalk within the town limits that are used by residents but there are gaps within the sidewalk network in each town that need to be addressed. The present sidewalk network within these towns have cracks, overgrown vegetation, and requires maintenance in order to develop a connected pedestrian network. The overgrown vegetation causes users to revert to walking in the street to continue to their destination.

Public Outreach

In order to develop a cohesive bicycle and pedestrian network for future implementation in the county, a number of activities and public outreach efforts were completed during the planning process. These outreach efforts included advertisements on the County cable channel, posted flyers, citizen information meetings and the Surry County Bicycle Advisory Committee.

The Surry County Bicycle Advisory Committee held an initial meeting on April 7, 2014 with VDOT, County staff and citizens. At the meeting, the committee was given background information on existing bicycle and pedestrian facilities in the county as well as an overview of active transportation modes. The Surry County Bicycle Advisory Committee was formed to represent the community in developing a plan for bicycle and pedestrian accommodations for the entire county. The members of the committee provided advice and guidance based on their knowledge to produce this comprehensive bicycle and pedestrian plan.

Citizen involvement was extremely important during the development of this study. In order to give the public opportunities to provide comments, a citizen information meeting was held on September 22, 2014 at the Surry County Government Center.



The citizen information meeting was advertised through flyers, Facebook, and a public notice in the *Sussex-Surry Dispatch*. This information meeting included a presentation about the proposed plan as well as a review of the draft facilities map. A survey was prepared to gain a better understanding of the bicycle and pedestrian needs throughout the county.

Responses to the survey questions indicated a strong need for walking and biking facilities within the county. The community is also mainly concerned with safety, especially for children. The main areas in the county that the citizens feel in need of bicycle and pedestrian facilities are along Route 31 (Rolfe Highway) from the ferry to the town limits of Surry as well as within the towns of Surry, Dendron, and Claremont.

After receiving public input on the facilities map, VDOT representatives adjusted the location of some of the bicycle and pedestrian routes throughout the county. These changes included:

1. Extending the sidewalk network to the town limits in Surry, Claremont, and Dendron.
2. Updating the areas of interest in Surry County as some of the original attractions on the draft facilities map were closed.
3. Existing facility changes after re-inspection in some areas throughout the county.

A draft version of the plan, including a facilities map, was completed and submitted for review to the Surry County Planning Department, the County Administrator, the Town of Surry, and the Surry County Bicycle Advisory Committee. The plan was revised after a review period and then submitted to the County for final review and adoption as the Surry County Comprehensive Bicycle and Pedestrian Plan through the County's approval process by the Planning Commission and Board of Supervisors.

Recommendations

The following recommendations were developed based on current design standards of facility types addressed below as well as input on appropriate locations from the Surry County Bicycle Advisory Committee with guidance from VDOT. The implementation of these recommended facilities throughout the county will help accomplish the three primary goals set forth in this plan: **connectivity, safety, and promoting a healthy community**. The facility based recommendations are listed below:

Paved Shoulders

The majority of the paved shoulders throughout Surry County are recommended along Route 10 (Colonial Trail), Route 31 (Rolfe Highway), and Route 40 (Martin Luther King Highway). The additional paved shoulder projects recommended are on Highgate Road (Route 634) and Cabin Point Road (Route 613) which are both minor collectors.

Bike Lanes

The proposed plan has approximately two (2) miles of recommended bike lanes in the county. The recommended projects begin at the Surry town limits in order to reduce the need to purchase additional right of way. There are proposed bike lanes on Route 10 (Colonial Trail) from the recreation center to Route 31 (Rolfe Highway) to the Surry town limit. Lebanon Road (Route 626) also has proposed bike lanes from the town limits to the intersection of Rocky Bottom Road (Route 620).

Signed Routes

The majority of the facility recommendations for this plan are signed routes along rural minor collector roadways. Signed routes can be viewed on the Surry County Bicycle and Pedestrian Facilities Map (**MAP 1**).

Sidewalks

A total of about three (3) miles of sidewalk projects are recommended in the county. Most of the projects are within the towns of Surry, Dendron, and Claremont in order to connect to the existing sidewalk network.

Bicycle Loop Routes

There are proposed bicycle loop routes identified within this plan in order to provide a course to see the scenic and historic areas of the county. The loop routes can be viewed on the Surry County Bicycle Loop Routes Map (**MAP 2**).

Network

The proposed facilities that were created for the Surry County Comprehensive Bicycle and Pedestrian Plan are displayed in **MAP 1**. The proposed bicycle loop routes are displayed in **MAP 2**. The proposed network routes were developed based on committee input, public outreach, and location proximity to areas of interest.

Policies

The following three (3) policy actions will successfully support the achievement of the goals of this plan: connectivity, safety, and promoting a healthy community through the addition of bicycle and pedestrian facilities. A list of action items are discussed below in order of highest priority:

Action 1: *Adopt the Surry County Comprehensive Bicycle and Pedestrian Plan as a component of the Surry County Comprehensive Plan, specifically in the Transportation System Section.*

The County should work to adopt this plan through the Planning Commission and Board of Supervisors as an essential part of their comprehensive plan. Adoption of this plan as a transportation element will allow the County to move toward multi-modal transportation that will benefit both residents and visitors of the county.

Action 2: *Establish an organizational strategy to execute the plan recommendations.*

The oversight and coordination of this plan should be handled proactively in order to successfully implement the recommendations. The County will have primary responsibility for implementing the bicycle and pedestrian projects outlined in this plan. The County will work together in coordination with other agencies such as VDOT and the Crater PDC to successfully provide transportation benefits for the future. Coordinate with VDOT where bicycle and pedestrian facilities are recommended.

1. Work with property owners to obtain right-of-way for bicycle and pedestrian facilities in order to acquire property not owned by VDOT or the County.
2. Regularly update the Surry County Bicycle and Pedestrian Facilities Map as facilities are constructed and new ideas are developed. This can be accomplished by coordinating with VDOT. Upon approval of the plan, revisions can be documented by the County.
3. Actively pursue grant sources and funding resources as necessary in order to construct the bicycle and pedestrian project recommendations outlined in this plan.
4. Develop a maintenance schedule for facilities that are built to determine who is responsible for routine seasonal maintenance and repairs based on facility ownership.

Action 3: *Continue to implement future bicycle and pedestrian accommodations during development and improvement projects.*

The County should work directly with new development projects to ensure that the bicycle and pedestrian facilities identified in this plan are constructed. It is important that the County and private developers work together to push for a connective bicycle and pedestrian network throughout the county. A strong partnership with VDOT is also recommended during improvement projects such as roadway widening, resurfacing, and restriping.

Programs

The following three (3) program actions include education, encouragement, and enforcement for all facility users and motorists. Below are some ways to promote a healthy community and increase safety and awareness of facility users.

Action 1: *Develop a strong partnership between communities and law enforcement to enforce traffic laws related to the interaction of bicyclists and motorists.*

The County should stay current on laws pertaining to bicyclists and motorists, especially after the implementation of new facilities throughout the community.

Action 2: *Recognize and promote bicycle and pedestrian safety at all community events throughout Surry County.*

The County's Planning and Parks and Recreation departments should work cooperatively to organize the promotion of bicycle and pedestrian safety at future county events. This could be organized as a hands-on opportunity for the County and law enforcement to teach children and adults how to increase their bicycle and pedestrian awareness and improve their bicycling skills. They could also take this opportunity to promote the Surry County Comprehensive Bicycle and Pedestrian Plan and provide information to residents and visitors about future implementation of facilities throughout the community.

Action 3: *Encourage bicycling and walking as a mode of transportation throughout Surry County after the construction of facilities in order to promote a healthy community.*

"Walk/Bike to School Day" events will encourage bicycling and walking as fun activities and get young children, adults, and schools actively involved.

Physical Recommendations and Implementation

The phasing of implementation is separated into short-term, mid-term, and long-term recommendations. The completion of projects will depend on the local resources; grant funding, and community support. It will be the responsibility of the County to implement these bicycle and pedestrian projects as well as update the plan when necessary. Any construction projects that take place within the county that affect state highway facilities must be approved by VDOT.

Short-Term Projects and Recommendations (0 to 5 years)

The short term recommendations are proposed in order to accommodate every level of walking and bicycling as well as add scenic value to the county. The completion of these projects will bring momentum to future recommendations within this plan and accomplish the vision and goals listed at the beginning of this document.

- **Signed Routes throughout Surry County**

The installation of bicycle signs is recommended on various roadways throughout the county in order to promote awareness of bicyclists. The signage should comprise of the Bicycle Warning Sign (W11-1) and "On Road" supplemental plaque. No additional

construction is required for this project other than the installation of signage, maintenance of sign visibility, and periodic review of traffic volumes along the designated signed routes to ensure they remain appropriate for riders. A recommended prioritization list for the addition of signed routes is listed below:

1. Add additional signage, preferably two (2) signs, on Route 31 (Rolfe Highway) between the intersection of Route 10 (Colonial Trail)/Route 31 and Pleasant Point Road (Route 637)/Route 31. This is an existing signed route but it is in need of additional signage.
2. Town limits of Claremont, specifically on Mancha Avenue (Route 613), Bailey Avenue (Route 609), and River Road (Route 609).
3. Town limits of Surry, specifically on School Street, Bank Street, and Beechland Road (Route 626).
4. Rocky Bottom Road (Route 620).
5. Pleasant Point Road (Route 637), preferably two (2) signs.
6. Cobham Wharf Road (Route 636).
7. Poplar Lawn Road (Route 637).
8. The prioritization of the remaining signed routes shown on **MAP 1** can be left up to the discretion of the County. Connectivity to primary routes and existing facilities as well as areas of interest throughout the community should be the measure used to prioritize implementation.

- **Marina Drive Sidewalk**

The Surry County Bicycle and Pedestrian Advisory Committee recommends the addition of a sidewalk network on Marina Drive (Route 659). This particular pedestrian facility would serve both recreational and scenic purposes to surrounding residents and visitors of the county.

- **Town of Dendron Sidewalk Network**

This project includes 0.40 miles of suggested sidewalk projects within the county including construction along both sides of Route 31. A crosswalk and ADA-compliant curb ramps should be constructed at the intersection of 1st Church Street in order to accommodate crossing Route 31. The Town of Dendron should also incorporate maintenance activities on the existing sidewalk network since it is composed of cracks and overgrown vegetation.

Mid-Term Projects and Recommendations (5 to 10 years)

These mid-term projects can be constructed sooner as funds become available and will ultimately improve the connectivity that would already be established from the implementation of the short-term projects throughout the county.

- **Town of Surry Sidewalk Network**

This project includes roughly 2.20 miles of sidewalk construction. When constructed, this project would connect to the existing sidewalk and provide a more functional network. The priority of sidewalk construction should be completed in ascending order of the segment numbers below:

- *Segment 1 – Church Street/School Street, Surry County Government Center:* The Town of Surry should seek to construct the southern portion of this sidewalk network which connects to the park and ride commuter lot. The sidewalk should be constructed on the southern portion of School Street, closest to the lot, in order to accommodate park and ride users. Crosswalks should also be constructed where necessary to bring awareness and provide safety for pedestrians.
- *Segment 2 – Route 10:* The proposed recommendation is for the sidewalk to be continued down to Magnolia Circle just outside of the town limits in order to access retail and community destinations on Route 10.
- *Segment 3 – Bank Street:* The Town of Surry should construct this segment in order to establish a connection to the Surry County Government Center. This particular area is also very scenic and could serve as a recreational destination.
- *Segment 4 – Route 31 North:* The Town should move to construct sidewalk north on Route 31 within the Town of Surry in order to provide connectivity. This segment would begin at the intersection of Route 10/Route 31, and Lebanon Road (Route 626) which is the main intersection in the Town of Surry. The sidewalk facility would end at the northern town limits.
- *Segment 5 – Route 31 South:* This segment will start at the southern town limits and connect to the existing sidewalk network on Route 31. The proposed sidewalk will begin in front of Edward's Virginia Ham Shop and allow walkers to continue their journey to School Street and the Surry Government Center.
- *Segment 6 – Lebanon Road:* This segment would connect to the existing sidewalk network along Lebanon Road (Route 626) that ends at the western limits of the Town of Surry and continue about 0.43 miles to Surry Village Drive. This segment would enhance connectivity for pedestrians in order to safely travel into the Town of Surry from the residential community.

- **Town of Claremont Sidewalk Network**

The Town of Claremont has a short sidewalk network from Cabin Point Road (Route 613) to Mancha Avenue (Routes 613). It is recommended that the southern portion of the existing network be extended to the town limits of Claremont. The northern portion of the existing network should be extended across Mancha Avenue and continue down Bailey Avenue (Route 609) approximately 0.13 miles to Dillard Street.

Long-Term Recommendations (10 to 25 years)

These long-term projects are the most challenging to construct due to the complexity of work and significance of funding. If constructed, these facilities would allow the county to be more bicycle and pedestrian friendly with separate facilities for users both on and off road.

- **Bike Lanes**

The County should work directly with landowners adjacent to recommended projects in order to obtain right-of-way.

- *Segment 1 - Recreation Center into Town of Surry:* The County should seek to construct a bike lane on Route 10 from the Recreation Center to the southern town limits along Route 31.
- *Segment 2 - Lebanon Road:* There is an existing sidewalk network from the western Town of Surry limits to the intersection of Route 31 and Lebanon Road (Route 626). The bike lane would begin at the western town limits and continue on Lebanon Road until the intersection of Rocky Bottom Road (Route 620).

- **Paved Shared Use Path**

This project would begin with a shared use path at the northern Town of Surry limits and continue up to the park and ride lot located at Pleasant Point Road (Route 637) and Short Drive along Route 31 near the ferry. This paved shared use path facility could potentially connect with the Virginia Capital Trail.

- **Paved Shoulders**

The desired minimum width for a paved shoulder on both sides of a roadway is at least 4 feet for bicycle accommodations. In cases where there is inadequate lack of pavement width, a wide shoulder on one side of the roadway may be more desirable than narrow shoulders on both sides. Paved shoulders are recommended on the following roadways:

- Route(s) 10, 31, 40
- Cabin Point Road (Route 613)
- Alliance Road (Route 634)

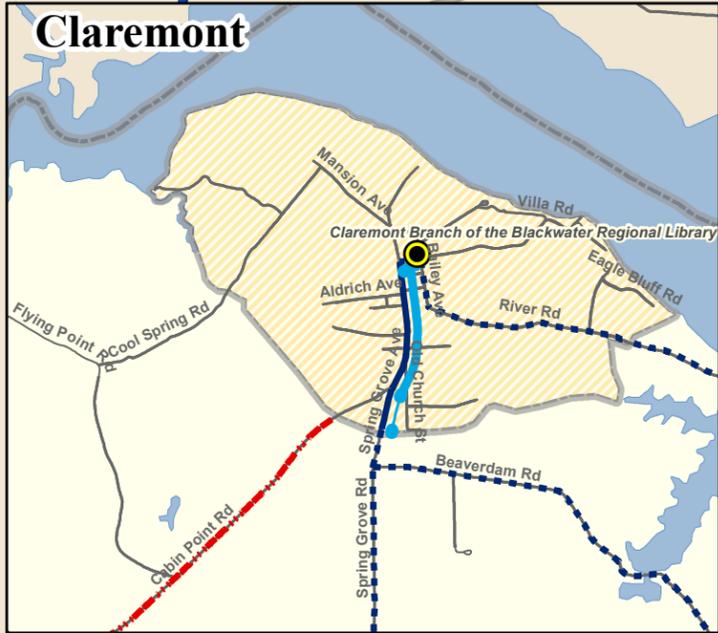
Potential Funding Sources

VDOT's Secondary Six-Year Improvement Program (SSYIP) and the *Crater 2035 Regional Long Range Transportation Plan* are two important programs developed to guide the County. These programs can include bicycle and pedestrian facilities, specifically through VDOT policy which requires that all projects start with the inclusion of bicycle or pedestrian facilities.

