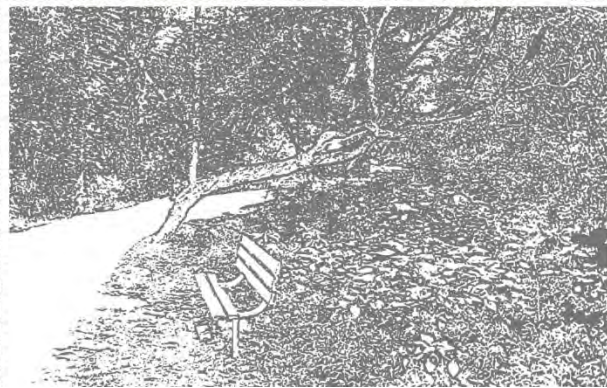
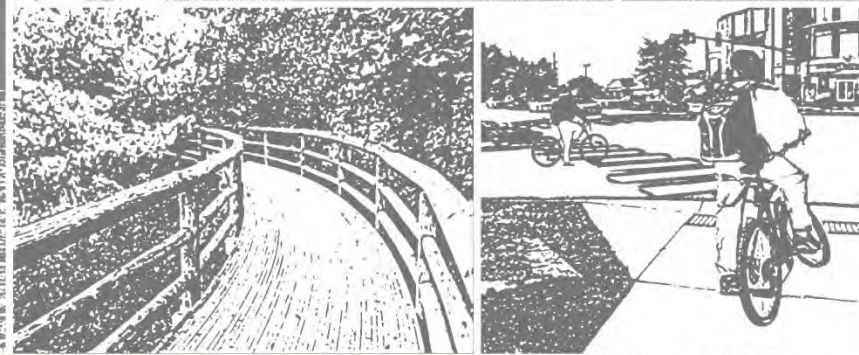