Additional state and federal funding sources for bicycle and pedestrian facilities are listed below. For more information, please visit the website provided under each source for a more detailed explanation of eligible projects:

- **Virginia Smart Scale** – Smart Scale is a project prioritization process that addresses multimodal needs identified in the state transportation plan (VTrans).
- **Revenue Sharing Program** – The Virginia Department of Transportation “Revenue Sharing Program” provides additional funding for use by a county, city, or town to construct or improve highway systems.
- **Transportation Alternatives (TA) Set-Aside Program** – The TA Set-Aside is a federal program that provides funding for on- and off-road pedestrian and bicycle facilities.
- **Safe Routes to School Program (SRTS)** – The Safe Routes to School Program can provide facility opportunities for students to walk or bike to school safely. This program can encourage a healthy lifestyle for children and improve quality of life by providing safe routes to school.
- **Highway Safety Improvement Program (HSIP)** – The Highway Safety Improvement Program was developed to provide solutions to areas of high crash frequency.
- **Recreation Access Program** – The Recreation Access Program provides public access to recreational areas and historic sites operated by the Commonwealth of Virginia or local government.
- **Recreational Trails Program** – The Recreational Trails Program is administered by the Virginia Department of Conservation and Recreation (DCR) and provides a matching reimbursement for the construction and maintenance of trails.
- **Land and Water Conservation Fund** – The Land and Water Conservation Fund is a grant program for the development of public outdoor recreation areas and facilities.
- **TIGER Grants** – TIGER discretionary grants are handled by the U.S. Department of Transportation and are selected based on highly competitive criteria of long-term outcomes: safety, economic competitiveness, state of good repair, livability, and environmental sustainability.
- **Section 402 State and Community Highway Grant Program** – Section 402 was developed by the Highway Safety Act of 1966 that provides grants in order to reduce the number of deaths associated with unsafe driving behavior.
- **Federal Lands and Tribal Transportation Programs (FLTTP)** – The Federal Lands and Tribal Transportation Programs provides funding opportunities for public roads located on or near Federal and Indian Lands.

Surry County Bicycle and Pedestrian Facilities - Map 1



Bicycle and Pedestrian Facilities		Areas of Interest	
Proposed	Existing		
			Attractions
			Gifts and Specialty Store
			Historical Sites
			Recreation Center
			Restaurants
			Retreat Centers and Lodging
			Schools
			Park and Ride Lots
			Ferry Terminal
			Ferry Route
			Gray's Creek Marina
			Proposed U.S. Bicycle Route 76 Spur
			East Coast Greenway

Conservation

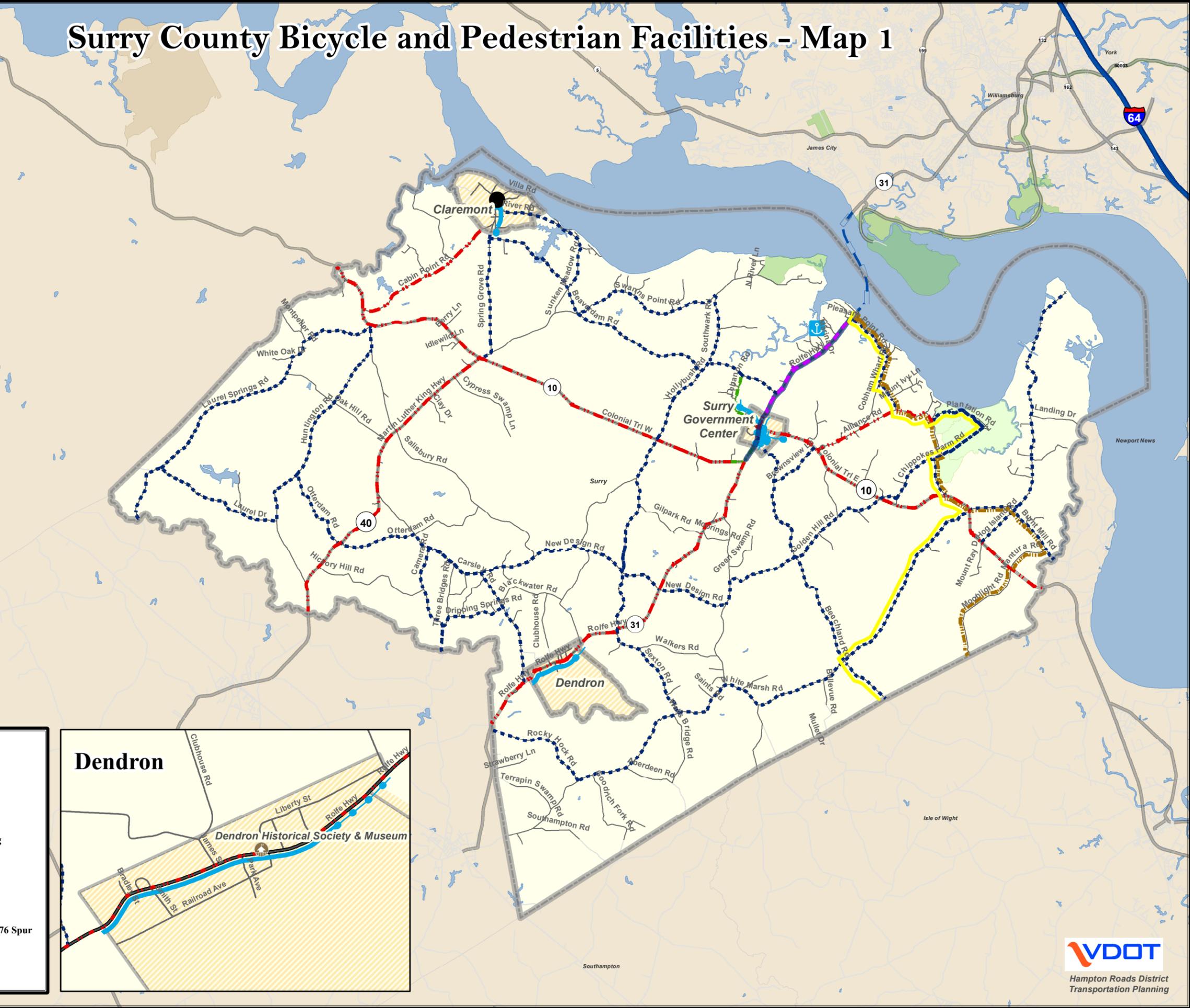
- National Park
- National Wildlife Refuge
- State Park

Map Elements:

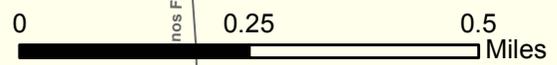
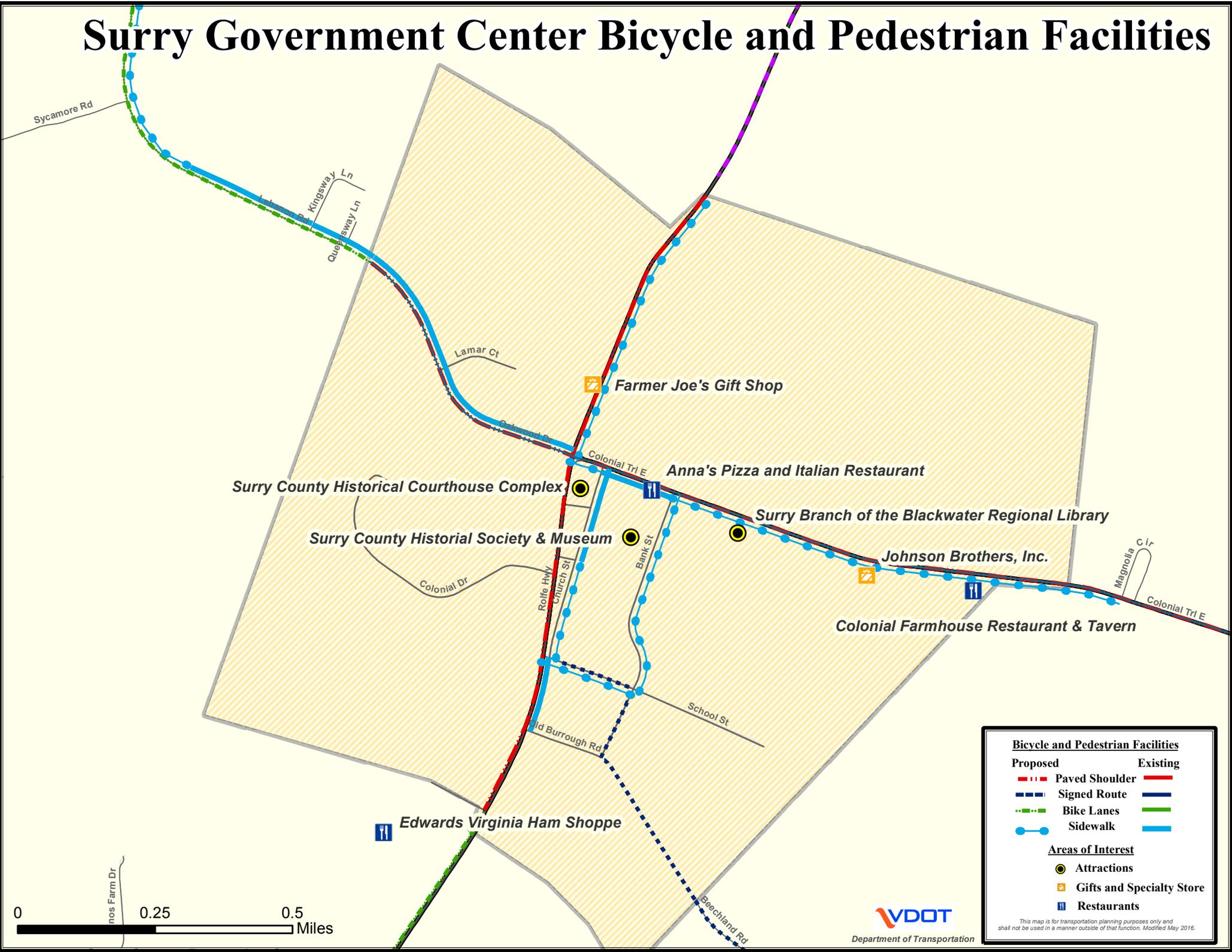
- Attractions
- Gifts and Specialty Store
- Historical Sites
- Recreation Center
- Restaurants
- Retreat Centers and Lodging
- Schools
- Park and Ride Lots
- Ferry Terminal
- Ferry Route
- Gray's Creek Marina
- Proposed U.S. Bicycle Route 76 Spur
- East Coast Greenway

Scale: 0, 1.5, 3, 6 Miles

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Surry Government Center Bicycle and Pedestrian Facilities



Bicycle and Pedestrian Facilities

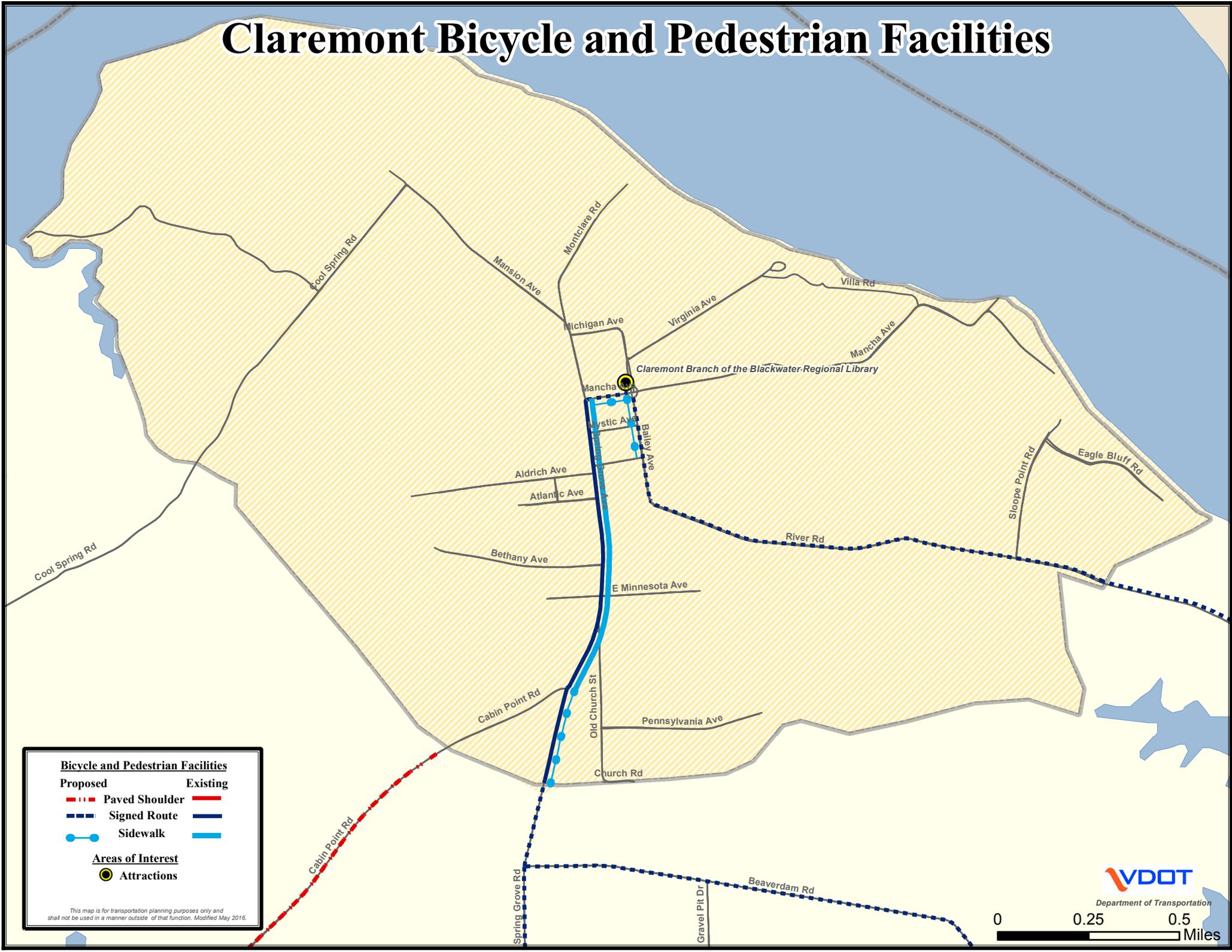
Proposed		Existing
	Paved Shoulder	
	Signed Route	
	Bike Lanes	
	Sidewalk	

Areas of Interest

- Attractions
- Gifts and Specialty Store
- Restaurants

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Claremont Bicycle and Pedestrian Facilities



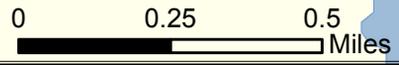
Bicycle and Pedestrian Facilities

Proposed	Existing
Paved Shoulder	Paved Shoulder
Signed Route	Signed Route
Sidewalk	Sidewalk

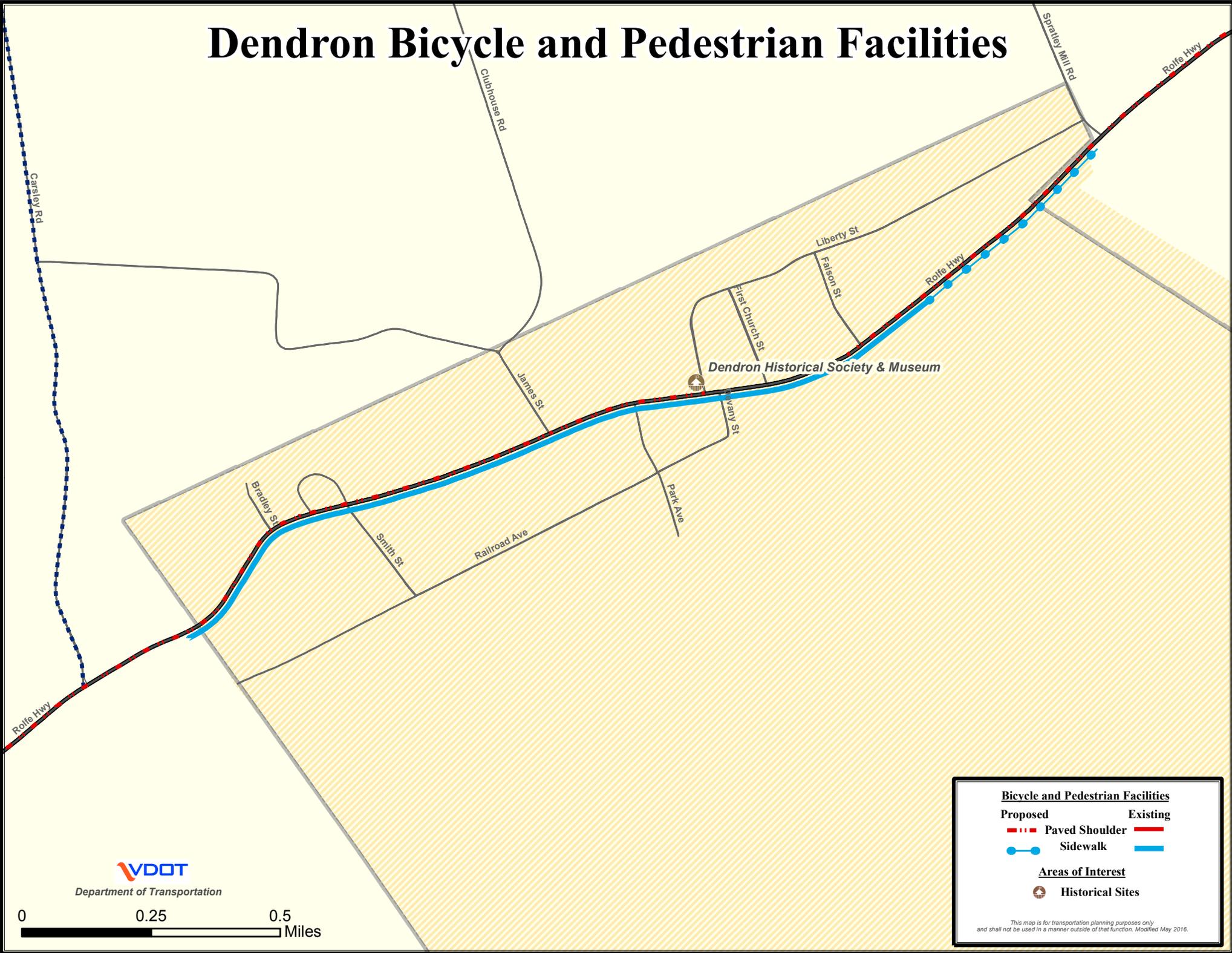
Areas of Interest

- Attractions

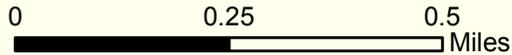
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Dendron Bicycle and Pedestrian Facilities



Department of Transportation



Bicycle and Pedestrian Facilities	
Proposed	Existing
Paved Shoulder	Paved Shoulder
Sidewalk	Sidewalk
Areas of Interest	
Historical Sites	

This map is for transportation planning purposes only and shall not be used in a manner outside of that function. Modified May 2016.

SECTION 1

INTRODUCTION TO SURRY COUNTY

About Surry County

Surry County is an attractive rural community located in the northwestern part of the Hampton Roads region bordering the James River. English settlers first landed in an area today known as the Town of Claremont in 1607. Surry County was later established in 1652 and became a part of the Commonwealth of Virginia. There has been great emphasis on the preservation of history throughout the county with many historic sites open to the public. The county is connected to Virginia's Historic Triangle (Jamestown, Williamsburg, and Yorktown) via the Jamestown-Scotland Ferry which is operated by VDOT and accommodates bicycles and pedestrians.²

Surry County primarily consists of three communities, the towns of Claremont, Dendron, and Surry. These towns contain most of the population density and attractions within the county. In order to maintain its rural nature and strong agricultural industry, it is important for the county to preserve its local resources. The county's slogan "*Savor the Secrets of Surry*" captures the unique historic features and recreational attractions that the community has to offer. The Surry County Bicycle and Pedestrian Comprehensive Plan is a tool that promotes potential connectivity through proposed bicycle and pedestrian facilities and showcases the various attractions and scenery within the county.



Jamestown-Scotland Ferry



Overlook at Chippokes State Plantation Park

² "Jamestown-Scotland Ferry." *Jamestown-Scotland Ferry*. VDOT, 19 Oct. 2016. Web. 27 Feb. 2017. <<http://www.virginiadot.org/travel/ferry-jamestown.asp>>.

Vision

VDOT partnered with the Surry County Planning Department to form the Surry County Bicycle Advisory Committee and to create the Surry County Comprehensive Bicycle and Pedestrian Plan. The vision of this plan is to provide a comprehensive document that addresses the current and future needs for walking and biking facilities in the county. The existing walking and biking facilities in the county do not provide citizens and visitors with many options of transportation other than by vehicle. The partnership between VDOT and the County has led to important discussions to thoroughly address the needs and future implementation of facilities. The Surry County Bicycle Advisory Committee was established at the beginning phase of this plan development in order to accurately represent the goals of the community's many stakeholders. A citizen information meeting was held to engage public input on proposed facilities throughout the county. In addition, achievable goals were identified for the future in order to work towards establishing the county as a bicycle and pedestrian friendly community. These actions were viewed as necessary by both VDOT and the County in order to produce a plan that can help support the process of providing opportunities and guidance for future improvements as well as defined goals for the county. Three primary goals of this plan are as follows:



Goal 1: Connectivity

The connectivity of pedestrian and bicycle facilities is a major concern throughout the county. New facilities will promote economic vitality and attract tourists coming from the Jamestown-Scotland Ferry and the southern region of Virginia. It is important to connect existing and new facilities, especially within the town limits of Surry, Dendron, and Claremont where most of the population resides. Connectivity will give citizens the opportunity to walk or bike for transportation or recreational purposes, along with providing connectivity to regional facilities bordering or passing through the community.



Goal 2: Safety

The safety of pedestrians and bicyclists should always be a top concern when developing facilities close to the roadway. Rural routes with high speed limits can cause dangerous conditions for even the most advanced cyclists. It is important to put the citizen first when designing bicycle and pedestrian facilities in order for drivers to share the road and yield to pedestrians. The continued development of awareness for pedestrians and bicyclists needs to be a top priority with the future implementation of the recommended facilities within this plan.



Goal 3: Promoting a Healthy Community

Walking and biking is a great way to enjoy both the natural aspects of the county as well as a way to stay active and fit. Walking and biking are activities for people of all ages that can have both physical and mental health benefits. The county is filled with great scenic areas, such as Chippokes State Plantation Park which encompasses various outdoor and wildlife activities. The creation of pedestrian and bicycle facilities would also encourage citizens to consider transportation options other than driving, which could have environmental benefits by decreasing emissions from vehicles.

Bicycle and Pedestrian Related Goals

Summary of Needs

Bicycling and walking are two important modes of transportation that will remain viable even with the automobile as the prime mode of transportation. These alternative modes promote healthy communities and economic vitality within the community. A connected network improves safety and increases awareness for bicyclists and pedestrians. Designated trails, bike lanes, and signage to inform drivers to share the road with both bicyclists and pedestrians are important for future consideration.



Surry County roads attract bicyclists of various riding levels even though the lack of safety is prevalent without signs and appropriate shoulders. The destinations within the county that would benefit from a connected bicycle and pedestrian network are outlined in **SECTION 3**. The Jamestown-Scotland Ferry brings many travelers across the James River through the county which is a great opportunity for economic development. The county is a scenic community and home to Chippokes State Plantation Park. Access to this facility through designated paved shoulders and signed bicycle routes would be a great addition for both residents and tourists.



The *Surry County Comprehensive Plan* states that a connected network for bicyclists and pedestrians would “increase safety for bicyclists” and help create other modes of transportation. The County’s comprehensive plan also identifies objectives for incorporating bicycle and trail systems throughout the county and strategies for implementing alternative modes of transportation.



Bicycle and pedestrian facilities that serve the attractions within the county would bring awareness to the tourist sites and provide residents with another option of travel. There is a vital need for a connected bicycle and pedestrian network throughout the county.

Plan Methodology

The planning process used to develop the Surry County Comprehensive Bicycle and Pedestrian Plan was initiated through the County's outreach to VDOT and the technical team that was assembled to work directly towards plan development.

Surry County Bicycle Advisory Committee

The Surry County Bicycle Advisory Committee was established in April 2014 during the developmental stages of the plan to represent the citizens and serve as a forum for detailed input. VDOT and the County felt that the advisory committee was extremely important in the process to highlight and identify the needs throughout the community. The committee consisted of residents, professionals, and advocates from the county with the common goal of developing a more friendly bicycle and pedestrian community. The initial meeting with VDOT and the advisory committee involved determining goals and objectives of the plan as well as strategies for future community input. The advisory committee met again with VDOT and the County to review a draft facilities map proposed by VDOT with input from the committee. The committee was also involved in a ride-around day throughout the county to look at some of the proposed bicycle and pedestrian facilities on the draft facilities map. Overall, the input from the committee was a valuable asset during the plan's development and preparation, and provided valuable support for the County.

Citizen Information Meeting

A citizen information meeting was held on September 22, 2014 at the Surry County Government Center. The purpose of the meeting was to gain perspective from citizens within the community on future implementation of bicycle and pedestrian facilities. This meeting included a presentation about the proposed plan as well as a review of the draft facilities map. The citizens that attended the meeting could markup the maps and offer feedback for the locations of the facilities. There was also a survey that the citizens could take in order to provide more comprehensive written comments. The survey results are included in **SECTION 4** of this plan. Responses to the survey questions indicated a need for walking and biking facilities within the county with particular emphasis on safety, especially for children. The main areas in the county that the citizens feel in need of bicycle and pedestrian facilities are within the town limits of Dendron, Claremont, and Surry; as well as to the recreation facility, new marina facility, and along Route 31 (Rolfe Highway) from the ferry into the Town of Surry and Chippokes Plantation State Park.



County staff speaking with citizens about the proposed facilities map

SECTION 2

POLICIES AND PLANNING INFORMATION

There are various policies and planning documents in place that contain bicycle and pedestrian elements for the implementation of future facilities. This section identifies specific plans and policies at the federal, state, regional and local levels of government that have been accounted for during the development of the Surry County Bicycle and Pedestrian Comprehensive Plan.

Federal and State Policies

VDOT Road Design Manual (VDOT)

The *VDOT Road Design Manual* (Section A-5-Bicycle and Pedestrian Facility Guidelines) contains established design principles and standards for bicycle and pedestrian facilities. This manual gives specific guidelines for shared roadways, bike lanes, trails, sidewalks and many other bicycle and pedestrian accommodations. Any future implementation of bicycle and pedestrian facilities throughout Surry County should follow the *VDOT Road Design Manual* during all stages of project development.

Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition (FHWA)

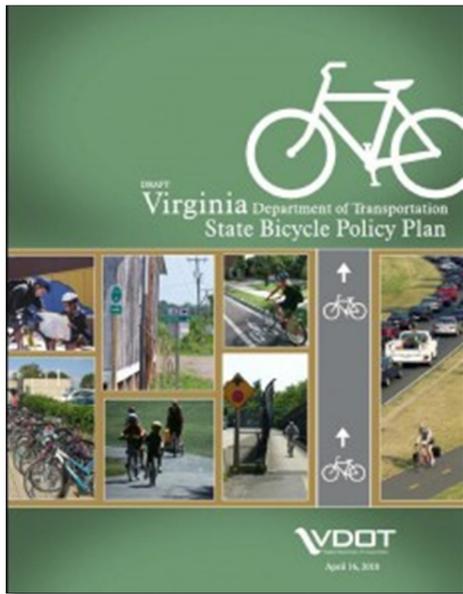
This manual developed and approved by the Federal Highway Administration (FHWA) provides specific regulations on uniform traffic control devices. The purpose of traffic control devices is to promote safety and awareness of all types of movement of traffic including bicycles and pedestrians. The MUTCD is a national standard and should be adhered to during the future implementation of the proposed bicycle and pedestrian facilities within this plan.

Guide for the Development of Bicycle Facilities (AASHTO)

This guide published by the American Association of State Highway and Transportation Officials (AASHTO) provides vital information on the design guidelines of bicycle infrastructure. The MUTCD should be used in conjunction with this guide in order to give information on both signage and design requirements for bicycle facilities. The guide is a tool that begins with introducing the planning process for integrating bicycle facilities with existing land use. The guide gives specific details on the design of on-road bicycle facilities, shared use paths, and the maintenance and operation of these facilities.

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach Policy Statement (FHWA)

The U.S. Department of Transportation (DOT) adopted this policy in order to integrate bicycle and pedestrian accommodations in all transportation projects and encourage other agencies involved in transportation projects to incorporate these accommodations as well. The full policy statement can be seen in **APPENDIX A**.



Virginia State Bicycle Policy Plan

Virginia State Bicycle Policy Plan (VDOT)

The *Virginia State Bicycle Policy Plan* was adopted in September 2011 with two primary goals in mind: increasing bicycling in Virginia and improving bicycle safety by reducing the number of bicycle crashes. To achieve these goals, this plan advocates providing better accommodations for bicyclists in the future and implementing policies directly related to planning, design, construction, operation, and maintenance of bicycle facilities.³ The plan highlights many benefits for the addition of bicycle facilities including economic development, promoting healthy communities, and giving the public a multimodal transportation system. Existing bicycling conditions are outlined in the plan that include trips by bicycle as well as bicycle crash data. The plan also outlines current programs and policies related to bicycling in Virginia.

Policy for Integrating Bicycle and Pedestrian Accommodations (VDOT)

In 2004, VDOT adopted a new policy requiring the incorporation of bicycle and pedestrian facilities in new projects. These accommodations increase roadway safety, reduce congestion, and provide opportunities for alternative modes of transportation. The purpose of this policy is to initiate all projects with the presumption that there will be bicycle and pedestrian accommodations. VDOT will take leadership on this policy and will coordinate with local government agencies, regional planning agencies, and community stakeholder groups in order to promote bicycle and pedestrian projects. The policy also addresses 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.”⁴

³ Virginia Department of Transportation. *State Bicycle Policy Plan*. VDOT, September 2011. PDF file.

⁴ Virginia Department of Transportation. *Policy for Integrating Bicycle and Pedestrian Accommodations*. VDOT, 2004. PDF file.

There is also a list of exemptions when bicycle and pedestrian accommodations are not required during the construction of new projects. These exemptions include:

- 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.

The full policy can be viewed in **APPENDIX B**.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act of 1990 (ADA) implements design standards from the Department of Justice stating that each facility shall be readily accessible to individuals with disabilities. This act is particularly important during the design of sidewalks, street crossings, and other pedestrian facilities in order to ensure that the facilities are easily accessible and usable by people with disabilities. People with disabilities are more likely to use alternative modes of transportation other than driving. Therefore, the proper design and construction of any future pedestrian facilities within the county is required by ADA.

Local and Regional Planning Information



Surry County Historical Courthouse Complex

Surry County Comprehensive Plan

The *Surry County Comprehensive Plan* (Transportation System Chapter) provides information on the current status of the transportation system throughout the county. The main transportation goal is to preserve the county's primary routes, Route 10 (Colonial Trail), Route 31 (Rolfe Highway), and Route 40 (Martin Luther King Highway). Currently, there is a public bus transportation system within the county provided by the Williamsburg Area Transit Authority (WATA). The comprehensive plan also highlights the historic and scenic

nature of the county. Potential alternative modes of transportation would allow both residents and visitors to benefit from the attractions within the community.

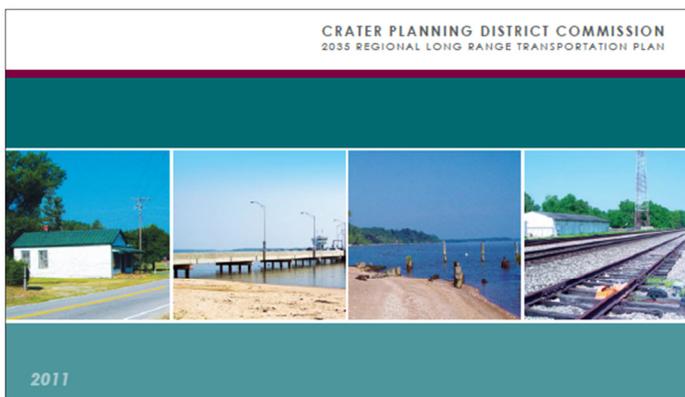
The comprehensive plan brings attention to the need for a plan that identifies specific recommendations for bicycle and pedestrian facilities within the county:

“Currently, Surry County’s roads are attractive to bicyclists with many using the existing system despite the lack of any designated bike routes or provisions for bike routes or provisions for bike safety. A planned system of bike routes that would reach all of the tourist attractions, the ferry, the government center, and the commercial areas will increase safety for bicyclists and assist them in their travels through the county.”⁵

The comprehensive plan suggests exploring the feasibility of bicycle and pedestrian facilities at the following locations:

- Scotland Wharf to Chippokes and Bacon’s Castle
- Enos Tract to Scotland Wharf, Claremont and the combined school campus at the intersection of Route 616 (New Design Road) and Route 618 (Holly Bush Road)
- Route 617 (White Marsh Road)
- Chippokes to Bacon’s Castle
- Scotland Wharf to Smith’s Fort and the Town of Surry
- Connect the bicycle and hiking trail system with adjoining regional networks

Recommendations for transportation goals within the county are included in more detail in the *Surry County Comprehensive Plan*.



2035 Regional Long Range Plan (CPDC)

The Crater Planning District Commission (CPDC) 2035 Regional Long Range Plan was completed in 2011 and provides the counties of Dinwiddie, Greensville, Prince George, Surry, and Sussex as well as the city of Emporia with proposed transportation improvements, including bicycle and pedestrian accommodations. The counties of Chesterfield, Charles City and the cities of Hopewell, and Petersburg are included in the urbanized portion of the Crater Planning District.

⁵ The Livas Group Architects, P.C. *Surry County Comprehensive Plan Update*. Surry County, 2011. PDF file.

Virginia Capital Trail

The Virginia Capital Trail is a paved pedestrian and bicycle path located north of Surry County that runs from Jamestown to Richmond, Virginia. The trail is approximately 51-miles long with access points, historic sites, local attractions, and parking. The Virginia Capital Trail is designated as a part of the East Coast Greenway. All sections of the trail are open, including Greenspring in James City County which provides connections to Surry County via the Jamestown Ferry. More information on the Virginia Capital Trail can be viewed at www.virginiacapitaltrail.org.

East Coast Greenway (Historic Coastal Route)

The East Coast Greenway is a biking system that spans over 15 states from Maine to Florida. The East Coast Greenway is present in Virginia and 15.6 miles of its proposed on-road route is along roadways in Surry County. This proposed on-road route does not offer any accommodations for bicyclists within the county and is primarily used by experienced riders. East Coast Greenway Virginia offers maps and turn-by-turn directions in *A Guide to Bicycling and Walking*. The

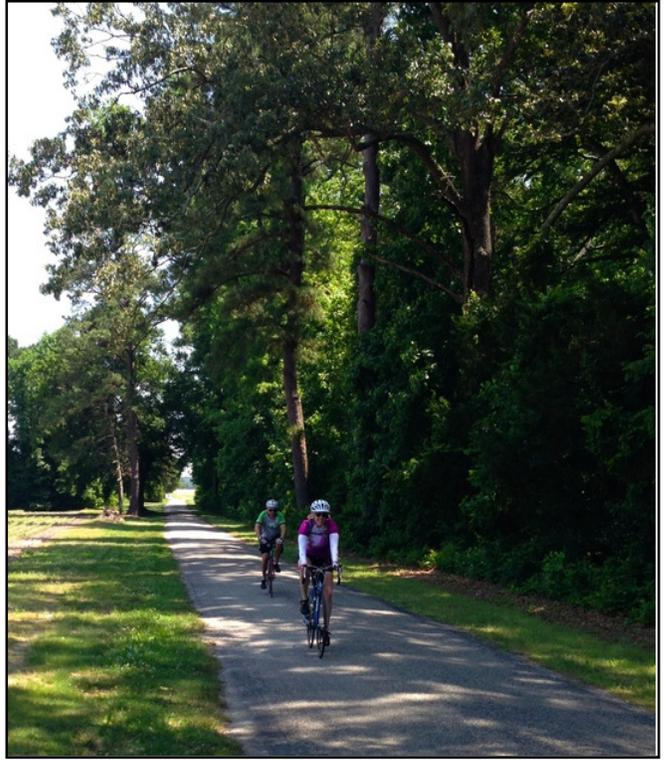


Virginia Capital Trail Riders

proposed on-road route begins at the southern end of the Virginia Capital Trail in Jamestown and crosses over into the county via the Jamestown-Scotland Ferry. The route also travels through Chippokes Plantation State Park and into Isle of Wight County. More in-depth details of this on-road route can be seen on **MAP 1**.

U.S. Bike Routes

U.S. Bike Routes 1 and 76 were first developed as bicycle routes in 1982 beginning in Oregon. There are currently 570 miles of U.S. Bike Route 76 (USBR 76) throughout Virginia ending in Yorktown. A proposal to designate a spur route of USBR 76 from the Jamestown-Scotland Ferry to the Virginia Beach oceanfront is currently under consideration. The Jamestown-Scotland Ferry accommodates bicyclists crossing the water, as the Hampton Roads Bridge-Tunnel (HRBT), Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT), and James River Bridge (JRB) are prohibited to bicyclists. Hampton Roads Transit (HRT) operates bus routes at specific times that can accommodate bicyclists over the water. The current proposed USBR 76 Spur has 14.8 miles of signed bicycle route in Surry County beginning at Route 627 (Moonlight Road) and ending at the Jamestown-Scotland Ferry. The proposed USBR 76 Spur from the Tidewater Bicycle Association can be seen on **MAP 1**.



SECTION 3

EXISTING CONDITIONS

Surry County currently lacks a fully developed bicycle and pedestrian network. The three major routes through the county are Route 10 (Colonial Trail), Route 31 (Rolfe Highway), and Route 40 (Martin Luther King Highway). These primary routes do not have appropriate paved shoulders for bicyclists or pedestrians. Some streets within the county do not have pavement markings or shoulder designations. There are limited bike routes or walking trails throughout the county other than in Chippokes Plantation State Park. This section describes the existing conditions in the county as of spring 2015 based on information from the County Planning Department.



Surry County Rural Nature

Surry County Demographics and Features

Surry County is located in rural southeastern Virginia bordered by the James River. Even though it is one of the oldest counties in Virginia, the county has been able to preserve its rural quality compared to some of the larger surrounding cities of Richmond, Norfolk, Virginia Beach, Portsmouth, Petersburg, Hampton, and Newport News.⁶ Most of the county's land use is preserved for historical significance and used for agriculture and

forestry purposes. The county is bounded to the east by Isle of Wight County and to the west by Prince George County. To the south is Sussex County with US Route 460 as a main route to Richmond and southeast is Southampton County. Across from the James River is the historical area of Jamestown and Williamsburg which can be reached by the Jamestown-Scotland Ferry, a transportation service provided by VDOT.

The county consists of three densely populated areas: the towns of Surry, Dendron and Claremont. The Town of Surry contains the most areas of interest including the Surry County Historical Courthouse Complex, the Surry County Visitor's Center, the Surry Branch of the Blackwater Regional Library, Farmer Joe's Gift Shop and many others as well as county government offices. According to the 2010 census, the county had a population of 7,058. The Crater *2035 Regional Long Range Transportation Plan* states that a significant portion of the county's population is disabled. The percentage of persons with a disability is an important issue as persons with disabilities or low income may be unable to drive to reach their destinations.

⁶ The Livas Group Architects, P.C. *Surry County Comprehensive Plan Update*. Surry County, 2011. PDF file.

Providing accommodations for people with disabilities will help make the county a more friendly and walkable community for all residents and visitors.

The rural portion of the Crater Planning District Commission (CPDC) is composed of the counties of Dinwiddie, Greensville, Prince George, Surry and Sussex and the city of Emporia. The total population of this rural area in 2010 was 101,041 with Surry County making up roughly 7% of the population.⁷ Dinwiddie and Prince George make up the largest portions of population in this area.

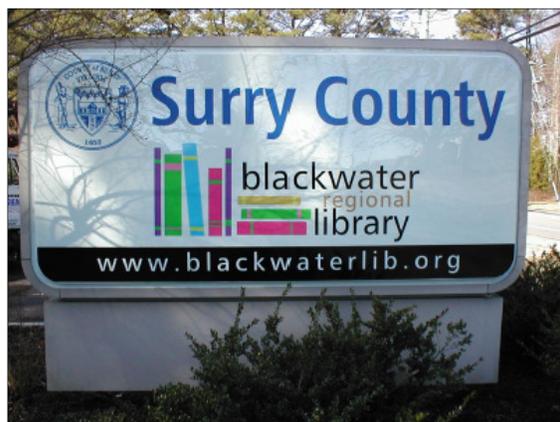
Tourism

Surry County has preserved its historical sites and rural quality of life. Visitors and residents are provided with opportunities to be involved in outdoor activities, festivals, and learning about the history of the British settlement of North America. The Surry County Bicycle Advisory Committee, VDOT, and County staff took the locations of these historic areas of interest within the county into consideration during the early stages of this plan. It was important to the committee that residents and visitors have access to these areas of interest in order to promote economic and recreational activities within the county. The following categories reflect the areas of interest within the county that attract both residents and visitors of all ages. Some of these areas of interest include modern-day activities and wildlife attractions as well as famous cuisine from all backgrounds and cultures. These areas of interest are also found on **MAP 1**.

Attractions/Historic Sites

- Bacons Castle
- Chippokes Plantation State park
- College Run Farms
- Dendron Historical Society and Museum
- Hog Island Wildlife Management Area
- Roger's Store
- Smith Fort Plantation
- Surry Branch of the Blackwater Regional Library
- Surry County Historical Courthouse Complex
- Surry Historical Society and Museum and Captain John Smith's Deckhouse Restoration
- Claremont Branch of the Blackwater Regional Library

(Cont.)



Surry Branch of the Blackwater Regional Library

⁷ Crater Planning District Commission. *2035 Regional Long Range Transportation Plan*. VDOT, 2011. PDF file.

- Gray's Creek Marina Restaurant
- Hampton Roads Winery
- Surry Visitor's Center

Gift and Specialty Shops

- Bacon's Castle Peanut Shop
- Dollar General
- Cabin Point Mercantile
- Farmer Joe's Gift Shop
- Johnson Brothers, Inc.
- Claremont Circle Store

Recreation Center

- The Surry County Parks and Recreation Center offers year-round programs for its citizens to be involved, including both sports and annual events. Some of the sporting leagues for children, young adults, and senior citizens in the area include adult softball, cheerleading, soccer, zumba, karate, and youth basketball. The county has one recreational facility located off of Route 10 near the Town of Surry. This recreation facility includes indoor and outdoor areas as well as available sites for meetings, social events, weddings, family reunions, and sporting events.⁸ Chippokes State Park has a recreational, olympic size pool.

Restaurants

- Anna's Pizza and Italian Restaurant
- Edwards Virginia Ham Shoppe
- Chen's Asian Grill
- Mamma D's
- Surry Seafood Restaurant

Proposed Development

There are currently three county projects that are anticipated for development as of March 2016 with information listed below. This information was retrieved from the County Planning and Community Development departments. Grays Creek Marina and Boat Launch facilities are new County owned developments that highlight the community's pristine vistas of the tributaries to the James River. Both developments, located on Marina Drive, are conveniently accessed from Rolfe Highway and readily accessible from the Scotland Ferry Landing which parallels the proposed bike route identified as the *Ferry to Claremont Loop*.

⁸ "Department of Parks & Recreation." Parks & Recreation. County of Surry, 2010-2014. Web. 28 Feb. 2017. <<http://www.surrycountyva.gov/departments/parks-&-recreation/>>.

The proximity of these developments to the *Ferry to Claremont Loop* conveniently serves as an attraction for bikers in the community to visit and enjoy convenience amenities as discussed on the following page.

1. Surry County Public Boat Launch Facility at Gray's Creek –The County obtained the existing boat ramp and pier during the purchase of Gray's Creek Marina. Preliminary design options for a new public boat ramp at the end of Marina Drive were researched and developed. On January 8, 2015, the project manager informed the Surry County Board of Supervisors that the Gray's Creek Boat Ramp is complete and ready for use with a canoe and kayak launching dock.⁹ The ramp is also ADA handicap accessible. Repairs were also made to the existing parking lot onsite in order to accommodate boat trailers as shown in the picture below.



Gray's Creek Marina - Public Boat Launch Facility

2. Gray's Creek Marina Facility – The County purchased the marina facility located at the end of Marina Drive. The site includes an existing two-story restaurant facility, gravel parking area, water well, new piers, and several acres of wetlands. The development includes various outdoor elements such as trails and overlooks, park, bed and breakfast, picnic area, and parking.
3. Surry Visitor's Center – The Surry County Visitor's Center is located in one of the oldest buildings in the Town of Surry. Following extensive renovation by the County, the grand opening ceremony was held on March 25, 2016. The visitor's center highlights the many attractions located within the county and provides a glimpse into the county's history.

⁹ Surry County Board of Supervisors. *Surry County Board of Supervisors Meeting*. Surry County, 8 Jan. 2015. PDF file.

Existing Roadway System

The three primary roadways in Surry County, Route 10 (Colonial Trail), Routes 31 (Rolfe Highway), and Route 40 (Martin Luther King Highway), serve both commuters and residents. The majority of these routes are two lane roadways with minimum shoulder width on either side. Route 31 is a minor arterial that lies within the middle of the county, the northern portion ending at the Jamestown-Scotland Ferry. Many areas of interest are along this route such as Smith's Fort Plantation, the towns of Surry, Dendron, and the Dendron Historical Society and Museum. Route 40 is also a minor arterial that begins in Surry at the intersection of Route 10 and Route 646 (Spring Grove Road). Route 10 is a minor arterial that connects the east and west ends of the county extending from Richmond to Suffolk. Below are the roadway functional classifications present in the county. All of the descriptions for the functional classification were received from the FHWA *Highway Function Classification Concepts, Criteria, and Procedures*.

Minor Arterial

These roadways have a lower volume of traffic than principal arterials and connect cities and towns. They can accommodate relatively high travel speeds.

1. Route 10 (Colonial Trail)
2. Route 31 (Rolfe Highway)
3. Route 40 (Martin Luther King Highway)

Major Collector

A major collector serves the purpose of collecting traffic from local roads and distributing it to the arterial network. They provide mobility to the most important areas not served by the arterial network.

1. Bacons Castle Trail (Route 617)
2. Hog Island Road (Route 650)

Minor Collector

A minor collector also collects traffic from local roads and distributes it to the arterial network. They provide access to smaller communities within rural areas.

1. White Marsh Road (Route 617)
2. Runnymede Road (Route 622)
3. Carsley Road (Route 615)
4. Highgate Road (Route 634)
5. Alliance Road (Route 634)
6. Lebanon Road (Route 626)
7. Salisbury Road (Route 611)
8. Cabin Point Road (Route 613)
9. Mancha Avenue (Route 613)
10. Spring Grove Avenue (Route 646)
11. Spring Grove Road (Route 646)

Local Roads

These roadways provide access to adjacent land as well as the arterial network and discourage through traffic.

Existing Bicycle and Pedestrian Facilities

Pedestrian Facilities

The towns of Surry, Claremont and Dendron have sidewalk within the town limits that are used by residents. An inventory of sidewalk in each town within the county is displayed in **TABLE 1**. There are gaps within the sidewalk network in each town that need to be addressed. The present sidewalk network within these towns has cracks, overgrown vegetation, and requires maintenance in order to develop a connected pedestrian network. The overgrown vegetation causes users to revert to walking in the street to continue to their destination.

Bicycle Facilities

A portion of Route 31 (Rolfe Highway) has paved shoulders within the Town of Dendron. This portion of paved shoulder is roughly 0.25 miles long on Route 31. There is a need for additional paved shoulders throughout the county in order to provide additional safety for bicycle users. Currently, there are four “Share the Road” signs throughout the county near the Jamestown-Scotland Ferry and in Claremont. Two of the four signs are located on Route 31, one near the intersection of Route 10 (Colonial Trail) and Route 31 and the other near the intersection of Pleasant Point Road (Route 637) and Route 31. The other two signs are located in Claremont, one near Cabin Point Road (Route 613) and the other near Bethany Avenue. The existing bicycle and pedestrian facilities can be seen on **MAP 1**.



Sidewalk and paved shoulder in Dendron

The East Coast Greenway has an on-road route designation that runs through Surry County. The route of the East Coast Greenway in the county can be seen on **MAP 1**. This route goes from the Jamestown-Scotland Ferry through Chippokes Plantation State Park south on White Marsh Road (Route 617) into Isle of Wight County. This on-road route is used by more advanced cyclists. Both East Coast Greenway and the proposed USBR 76 Spur are discussed in further detail in **SECTION 2**.

Table 1: Sidewalk Inventory in Surry County

	Town of Surry	Town of Claremont	Town of Dendron
Miles of Sidewalk	1.0	0.64	1.66

SECTION 4

PUBLIC OUTREACH

In order to develop a cohesive bicycle and pedestrian network for future implementation in the county, a number of activities and public outreach efforts were completed during the planning process. These outreach efforts included advertisements on the County cable channel, posted flyers, citizen information meetings and the Surry County Bicycle Advisory Committee.

Surry County Bicycle Advisory Committee

The Surry County Bicycle Advisory Committee held an initial meeting on April 7, 2014 with VDOT, County staff and citizens. At the meeting, the committee was given background information on existing bicycle and pedestrian facilities in the county as well as an overview of active transportation modes. The following preliminary goals and objectives for the planning process were developed from the initial meeting:

1. The Bicycle Advisory Committee was formed to represent the community in developing a plan for bicycle and pedestrian accommodations for the entire county. The members of the committee provided advice and guidance based on their knowledge to produce this comprehensive bicycle and pedestrian plan.



Bicycle Club riders in Claremont

2. The first objective of the study is to develop a plan that can be used to assist in infrastructure development. The plan will then be put into a program which will lead to potential projects managed by the County.
3. The final goal is to have a bicycle and pedestrian plan that incorporates a variety of facilities such as multi-use trails and shared use paths that will be great infrastructure improvements for the county. The plan will be a guidance document for County officials to reference.

A tentative schedule for the plan was developed in order to agree on dates for additional committee meetings, a citizen's information meeting, and a review and comment period for the final plan. VDOT worked with County staff to coordinate meetings with both committee members and the public. VDOT was responsible for developing the technical and GIS documents of this plan. The Surry County Bicycle Advisory Committee provided critical information during the planning process of this document by identifying the locations and need for facilities throughout the county. Additional information and key points obtained from the committee members at the initial kickoff meeting are provided below:

1. Short-term and long-term goals were identified to take into account the needs of the county, as well as the existing infrastructure of the roadway.
2. A citizen information meeting was scheduled in order to get input from citizens about future bicycle and pedestrian facilities in the county.
3. Notices were planned to be sent out via email, fliers, newspaper, to library and at local businesses.
4. The County was given the ultimate responsibility for accepting and implementing the plan recommendations.
5. VDOT asked committee members to take the maps that they were given and to mark them up showing the routes they are recommending and put the type of recommended accommodation. VDOT collected the information, reviewed it, and put it together as the basis for developing a plan to provide connectivity with surrounding areas.
6. VDOT recommended that seven (7) to nine (9) routes be identified as bike routes in each of the three sections of the county.
7. The County gave a brief overview of the Marina Drive project.

The second meeting of the Surry County Bicycle Advisory Committee was held on June 16, 2014. Prior to this meeting, the committee met with the County to discuss possible locations for bicycle and pedestrian facilities throughout the county. A proposal of facilities and more advanced bicycle loop routes were developed and sent to VDOT.

VDOT created a draft Surry County Bicycle and Pedestrian Facilities Map for discussion and review at the second committee meeting. The agenda also included additional map connectivity by the committee, input on attractions throughout the county, and an open discussion on final document suggestions. Therefore, most of the bicycle and pedestrian facilities were proposed and developed by the committee with guidance from VDOT.

A ride-along day throughout the county was held on August 5, 2014 for committee members, VDOT and County staff. This trip included viewing the geometrics of selected existing facilities within the county from the draft Surry County Bicycle and Pedestrian Facilities Map.

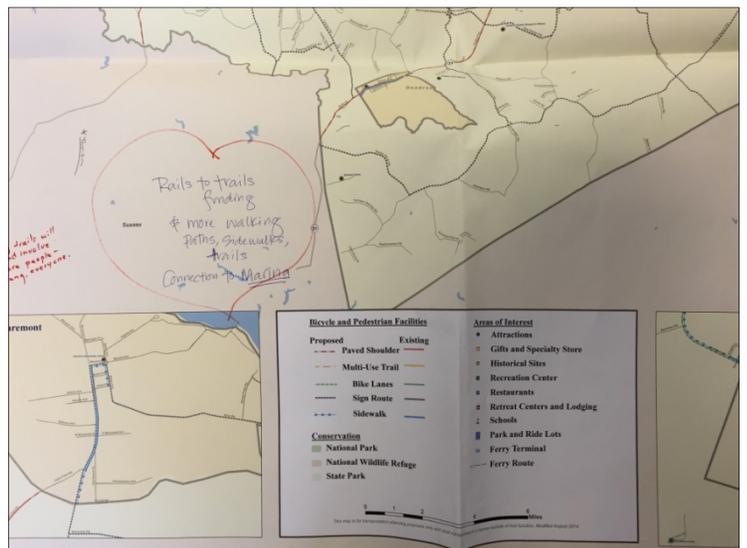
Citizen Information Meeting

Citizen involvement was extremely important during the development of this study. In order to give the public opportunities to provide comments, a citizen information meeting was held on September 22, 2014 at the Surry County Government Center. The citizen information meeting was advertised through flyers, Facebook, and a public notice in the *Sussex-Surry Dispatch*. This information meeting included a presentation about the proposed plan as well as a review of the draft facilities map. A survey was prepared to gain a better understanding of the bicycle and pedestrian needs throughout the county in **APPENDIX C**.

A summary of the survey results from the citizens who attended the meeting is listed in **TABLE 2**. Responses to the survey questions indicated a strong need for walking and biking facilities within the county. The community is also mainly concerned with safety, especially for children. The main areas in the county that the citizens feel in need of bicycle and pedestrian facilities are along Route 31 (Rolfe Highway) from the ferry to the town limits of Surry as well as within the towns of Surry, Dendron, and Claremont.



Citizens discussing the proposed facilities map



Mark-up of the draft bicycle and pedestrian facilities map from the citizen information meeting

Following the presentation by VDOT representatives there was a question and answer session, where the meeting attendees were encouraged to give comments and feedback on the proposed draft Surry Bicycle and Pedestrian Facilities Map using colored markers. Delegate members from the Peninsula Bicycling Association participated to show their support for preparing a future plan. This activity created a great discussion between residents from different areas of the county and also initiated conversation about funding potential projects in the future. The citizens were excited about the planning process in order to initiate the development of future bicycle and pedestrian facilities.

Table 2: Survey Results from the Citizen Information Meeting

Key Areas/Ideas	Comments
<p>What is your current view of walking and bicycling in Surry County as a mode of transportation?</p>	<ul style="list-style-type: none"> • Bicycling on the main routes throughout Surry County (Route 10, 31, and 40) is unsafe due to lack of adequate shoulders and bike lanes. • Walking in the town of Surry is deemed safe but there are sidewalk gaps in some areas. • Walking and bicycling would benefit Surry County economically as well as help establish a healthy community with multiple options of transportation. • Many residents could benefit from connected walking and bicycling networks, particularly in the towns of Surry, Claremont, and Dendron.
<p>Would the implementation of bicycle or pedestrian facilities affect your daily travel?</p> <p>Would you consider walking/biking in place of traveling by vehicle if proper facilities were available?</p>	<ul style="list-style-type: none"> • The public would be more willing to walk to stores and attractions in the town of Surry. • Walking trails could be used recreationally for exercise. • The availability of pedestrian and bicycle facilities would affect some residents' mode of transportation decisions.
<p>What concerns do you have related to bicycle or pedestrian facilities: comfort, safety, scenic value, route destination?</p>	<ul style="list-style-type: none"> • Route 31 from the ferry to the town of Surry has no shoulder for safe walking or bicycling. • Safety is the utmost concern for the implementation of future facilities related to walking and bicycling in Surry County. • Aesthetic appearance of the facilities is also a concern.
<p>If you are an avid walker/bicyclist, what are the common areas you walk/bike in? (Surry, Dendron, Claremont, etc.)</p>	<ul style="list-style-type: none"> • For some, walking and bicycling is popular in the town of Surry. • Some residents drive to Chippokes State Park to walk and bicycle safely due to the lack of pedestrian and bicycle infrastructure in the towns. • Some residents living in Claremont commute to work by walking.
<p>Do you believe that this citizen information meeting helped you understand the proposed comprehensive plan better?</p> <p>What other information would you like to see in the plan, if any?</p>	<ul style="list-style-type: none"> • More information priorities and implementation of the plan. • The implemented comprehensive plan map could be provided on the Ferry for visitors. • More detailed signage locations in the plan are needed. • Historic sites are a great addition on the map. • The plan will benefit future transit options and the image of the community as walking and bicycling friendly.

Draft Plan and Facilities Map

After receiving public input on the facilities map, VDOT representatives adjusted the location of some of the bicycle and pedestrian routes throughout the county. These changes included:

1. Extending the sidewalk network to the town limits in Surry, Claremont, and Dendron.
2. Updating the areas of interest in Surry County as some of the original attractions on the draft facilities map were closed.
3. Existing facility changes after re-inspection in some areas throughout the county.



VDOT Representative presenting at the Citizen Information Meeting

A draft version of the plan, including a facilities map, was completed and submitted for review to the Surry County Planning Department, the County Administrator, the Town of Surry, and the Surry County Bicycle Advisory Committee. The plan was revised after a review period and then submitted to the County for final review and adoption as the Surry County Comprehensive Bicycle and Pedestrian Plan through the County's approval process by the Planning Commission and Board of Supervisors.



“Surry is Something Special”



SECTION 5

RECOMMENDATIONS: FACILITIES, POLICIES, AND PROGRAMS

This section provides recommendations for bicycle and pedestrian facilities in Surry County in order to create a cohesive active transportation network. The recommendations were developed based on current design standards of facility types addressed below as well as input on appropriate locations from the Surry County Bicycle Advisory Committee with guidance from VDOT. The implementation of these recommended facilities throughout the county will help accomplish the three primary goals set forth in this plan: **connectivity, safety, and promoting a healthy community.**

The recommendations discussed in this section were developed to provide accommodations for all levels of facility users based on skill and comfort according to the *AASHTO Guide for the Development of Bicycle Facilities*. The guide identifies two levels of facility users described as casual/less confident and experienced/confident users. The casual and less confident users prefer developed facilities such as bike lanes and shared use paths that are defined and separated from the roadway. They also make trips at shorter distances and are less familiar with the rules of the road pertaining to bicyclists and pedestrians. In contrast, experienced and more confident facility users are comfortable using paved shoulders or signed routes with the flow of traffic. They also prefer longer distances and participate in organized bicycle clubs.

Facility Types

The following facility types include those that can accommodate pedestrians only, bicycles only, and finally facilities that can be used by both pedestrians and bicycles. All of the facility types discussed below are not necessarily included on the Surry County Bicycle and Pedestrian Facilities Map, however, all options could be used for possible improvements in the future during updates or additions to this plan.

Pedestrian Facilities

Sidewalks - Sidewalks are located parallel to the roadway network and are usually located in the public right of way. The *VDOT Road Design Manual* recommends a minimum width of 5-feet for sidewalks excluding the width of the curb; however under special design circumstances, a width of 4-feet shall be provided with the approval of a design waiver. Sidewalks predominantly accommodate pedestrians more than bicyclists due to roadway geometrics. Maintenance activities should be kept up-to-date as cracks in the sidewalk concrete can create an uneven travel surface for pedestrians and bicyclists. Curb ramps should comply with the current ADA standards in order to accommodate persons with disabilities. The access point on the street can either contain a marked or unmarked crosswalk depending on the location. Crosswalks are usually installed at signalized intersections in order to allow for a separate pedestrian phase.

Bicycle Facilities

Bike Lanes - Bicycle lanes are striped in connection with the roadway surface. These lanes are specifically designed for use by bicyclists only and are not designed for pedestrians. Bike lanes can be implemented on streets where the speed is more than 25 mph in order to connect bicyclists to attractions. The minimum operating width of a bicycle lane is 4-feet on low-speed roadways of 45 mph or less but the standard desired width is 5 to 7-feet from the curb. Bicycle lanes are always located on both sides of the street and travel in the same direction as vehicle traffic.



Traditional Bicycle Lane

Paved Shoulders - Wide paved shoulders can be added to accommodate bicycles and be implemented when there is a need for an upgrade to an existing facility. This is a very suitable option for rural roadways where sidewalks are not feasible. They can also reduce edge deterioration on roadways and provide temporary storage for disabled vehicles. According to the *AASHTO Guide for the Development of Bicycle Facilities*, a recommended width of at least 4-feet is required for paved shoulders on cross sections without curb and gutter. A recommended width of 5-feet is desired for shoulders if there is guardrail, curb, or other roadside barrier existing to give the bicyclist more clearance from adjacent traffic. It is also recommended that paved shoulders be provided on both sides of the roadway to reduce the risk of bicyclists having to ride against oncoming traffic. Paved shoulders can be implemented on rural routes, however, vehicle speeds over 50 mph should require additional shoulder width for safety purposes.

Signed Routes - A “Share the Road” sign can be implemented on routes to inform traveling vehicles to accommodate bicyclists. This type of bicycle signage is recommended for rural roads, neighborhoods, and local streets. Also, traffic volumes along the intended shared roadways should be very low with operating speeds at 55 mph or less. The users of these facilities are often more advanced cyclists or groups of cyclists. It is important that these Share the Road signs are not overused throughout towns or cities because it could potentially demote awareness for bicyclists. The goal of signage is to promote awareness for bicyclists sharing the road with vehicles. The image to the right is a current Share the Road sign near the Surry town limits.



Existing Signed Route on Route 31 in Surry County

Bicycle Facility Amenities – Bicycle amenities should be considered during the design phase of bicycle facility projects. Bicycle parking facilities known as bike racks should be installed near the conjunction of bicycle facilities and areas of interests, such as schools, restaurants, parks, government offices, and libraries. It is important that bicyclists have a safe area to park their bicycles. There are design standards for bicycle racks in the *AASHTO Guide for the Development of Bicycle Facilities*. Another feasible amenity to promote the three goals outlined in this plan is the availability of facility maps at popular locations throughout Surry County. The Jamestown-Scotland Ferry would be an excellent location to place copies of the Surry County Bicycle and Pedestrian Facility Map for travelers in order to increase awareness of areas of interest within Surry County as well as future proposals of bicycle and pedestrian facilities within the county.

Multi-Use Facilities – There are circumstances where it is feasible to accommodate both bicyclists and pedestrians on one path. These facilities are separate from motorized traffic and can provide great outdoor experiences for viewing nature and being active. Since the facilities are separate from the roadway, the design standards are less rigorous; however obtaining right-of-way can often require additional funding expenditures.

Trails – Multi-use trails are designed for recreational purposes and to encourage the public to experience nature. The trails are usually implemented away from the roadway and businesses. They are constructed in open-space areas and can also provide a higher quality of hiking and biking experience. Multi-use trails are generally unpaved and are constructed with appropriate and consistent grades throughout the entire course of the trail. There shouldn't be any obstructions on the trail and only minor maintenance should be required. A variety of users can utilize trails such as walkers, bicyclists, and runners.



Typical Multi-Use Facility

Shared Use Path – A shared use path is separated from the roadway and can be utilized by bicyclists or pedestrians. Shared use paths are also designed for two-way travel and provide safe accommodations for bicyclists and pedestrians due to separation from the roadway. Shared use paths are constructed to be parallel to existing transportation systems to transport users from one location to the next.

According to *VDOT Road Design Manual* guidelines, the minimum width for a shared use path is 10 feet, but could be 8 feet in rare circumstances where expected bicycle and pedestrian traffic is relatively low, adequate vertical and horizontal alignment conditions are present and regular maintenance activities will be conducted. Shared use paths are paved and have more strict design guidelines than trails if built adjacent to the existing roadway. These shared use paths are

also known as sidepaths. A sidepath should be designed with the same criteria as a multi-use trail discussed above. Even though sidepaths provide a facility for both bicycles and pedestrians to use cohesively, conflicts that address operational concerns are listed in the *AASHTO Guide for Development of Bicycle Facilities*. These concerns include the conflicts between bicyclists and pedestrians and motorists. Since the sidepath is adjacent to the existing roadway, there are crossings at intersections and possibly driveways which could increase the likelihood of crashes.

Multi-Use Facility Amenities - Any future implementation of trails or shared use paths within the county should include amenities to enhance the experience. These amenities include maps, benches, trash receptacles, trailheads, restrooms, and information signs.

Surry County Bicycle and Pedestrian Facilities Map

The proposed county bicycle and pedestrian facilities that were created for the Surry County Comprehensive Bicycle and Pedestrian Plan are displayed in **MAP 1**. The map includes proposals for paved shoulders, sidewalks, shared use paths, bike lanes, and signed routes. There is also an indication of a multi-use trail for future proposals in case the County wishes to add this facility during any update of this plan.

Existing bicycle and pedestrian facilities are also shown on **MAP 1**. The proposed network routes were developed based on committee input, public outreach, and location proximity to areas of interest. The County, VDOT, and the Surry County Bicycle Advisory Committee relied heavily on reasonable connections to the attractions within the community in order to promote the tourism initiative already established by the County.

Proposed Facilities

The proposed facilities related to bicycle and pedestrian modes of transportation are displayed on **MAP 1** and **MAP 2**. A table containing each route that has a recommended facility is displayed in **APPENDIX E**. Baseline cost estimates of each facility are shown in **SECTION 6**.

- MAP 1: BICYCLE AND PEDESTRIAN FACILITIES
- MAP 2: BICYCLE LOOP ROUTES
- APPENDIX E: RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES -TABLE FORMAT

Paved Shoulders

The majority of the paved shoulders throughout Surry County are recommended along Route 10 (Colonial Trail), Route 31 (Rolfe Highway), and Route 40 (Martin Luther King Highway). Paved shoulder projects are recommended for the county in order to improve safety for bicyclists and walkers. Route 10, 31, and 40 are minor arterials. The additional paved shoulder projects recommended are on Highgate Road (Route 634) and Cabin Point Road (Route 613) which are both minor collectors.

Surry County Bicycle and Pedestrian Facilities - Map 1



Bicycle and Pedestrian Facilities		Areas of Interest	
Proposed	Existing		
			Attractions
			Gifts and Specialty Store
			Historical Sites
			Recreation Center
			Restaurants
			Retreat Centers and Lodging
			Schools
			Park and Ride Lots
			Ferry Terminal
			Ferry Route
			Gray's Creek Marina
			Proposed U.S. Bicycle Route 76 Spur
			East Coast Greenway

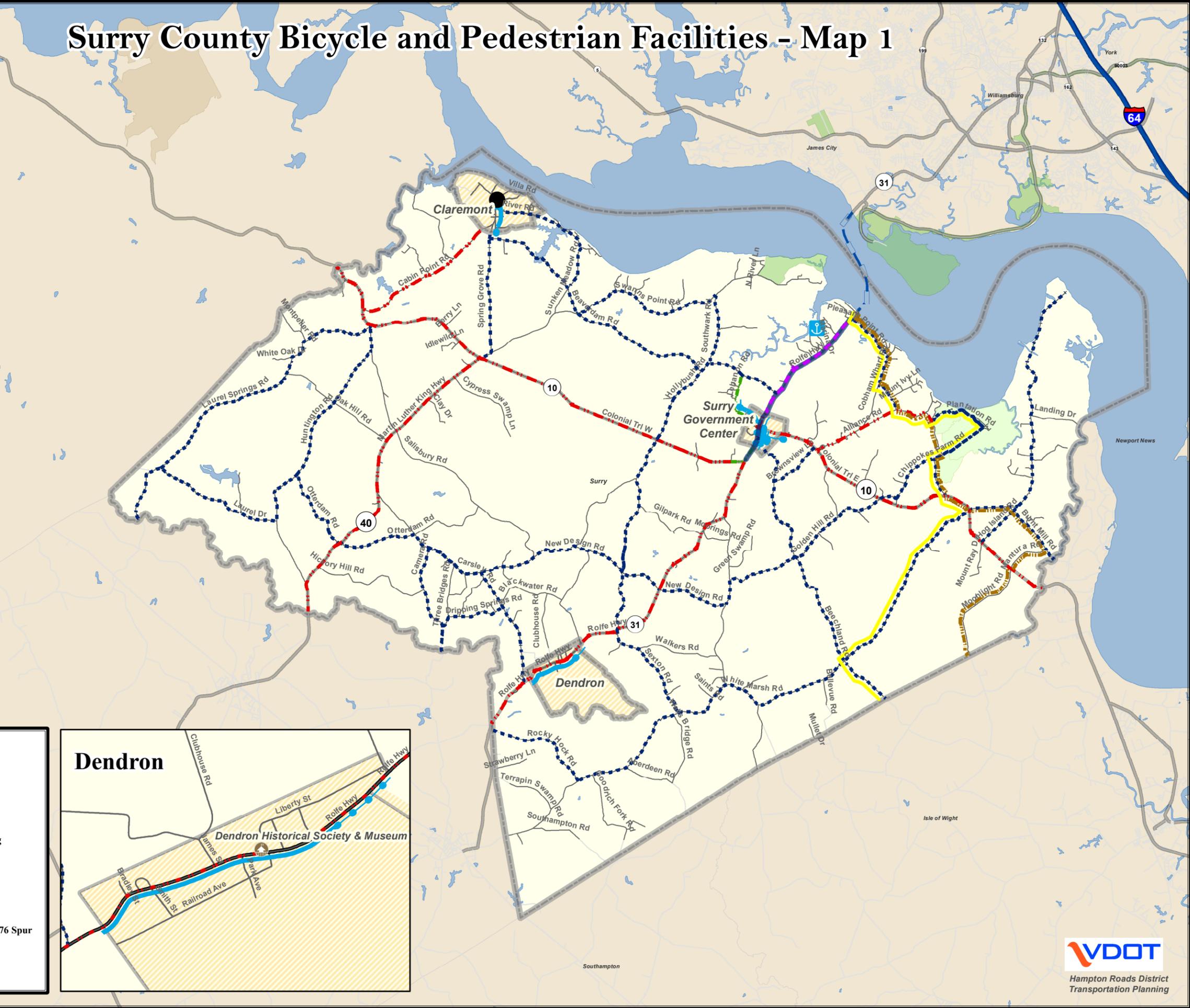
Conservation

- National Park
- National Wildlife Refuge
- State Park

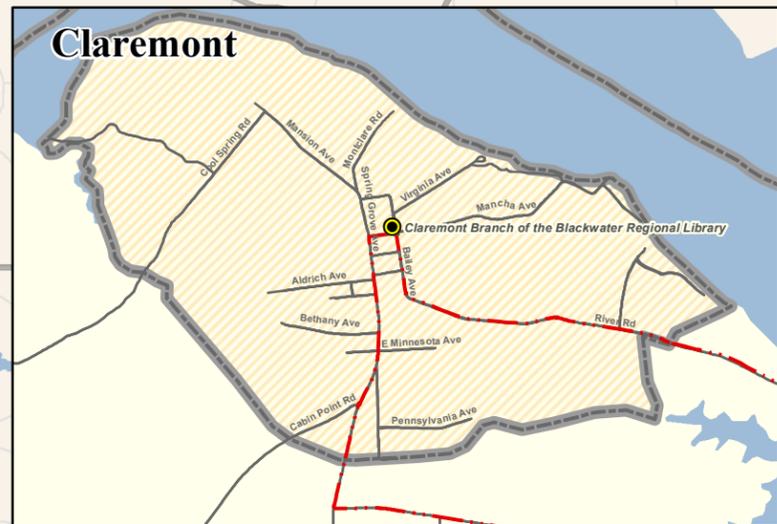
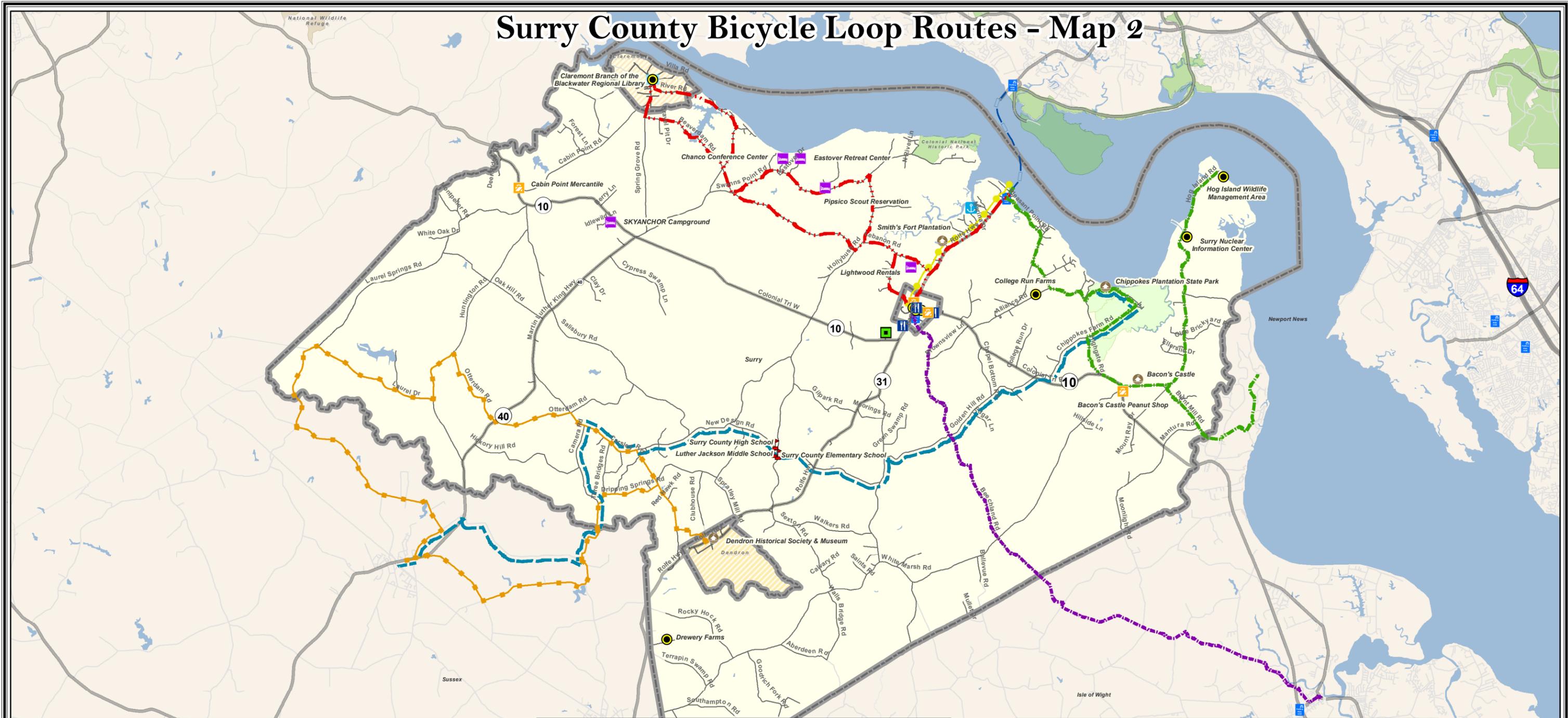
Map Elements:

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This map is for transportation planning purposes only and shall not be used in a manner outside of that function. Modified May 2016.

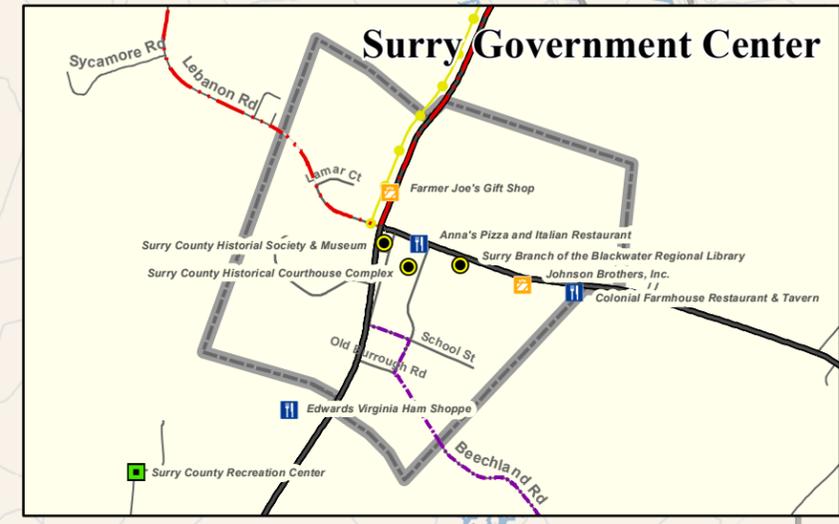


Surry County Bicycle Loop Routes - Map 2



Bicycle Loops		Areas of Interest	
	Ferry to Claremont		Attractions
	Heritage		Gifts and Specialty Store
	Surry to Smithfield		Historical Sites
	Route 31*		Recreation Center
	Chippokes to Waverly		Restaurants
	Dendron to Waverly		Retreat Centers and Lodging
			Schools
	National Park		Park and Ride Lots
	National Wildlife Refuge		Ferry Terminal
	State Park		Gray's Creek Marina

This map is for transportation planning purposes only and shall not be used in a manner outside of that function. Modified April 2015.



Bike Lanes

The proposed plan has approximately two (2) miles of recommended bike lanes in the county. Two segments of bike lane projects are shown on **MAP 1** surrounding the Town of Surry. The recommended projects begin at the Surry town limits in order to reduce the need to purchase additional right of way. There are proposed bike lanes on Route 10 (Colonial Trail) from the recreation center to Route 31 (Rolfe Highway) to the Surry town limit. Lebanon Road (Route 626) also has proposed bike lanes from the town limits to the intersection of Rocky Bottom Road (Route 620).

Signed Routes

The majority of the facility recommendations for this plan are signed routes along rural minor collector roadways. These signed route recommendations are geared towards providing awareness for cyclist on low volume roads that lack appropriate geometric standards including roadway striping and minimum lane width. Signed routes are usually used by advanced cyclists or large groups of cyclists. The network of proposed signed routes can be seen on **MAP 1**.

Sidewalks

A total of about three (3) miles of sidewalk projects are recommended in the county. Most of the projects are within the towns of Surry, Dendron, and Claremont in order to connect to the existing sidewalk network which can be viewed on **MAP 1**. Sidewalk facilities were primarily recommended in the town limits to establish a connected network within each town and to promote economic vitality for the town shops and businesses.

Bicycle Loop Routes

There are proposed bicycle loop routes identified within this plan in order to provide a course to see the scenic and historic areas of the county. These loop routes are recommended for advanced cyclists and large groups of cyclists or cycling events since accommodations may not be present. The implementation of the loops will bring greater awareness to bicyclists and shorter segment users. The loop routes can be viewed on **MAP 2**. Portions of the *Chippokes to Waverly*, *Dendron to Waverly*, *Surry to Smithfield*, and *Heritage* loop routes meander outside

of the county. A direction list for each loop is in **APPENDIX D**. The total mileage of each proposed bicycle loop route is listed in **TABLE 3**. Route 31 is a loop that is only intended for use after completion of the facility described above and addressed in **SECTION 6**.

Table 3: Proposed Bicycle Loops	
Loop	Total Mileage
Ferry to Claremont	40.3
Heritage	29.9
Surry to Smithfield	18.3
Route 31*	4.3
Chippokes to Waverly	30.5
Dendron to Waverly	44.2
* Loop intended for use when the future bike facility is completed.	

Policies

This section contains recommended policy actions to successfully support the achievement of the goals of this plan: **connectivity, safety, and promoting a healthy community** through the addition of bicycle and pedestrian facilities. The *Surry County Comprehensive Plan* states that a connected network for bicyclists and pedestrians would increase safety and popularity of other modes of transportation. New bicycle and pedestrian facilities could allow the county to preserve natural scenery without compromising its rural features. These facilities could give both residents and visitors more opportunity to explore the county and promote economic development. A list of action items are discussed below in order of highest priority:

Action 1: *Adopt the Surry County Comprehensive Bicycle and Pedestrian Plan as a component of the Surry County Comprehensive Plan, specifically in the Transportation System Section.*

The County should work to adopt this plan through the Planning Commission and Board of Supervisors as an essential part of their comprehensive plan. Adoption of this plan will give an outline and set in place prioritization when funding becomes available in the future. Adoption of this plan as a transportation element will allow the County to move toward multi-modal transportation that will benefit both residents and visitors of the county.

Action 2: *Establish an organizational strategy to execute the plan recommendations.*

The oversight and coordination of this plan should be handled proactively in order to successfully implement the recommendations. The County will have primary responsibility for implementing the bicycle and pedestrian projects outlined in this plan. Since this document is a comprehensive plan with developed and itemized recommendations for bicycle and pedestrian facilities throughout the county, the construction of any facilities will require additional planning, coordination, funding, and design. The County will work together in coordination with other agencies such as VDOT and the Crater PDC to successfully provide transportation benefits for the future. The organizational strategy and responsibilities for the County are discussed below:

1. Coordinate with VDOT where bicycle and pedestrian facilities are recommended.
2. Work with property owners to obtain right-of-way for bicycle and pedestrian facilities in order to acquire property not owned by VDOT or the County.
3. Regularly update the Surry County Bicycle and Pedestrian Facilities Map as facilities are constructed and new ideas are developed. This can be accomplished by coordinating with VDOT and their GIS planning specialist. Upon approval of the plan, revisions can be documented by the County.
4. Actively pursue grant sources and funding resources as necessary in order to construct the bicycle and pedestrian project recommendations outlined in this plan.
5. Develop a maintenance schedule for facilities that are built to determine who is responsible for routine seasonal maintenance and repairs based on facility ownership.

Action 3: Continue to implement future bicycle and pedestrian accommodations during development and improvement projects.

The County should work directly with new development projects to ensure that the bicycle and pedestrian facilities identified in this plan are constructed. It is important that the County and private developers work together to push for a connective bicycle and pedestrian network throughout the county. A strong partnership with VDOT is also recommended during improvement projects such as roadway widening, resurfacing, and restriping. These improvement projects can add phases for additional bicycle and pedestrian facilities and upgrades to a roadway.

Programs

The community's lack of existing bicycle and pedestrian facilities calls for new action to promote programs related to bicycle and pedestrian safety. These programs include education, encouragement, and enforcement for all facility users and motorists. Below are some ways to not only promote a healthy community and the use of bicycle and pedestrian facilities once constructed, but also to increase safety and awareness of facility users.

Action 1: Develop a strong partnership between communities and law enforcement to enforce traffic laws related to the interaction of bicyclists and motorists.

The County should stay current on laws pertaining to bicyclists and motorists, especially after the implementation of new facilities throughout the community.

Action 2: Recognize and promote bicycle and pedestrian safety at all community events throughout Surry County.

The County's Planning and Parks and Recreation departments should work cooperatively to organize the promotion of bicycle and pedestrian safety at future county events. This could be organized as a hands-on opportunity for the County and law enforcement to teach children and adults how to increase their bicycle and pedestrian awareness and improve their bicycling skills. They could also take this opportunity to promote the Surry County Comprehensive Bicycle and Pedestrian Plan and provide information to residents and visitors about future implementation of facilities throughout the community.

Action 3: Encourage bicycling and walking as a mode of transportation throughout Surry County after the construction of facilities in order to promote a healthy community.

Walk/Bike to School Day

Every year an international event is held for schools to allow their children to walk and bike to school sponsored by the Partnership for a Walkable America. These events are held separately with Walk to School Day held in October and Bike to School Day held in May. Both of these events will encourage bicycling and walking as fun activities and get young children, adults, and schools actively involved.



*“Propose historic, scenic bicycle loop routes within
Surry County”*

SECTION 6 IMPLEMENTATION

This section provides a recommended implementation timeline for the proposed facilities that were outlined in the previous section. The phasing of implementation is separated into short-term, mid-term, and long-term recommendations. Estimated baseline costs from VDOT's *Statewide Planning Level Cost Estimates* and potential funding sources for implementation are also included in this section. The completion of projects will depend on the local resources, grant funding, and community support. It will be the responsibility of the County to implement these bicycle and pedestrian projects as well as update the plan when necessary. Any construction projects that take place within the county that affect state highway facilities must be approved by VDOT.

Short-Term Recommendations (0 to 5 years)

VDOT identifies short-term projects as those that are suggested for completion within the first five years after the adoption of this plan. The short term recommendations are proposed in order to accommodate every level of walking and bicycling as well as add scenic value to the county. The completion of these projects will bring momentum to future recommendations within this plan and accomplish the vision and goals listed at the beginning of this document.

Short-Term Projects

Signed Routes throughout Surry County – The installation of bicycle signs are recommended on various roadways throughout the county in order to promote awareness of bicyclists. This is considered a quick and effective improvement due to the low cost of implementation compared to providing other bicycle and pedestrian facilities. The signage should comprise of the Bicycle Warning Sign (W11-1) and “On Road” supplemental plaque. Signed routes are often placed on low volume and bicycle friendly roadways intended for more advanced riders. No additional construction is required for this project other than the installation of signage, maintenance of sign visibility, and periodic review of traffic volumes along the designated signed routes to ensure they remain appropriate for riders.



Revised Bicycle on Road Signage.

A recommended prioritization list for the addition of signed routes is listed below:

1. Add additional signage, preferably two (2) signs, on Route 31 (Rolfe Highway) between the intersection of Route 10 (Colonial Trail)/Route 31 and Pleasant Point Road (Route 637)/Route 31. This is an existing signed route but it is in need of additional signage.
2. Town limits of Claremont, specifically on Mancha Avenue (Route 613), Bailey Avenue (Route 609), and River Road (Route 609).
3. Town limits of Surry, specifically on School Street, Bank Street, and Beechland Road (Route 626).
4. Rocky Bottom Road (Route 620).
5. Pleasant Point Road (Route 637), preferably two (2) signs.
6. Cobham Wharf Road (Route 636).
7. Poplar Lawn Road (Route 637).
8. The prioritization of the remaining signed routes shown on **MAP 1** can be left up to the discretion of the County. Connectivity to primary routes and existing facilities as well as areas of interest throughout the community should be among the measures used to prioritize implementation.



Mother Gut on Marina Drive in Surry County

Marina Drive Sidewalk – The Surry County Bicycle and Pedestrian Advisory Committee recommends the addition of a sidewalk network on Marina Drive (Route 659). This particular pedestrian facility would serve both recreational and scenic purposes to surrounding residents and visitors of the county. Marina Drive ends with an overlook to a beautiful channel called Mother Gut. The County has completed a public boat access facility at the end of Marina Drive and other projects are being designed for this area as well.

Town of Dendron Sidewalk Network – The Town of Dendron has an incomplete sidewalk network that should be extended to the northern town limits along Route 31. This project includes 0.40 miles of suggested sidewalk projects within the county including construction along both sides of Route 31. A crosswalk and ADA-compliant curb ramps should be constructed at the intersection of 1st Church Street in order to accommodate crossing Route 31. The Town of Dendron should also incorporate maintenance activities on the existing sidewalk network since it is composed of cracks and overgrown vegetation.

Mid-Term Recommendations (5 to 10 years)

VDOT identifies mid-term projects to occur between 5 to 10 years after the plan is adopted. These projects differ from the short-term projects primarily because of the cost and complexity of preliminary engineering. These mid-term projects can be constructed sooner as funds become available and will ultimately improve the connectivity that would already be established from the implementation of the short-term projects throughout the county.

Mid-Term Projects

Town of Surry Sidewalk Network – This project is described in **SECTION 5** and includes roughly 2.20 miles of sidewalk construction. When constructed, this project would connect to the existing sidewalk and provide a more functional network. The priority of sidewalk construction should be completed in ascending order of the segment numbers below. The Town of Surry should take advantage of opportunities that arise if additional funding sources become available for projects to extend the network or go beyond the limits of an individual segment. A long-term goal should be to provide sidewalks on both sides of the roadway for each of the recommended facilities seen on **MAP 1**.

Segment 1 – Church Street/School Street, Surry County Government Center: This segment is the most feasible and should be completed first since it would connect two existing sidewalk segments on Church Street. This connection would also provide a safe north-south route for pedestrians to travel throughout the town limits of Surry. The Town of Surry should seek to construct the southern portion of this sidewalk network which connects to the park and ride commuter lot. The sidewalk should be constructed on the southern portion of School Street, closest to the lot, in order to accommodate park and ride users. Crosswalks should also be constructed where necessary to bring awareness and provide safety for pedestrians.

Segment 2 – Route 10: The existing sidewalk on Route 10 stops in front of Anna’s Pizza and Italian Restaurant. There is also a missing segment approximately 0.05 miles in length on Route 10 in front of the Surry County Historical Courthouse Complex after the Route 31 intersection. The proposed recommendation is for the sidewalk to be continued down to Magnolia Circle just outside of the town limits in order to access the destinations on Route 10. The completion of this project will connect residents and visitors to the following destinations:

- Dollar General
- Chen’s Asian Grill
- 7-11
- Johnson Brothers, Inc.

Segment 3 – Bank Street: The Town of Surry should construct this segment in order to establish a connection to the Surry County Government Center. This particular area is also very scenic and could serve as a recreational destination.

Segment 4 – Route 31 North: The Town should move to construct sidewalk north on Route 31 within the Town of Surry in order to provide connectivity. This segment would begin at the intersection of Route 10/Route 31, and Lebanon Road (Route 626) which is the main intersection in the Town of Surry. The sidewalk facility would end at the northern town limits.

Segment 5 – Route 31 South: This segment will start at the southern town limits and connect to the existing sidewalk network on Route 31. The proposed sidewalk will begin in front of Edward’s Virginia Ham Shop and allow walkers to continue their journey to School Street and the Surry Government Center.

Segment 6 – Lebanon Road: This segment would connect to the existing sidewalk network along Lebanon Road that ends at the western limits of the Town of Surry and continue about 0.43 miles to Surry Village Drive. This segment would enhance connectivity for pedestrians in order to safely travel into the Town of Surry from the residential community.

Town of Claremont Sidewalk Network – The Town of Claremont has a short sidewalk network from Cabin Point Road (Route 613) to Mancha Avenue (Route 613). It is recommended that the southern portion of the existing network be extended to the town limits of Claremont. The northern portion of the existing network should be extended across Mancha Avenue and continue down Bailey Avenue (Route 609) approximately 0.13 miles to Dillard Street.

Long-Term Recommendations (10 to 25 years)

VDOT identifies long-term projects that may take approximately 10 to 25 years to implement and would require a significant amount of preliminary engineering, investment and possibly right-of-way acquisitions. These projects are the most challenging to construct due to the complexity of work and significance of funding. If constructed, these facilities would allow the county to be more bicycle and pedestrian friendly with separate facilities for users both on and off road.

Long-Term Projects

Bike Lanes – Bicycle lanes are always on both sides of the roadway and are a minimum of 4 feet wide, but preferably 5 feet.¹⁰ Bicycle lanes are for all levels of bicyclists including children and less experienced riders. The County should work directly with landowners adjacent to recommended projects in order to obtain right-of-way.

Segment 1 - Recreation Center into Town of Surry: The County should seek to construct a bike lane on Route 10 from the Recreation Center to the southern town limits along Route 31. This would allow bicyclists to travel from the surrounding residential area through the Town of Surry down to the Surry County Recreation Center.

¹⁰ American Association of State Highway and Transportation Officials. *Guide for the Development of Bicycle Facilities*. DC: AASHTO, 2012. Print.

Segment 2 - Lebanon Road: This particular roadway segment is in a residential area composed of both single family homes and apartment complexes. There is an existing sidewalk network from the western Town of Surry limits to the intersection of Route 31 and Lebanon Road (Route 626). The bike lane would begin at the western town limits and continue on Lebanon Road until the intersection of Rocky Bottom Road (Route 620). This project would greatly benefit the businesses in the Town of Surry and allow citizens to travel safely from their homes into town.

Paved Shared Use Path – A paved shared use path on Route 31 from the Jamestown-Scotland Ferry into the Town of Surry would promote economic vitality for the surrounding businesses and help enhance health and safety aspects for visitors and residents. The Jamestown-Scotland Ferry brings travelers including bicyclists and passenger vehicles across the James River. The ferry is a vital route on which bicyclists can be accommodated safely when traveling between the Peninsula and the Southside of the Hampton Roads Area. Currently, the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge-Tunnel, and James River Bridge do not accommodate bicyclists. Therefore, it is important to develop a future shared use path from the ferry to Route 31 and into the Town of Surry.

This project would begin with a shared use path at the northern Town of Surry limits and continue up to the park and ride lot located at Pleasant Point Road (Route 637) and Short Drive along Route 31 near the ferry. This paved shared use path facility could potentially connect with the Virginia Capital Trail.

Paved Shoulders – Paved shoulders are very popular on rural roadways and provide extra storage space for bicyclists by increasing the buffer spaces between vehicles and bicyclists. The desired minimum width for a paved shoulder on both sides of a roadway is at least 4 feet for bicycle accommodations.¹¹ In cases where there is inadequate lack of pavement width, a wide shoulder on one side of the roadway may be more desirable than narrow shoulders on both sides. Paved shoulders are recommended on the following roadways:

- Route(s) 10, 31, 40
- Cabin Point Road (Route 613)
- Alliance Road (Route 634)

Estimated Baseline Costs

Cost information for bicycle and pedestrian facilities is referenced on **TABLE 4**. These costs are taken from VDOT's *Statewide Planning Level Cost Estimates* which is a tool used during the planning stage of a project in order to determine baseline estimates for transportation projects. These estimated costs include material and labor costs but exclude costs associated with right of way purchase, utility relocation, or environmental issues. The costs are based on 2015 dollars for rural typical section with cost per mile.

¹¹ American Association of State Highway and Transportation Officials. *Guide for the Development of Bicycle Facilities*. DC: AASHTO, 2012. Print.

Table 4: Facility Cost Estimates*

Facility	Cost Per Mile	Rural Typical Sections
Bike lane	\$930,000.00	4-ft pavement on both sides of roadway
Sidewalk	\$550,000.00	5-ft of sidewalk (one side only)
Paved Shoulder	\$900,000.00	4-ft wide paved shoulder in both directions
Wide Curb Lane	\$625,000.00	2-ft of pavement in each direction (no curb and gutter)
Signage ⁺	\$800.00	Installation for 1 location (price includes material and labor costs)
Shared Use Path – Off Road	\$2,200,000.00	10-ft paved path
Pedestrian Crosswalk ⁺	\$40,000	Single Unit

*Table from VDOT’s *Statewide Planning Level Cost Estimates* for Hampton Roads, 2015.

⁺Cost estimated from single unit instead of Cost Per Mile (CPM).

Potential Funding Sources

The identification of funding sources is extremely important towards the successful implementation of any plan. Now that a prioritized list of project recommendations is set, the application for funding is the next crucial step in the process for the County. This section provides information on available funding sources for bicycle and pedestrian facilities. The description of eligible projects for each funding source is very broad. For more information, please visit the website provided under each source for a more detailed explanation of eligible projects.

VDOT’s Secondary Six-Year Improvement Program (SSYIP) and the *Crater 2035 Regional Long Range Transportation Plan* are two important programs developed to guide the County. These programs can include bicycle and pedestrian facilities, specifically through VDOT Policy which requires that all projects start with the inclusion of bicycle or pedestrian facilities as shown in **APPENDIX B**. Even though this policy addresses the inclusion of facilities, there are several exceptions to the policy that can exclude them. Therefore, it is vital that specific requests for bicycle and pedestrian projects be included in the SSYIP and *Crater 2035 Regional Long Range Transportation Plan*.

VDOT/Federal Funding Sources

Virginia Smart Scale – Smart Scale is a project prioritization process that addresses multimodal needs identified in the state transportation plan (VTrans). Transportation projects are scored based on an objective, outcome-based process that is transparent and accountable. Multimodal projects such as bicycle and pedestrian facilities are eligible for funding based on project screening, scoring and prioritization.

Type of Funding: State funded competitive grant

Eligible Projects: Infrastructure and non-infrastructure projects

Eligible Sponsors: Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), public transit agencies; counties; and cities and towns that maintain their own infrastructure. Though all of these entities may submit projects, there are limitations on the grant program for which they can apply

Application Due Date: bi-annually, late summer or fall

Contact Information: VDOT, Transportation and Mobility Planning Division, 804-371-4868

Website: <http://www.vasmartscale.org>

Revenue Sharing Program – The Virginia Department of Transportation “Revenue Sharing Program” provides additional funding for use by a county, city, or town to construct or improve the highway systems within such county, city, or town, with statutory limitations on the amount of state funds authorized per locality. Locality funds are matched with state funds for qualifying projects. Bicycle and pedestrian improvement projects can also be funded through this program.

Type of Funding: State funding mechanism

Eligible Projects: Construction, reconstruction, improvements and maintenance.

Eligible Sponsors: Counties, cities and towns

Application Due Date: Year round

Contact Information: VDOT Local Assistance Division, 804-786-2734

Website: <http://www.virginiadot.org/business/prehancegrants.asp>

Transportation Alternatives (TA) Set-Aside Program – The TA Set-Aside is a federal program that provides funding for on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities, such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Type of Funding: Alternative Projects

Eligible Projects: Transportation alternatives (facilities for Safe Routes to School, Recreational Trails, Boulevards in former Interstate Route Systems)

Eligible Sponsors: Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies or

schools, tribal governments (federally recognized tribes only), and other local or regional government agency (PDCs or regional park authorities)

Local Match: 20% of total eligible costs

Application Due Date: Annually around November

Contact Information: VDOT Local Assistance Division, 804-786-2734

Website: <http://www.virginiadot.org/business/prehancegrants.asp>

(refer to the Transportation Alternatives Program Guide)

Safe Routes to School Program (SRTS) – The Safe Routes to School Program can provide facility opportunities for students to walk or bike to school safely. This program can encourage a healthy lifestyle for children and improve quality of life by providing safe routes to school.

Type of Funding: Federally funded competitive grant

Eligible Projects: Infrastructure and non-infrastructure projects

Eligible Sponsors: Schools and localities

Local Match: None

Application Due Date: Varies depending on type of project

Contact Information: VDOT, Transportation and Mobility Planning Division, 804-371-4868

Website: http://www.virginiadot.org/programs/tes_Rt2_school_pro.asp

Highway Safety Improvement Program (HSIP) – The Highway Safety Improvement Program was developed to provide solutions to areas of high crash frequency. This includes the Highway Safety Program (HSP), Bicycle and Pedestrian Safety Program (BPSP), and the Highway-Rail Grade Crossing Safety Program (H-RGCP). Lists of these projects are added to the Virginia Department of Transportation Six-Year Improvement Program (SYIP).

Type of Funding: Annual competitive

Eligible Projects: Treatment for intersections, signs and pavement markings, shared-use paths, mid-block crosswalks, pavement improvement, traffic signal improvement

Eligible Sponsors: Local governments and planning district commissions

Local Match: 10% local match if state funds are unavailable

Maximum Funding: \$1,000,000

Application Due Date: January 31

Contact Information: VDOT, Traffic Engineering Division, 804-225-2448

Website: http://www.virginiadot.org/business/tes_app_pro.asp

Recreation Access Program – The Recreation Access Program provides public access to recreational areas and historic sites operated by the Commonwealth of Virginia or local government. The “access” to the area or site can be provided by a road or bikeway to the entrance or parking lot of the facility. Federal facilities are not eligible for funding.

Type of Funding: Annual competitive

Eligible Projects: Construction, reconstruction, maintenance, and improvement of roads and bikeways located near recreational areas and historic sites.

Eligible Sponsors: Local governments where the road or facility is located in

Maximum Funding: Bikeway project - \$60,000 with additional \$15,000 if matched on dollar-for-dollar basis by the locality or authority other than highway sources

Application Due Date: January 31

Contact Information: VDOT, Local Assistance Division, 804-786-2746

Recreational Trails Program – The Recreational Trails Program is administered by the Virginia Department of Conservation and Recreation (DCR). This grant program provides a matching reimbursement for the construction and maintenance of trails.

Type of Funding: Matching reimbursement program

Eligible Projects: Recreational Trails

Eligible Sponsors: Nonprofit Organizations, city governments, county governments or other government entities

Local Match: 20% of total eligible costs

Application Due Date: Annually around December

Contact Information: Virginia Department of Conservation and Recreation, Recreation Planning, 804-786-5046

Website: http://www.dcr.virginia.gov/recreational_planning/trailfnd.shtml

Land and Water Conservation Fund – The Land and Water Conservation Fund is a grant program for the development of public outdoor recreation areas and facilities. The Department of Conservation and Recreation (DCR) oversees the program in order to ensure that the projects developed are maintained as public outdoor recreation areas.

Type of Funding: Matching, reimbursement program

Eligible Projects: Public outdoor recreation land acquisitions and development projects or a combination that involve both acquisition and development

Eligible Sponsors: Towns, cities, counties, regional park authorities, and state agencies

Maximum Funding: The maximum grant award request amount is \$500,000 (minimum total project cost \$1,000,000). The minimum grant award request amount is \$300,000 (minimum total project cost \$600,000).

Local Match: 50%

Application Due Date: Varies

Contact Information: Department of Conservation and Recreation, Land & Water Conservation Fund Program, 804-786-4379

Website: <http://www.dcr.virginia.gov/forms/DCR199-110.pdf>

TIGER Grants – TIGER discretionary grants are handled by the U.S. Department of Transportation. Applicants are selected based on highly competitive criteria of long-term outcomes: safety, economic competitiveness, state of good repair, livability, and environmental sustainability. TIGER can fund multi-modal solutions, including bicycle and pedestrian projects on a state and local level.

Type of Funding: Discretionary grant program

Eligible Projects: Public transportation projects eligible under Chapter 53 of Title 49, United States Code

Eligible Sponsors: State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-state or multi-jurisdictional groups

Local Match: 20%

Application Due Date: Varies

Contact Information: Grants.gov Customer Support Hotline, 1-800-518-4726

Website: <http://www.dot.gov/tiger>

Section 402 State and Community Highway Grant Program – Section 402 was developed by the Highway Safety Act of 1966 that provides grants in order to reduce the number of deaths associated with unsafe driving behavior. Funds are appropriated to each state and can be spent on programs that improve pedestrian and bicycle safety, driver performance, reduce crashes, and reduce speeding.

Type of Funding: Annually competitive

Eligible Projects: Bicycle and pedestrian safety, roadway safety, aggressive driving and speeding

Eligible Sponsors: Local governments, law enforcement agencies, state agencies, academic institutions, and private non-profits

Local Match: None

Application Due Date: Varies

Website: <http://www.dmvnow.com/safety/#grants/index.html>

Federal Lands and Tribal Transportation Programs (FLTTP) – The Federal Lands and Tribal Transportation Programs provides funding opportunities for public roads located on or near Federal and Indian Lands. The Tribal Transportation Program (TTP) specifically is set up to provide safe transportation within Indian reservations or Indian villages.

Type of Funding: Annual grant

Eligible Projects: Funds are allocated among states and tribes based on a pre-defined formula.

Contact Information: Office of Federal Lands Highway, 202-493-0271

Website: <http://flh.fhwa.dot.gov/about/>

APPENDIX A: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach Policy Statement (FHWA)

Policy Statement

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:
 - Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
 - Where sparsity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in States such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate. Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.
3. Sidewalks, shared use paths, street crossings (including over-and underpasses), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.

- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the ITE Recommended Practice "*Design and Safety of Pedestrian Facilities*".

APPENDIX B: Commonwealth Transportation Board (CTB) Policy for Integrating Bicycle and Pedestrian Accommodations

Virginia Department of Transportation 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. No build 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 intersects 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 affecting 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 (DRPT) 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 DRPT 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 DRPT 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.

APPENDIX C: Citizen Information Meeting Survey

Name (optional):

Address:

1. What is your current view of walking and bicycling in Surry County as a mode of transportation?

2. Would the implementation of bicycle or pedestrian facilities affect your daily travel?

3. If you are an avid walker/bicyclist, what are the common areas you walk/bike in? (Surry, Dendron, Claremont, etc.)

4. Did you believe that this meeting helped you understand the proposed comprehensive plan better?
What other information would you like to see, if any?

5. How did you hear about this meeting? Newspaper _____ Direct Mail _____
Other _____

APPENDIX D: Proposed Bicycle Loop Routes - Directions

Ferry to Claremont Loop

Direction	Mileage
Continue straight onto VA31 - Rolfe Highway	0.1 mi
Turn right onto State Route 620 - Rocky Bottom Rd	3.4 mi
Continue onto State Route 626 - Lebanon Rd	4.5 mi
Turn right onto State Route 618 - Southwark Rd	5.5 mi
Sharp left onto State Route 610 - Swanns Point Rd	7.5 mi
Turn right onto State Route 626 - Beaverdam Rd	12.0 mi
Turn right onto State Route 646- Spring Grove Rd	15.5 mi
Turn right onto Mancha Ave - T-613	16.5 mi
Continue onto Bailey Ave - T-609	16.6 mi
At the traffic circle, take the 1st exit and stay on Bailey Ave - T-609	16.6 mi
Continue onto State Route 609- River Rd	17.7 mi
Turn left onto State Route 626 - Beaverdam Rd	20.7 mi
Turn left onto State Route 618 - Hollybush Rd	25.4 mi
Continue onto State Route 626 - Lebandon Rd	25.8 mi
Turn right to stay on State Route 626 - Lebandon Rd	26.7 mi
Turn left onto VA31 N - Rolfe Highway	28.5 mi
Take the VA31 ferry Rolfe Highway	32.9 mi

Heritage Loop

Direction	Mileage
Continue straight onto VA31 S - Rolfe Highway	0.0 mi
Slight left onto State Route 656 - Short Dr	0.4 mi
Slight left onto State Route 637 - Pleasant Point Rd	0.4 mi
Continue onto State Route 636 - Cobham Wharf Rd	1.9 mi
Turn left onto State Route 637 - Poplar Lawn Rd	2.6 mi

Turn left onto State Route 634 - Alliance Rd	3.5 mi
Turn left onto State Route 665 - Chippokes State Park	4.7 mi
Continue onto State Route 783 then turn right on bike trail at Visitor Center	5.4 mi
Turn right onto State Route 633 - Chippokes Farm Rd	6.5 mi
Turn left onto State Route 634 - Highgate Rd	8.2 mi
Turn left onto VA10 - E Colonial Trail	9.4 mi
Turn left onto State Route 617 - Bacons Castle Trail	10.2 mi
Turn left onto State Route 650 - Hog Island Rd	11.5 mi
Turn right	17.9 mi
Sharp left	17.9 mi
Turn left onto State Route 650 - Hogland Rd	18.2 mi
Turn left	18.3 mi
Sharp right toward State Route 650 - Hogland Rd	18.5 mi
Turn left onto State Route 650 - Hogland Rd	18.6 mi
Turn left onto State Route 628 - Burnt Mill Rd	25.1 mi
Turn left onto State Route 676 - Fort Huger Dr	27.3 mi
Slight right onto State Route 686 - Tylers Beach Rd	27.4 mi
Turn left onto Woodmere Ave	28.2 mi
Turn left onto Sycamore Dr	28.5 mi

Surry to Smithfield

Direction	Mileage
Turn right onto Bank St	0.0 mi
Turn left onto Old Burrough Rd - State Route 626	0.1 mi
Turn left onto State Route 616 - Golden Hill Rd	3.8 mi
Turn right onto State Route 626 – Beechland Rd	3.8 mi
Turn right onto State Route 621 - Burwells Bay Rd	9.8 mi
Turn left onto State Route 626 - Mill Swamp Rd	9.9 mi
Slight right to stay on State Route 626 - Mill Swamp Rd	13.7mi
Continue onto Cary St in Smithfield	17.4mi

Turn left onto Grace St	17.8mi
Continue onto Thomas St	18.1mi
Turn right onto N Church St	18.1mi
Turn right onto Main St Downtown Smithfield with restaurants, stores and other attractions	18.2mi

Chippokes to Waverly

Direction	Mileage
Turn left to stay on State Route 783 - Plantation Rd multi-use trail, no motor vehicles allowed	0.0 mi
Turn right onto State Route 633 - Chippokes Farm Rd	1.1 mi
Turn right onto State Route 616 - Golden Hill Rd	4.4 mi
Turn left onto State Route 622 - Runnymede Rd	9.9 mi
Turn right onto State Route 616 - New Design Rd	10.6mi
Turn left onto State Route 616	12.6mi
Continue straight onto State Route 615 - Carsley Rd	18.1mi
Turn left onto State Route 614 - Camera Rd	19.8mi
Continue straight onto State Route 603 - 3 Bridge Rd, cross Blackwater River into Sussex County	22.2mi
Turn right onto State Route 613 - Shingleton Rd	24.1mi
Continue onto State Route 606 - Beaverdam Rd	28.1mi
Turn right onto E Main St	30.0mi

Dendron to Waverly

Direction	Mileage
Turn right onto James St	0.2 mi
Continue onto State Route 645 - Milltown Rd	0.4 mi
Turn right onto State Route 615 - Carsley Rd	1.2 mi
Turn left to stay on State Route 615 - Carsley Rd	3.8 mi
Turn left onto State Route 612 - Rotterdam Rd Surry County Historical Society Country Store Museum on right	6.0 mi

Turn left onto VA-40 W	8.1 mi
Turn right onto State Route 612 - Rotterdam Rd	8.2 mi
Turn left onto State Route 607 - Huntington Rd	10.6mi
Turn right onto State Route 601 - Laurel Dr	12.2mi
Turn left onto VA-602 - Laurel Springs Rd	15.9mi
Turn left onto State Route 613 - Petersburg Rd	18.6mi
Turn right onto State Route 606 - Beaver dam Rd	24.0mi
Turn right onto E Main St	25.1mi
Turn right onto State Route 615/George Town Rd	26.4mi
Turn left onto State Route 614 - Walnut Hill Rd	28.5mi
Turn left onto State Route 613 - Spring Hill Rd	31.5mi
Turn right onto State Route 603 - Triple Bridge Rd	32.3mi
Turn right onto State Route 614 - Dripping Spring Rd	34.5mi
Turn right onto State Route 615 - Carsley Rd	36.1mi
Turn left onto State Route 645 - Mill Town Rd	37.4mi
Continue onto James St	38.3mi
Turn left onto VA-31 N Rolfe Highway	38.5mi

APPENDIX E: Recommended Bicycle and Pedestrian Facilities

Route	Recommended Facility	From/To
Rocky Hock Road (Route 604)	Signed Route	Surry County Limits/White Marsh Road
White Marsh Road (Route 617)	Signed Route	Rocky Hock Road/Route 10
Bacons Castle Trail (Route 617)	Signed Route	Route 10/Hog Island Road
Hog Island Road (Route 650)	Signed Route	Route 10/Hog Island Wildlife Management Area
Burnt Mill Road (Route 628)	Signed Route	Hog Island Road/Surry County Limits
Sexton Road (Route 618)	Signed Route	White Marsh Road/Route 31
Hollybush Road (Route 618)	Signed Route	Route 31/Lebanon Road
Lebanon Road (Route 626)	Signed Route	Route 31/Southwark Road
Southwark Road (Route 618)	Signed Route	Lebanon Road/Swanns Point Road
Swanns Point Road (Route 610)	Signed Route	Southwark Road/Beaverdam Road
Swanns Point Road (Route 610)	Signed Route	Route 10/Spring Grove Road
Spring Grove Road (Route 646)	Signed Route	Swanns Point Road/Existing Signed Route in Claremont
Mancha Avenue (Route 613)	Signed Route	Spring Grove Road/Bailey Avenue
Bailey Avenue (Route 609)	Signed Route	Mancha Avenue/Sloop Point Road
River Road (Route 609)	Signed Route	Bailey Avenue/Claremont Town Limits
Sunken Meadow Road (Route 609)	Signed Road	River Road/Beaverdam Road

Route	Recommended Facility	From/To
Beaverdam Road (Route 626)	Signed Route	Hollybush Road/Spring Grove Road
New Design Road (Route 616)	Signed Route	Runnymede Road/Carsley Road(Route 615)
Carsley Road (Route 615)	Signed Route	Carsley Road(Route 615)/Route 40
Carsley Road (Route 615)	Signed Route	Route 31/New Design Road
Dripping Springs Road (Route 614)	Signed Route	Carsley Road (Route 615)/Three Bridges Road
Three Bridges Road (Route 603)	Signed Route	Dripping Springs Road/Camera Road
Camera Road (Route 614)	Signed Route	Carsley Road(Route 615)/ Surry County Limits
Otterdam Road (Route 612)	Signed Route	Route 40/Huntington Road
Laurel Drive (Route 601)	Signed Route	Huntington Road/Laurel Springs Road
Laurel Springs Road (Route 602)	Signed Route	Surry County Limits/Route 10
Huntington Road (Route 607)	Signed Route	Laurel Drive/Salisbury Road
Salisbury Road (Route 611)	Signed Route	Huntington Road/Laurel Springs Road
Pleasant Point Road (Route 637)	Signed Route	Route 31/Cobham Wharf Road
Cobham Wharf Road (Route 636)	Signed Route	Pleasant Point Road/Poplar Lawn Road
Poplar Lawn Road (Route 637)	Signed Route	Cobham Wharf Road/Alliance Road
Chippokes Park Road (Route 665)	Signed Route	Alliance Road/Plantation Road
Plantation Road (Route 783)	Signed Route	Chippokes Park Road/Chippokes Farm Road
Chippokes Farm Road (Route 633)	Signed Route	Plantation Road/Golden Hill Road

Route	Recommended Facility	From/To
Golden Hill Road (Route 616)	Signed Route	Runnymede Road/Chippokes Farm Road
Runnymede Road (Route 622)	Signed Route	New Design Road/Golden Hill Road
Highgate Road (Route 634)	Signed Route	Chippokes Farm Road/Route 10
Beechland Road (Route 626)	Signed Route	Surry County Limits/Old Burrough Road
Brownsview Lane (Route 634)	Signed Route	Beechland Road/Route 10
Bank Street –Town of Surry	Signed Route	Old Burrough Road/School Street
School Street- Town of Surry	Signed Route	Route 31/Bank Street
Alliance Road (Route 634)	Paved Shoulder	Route 10/Chippokes Park Road
Cabin Point Road (Route 613)	Paved Shoulder	Route 10/Claremont Town Limits
Route 40 (Martin Luther King Hwy)	Paved Shoulder	Surry County Limits/Route 10
Route 10(Colonial Trail)	Paved Shoulder	Western Surry County Limits/Enos Farm Drive
Route 10 (Colonial Trail)	Paved Shoulder	Route 31/Eastern Surry County Limits
Route 31 (Rolfe Highway)	Paved Shoulder	Southern Surry County Limits/Route 10 (Existing shoulder is present in Dendron)
Route 31 (Rolfe Highway)	Paved Shoulder	Southern Surry Town Limits/Northern Surry Town Limits
Lebanon Road (Route 626)	Paved Shoulder	Route 31/Western Surry Town Limits
Route 10/Route 31	Bike Lanes	Enos Farm Drive/Southern Surry Town Limits
Route 31 (Rolfe Highway)	Shared Use Path	Northern Surry Town Limits/Pleasant Point Road

Route	Recommended Facility	From/To
Lebanon Road (Route 626)	Bike Lanes	Western Surry Town Limits/Rocky Bottom Road
Marina Drive (Route 659)	Sidewalk	Route 31/End of Marina Drive
Route 31 -Town of Dendron	Sidewalk	Extension of existing sidewalk on Route 31/Northern town limits
Route 31 - Town of Surry	Sidewalk	Extension of existing sidewalk on Route 31/Southern town limits
Route 31 - Town of Surry	Sidewalk	Route 10 intersection/Northern town limits
School Street - Town of Surry	Sidewalk	Route 31/Bank Street
Bank Street - Town of Surry	Sidewalk	Route 10/School Street
Church Street - Town of Surry	Sidewalk	Connection to existing sidewalk/School Street
Route 10 - Town of Surry	Sidewalk	Small segment connection from the main intersection/ Existing sidewalk at Church Street
Route 10 - Town of Surry	Sidewalk	Existing sidewalk/Magnolia Circle
Lebanon Road (Route 626)	Sidewalk	Extension of existing sidewalk on Lebanon Road/ Surry Village Drive
Spring Grove Road – Town of Claremont	Sidewalk	Southern town limits/Existing sidewalk on Spring Grove Road
Mancha Avenue - Town of Claremont	Sidewalk	Spring Grove Road/Bailey Avenue
Bailey Avenue - Town of Claremont	Sidewalk	Mancha Avenue/Dillard St.

Special Thanks

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Thank you very much.

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Photo Credits

Bicycle related photographs were received from Jack Huber. Surry County photographs were received from Kristi Hendricks and Chris Anderson. Tourism/Attraction photographs were received from Pat Bernshausen and Frances Bailey.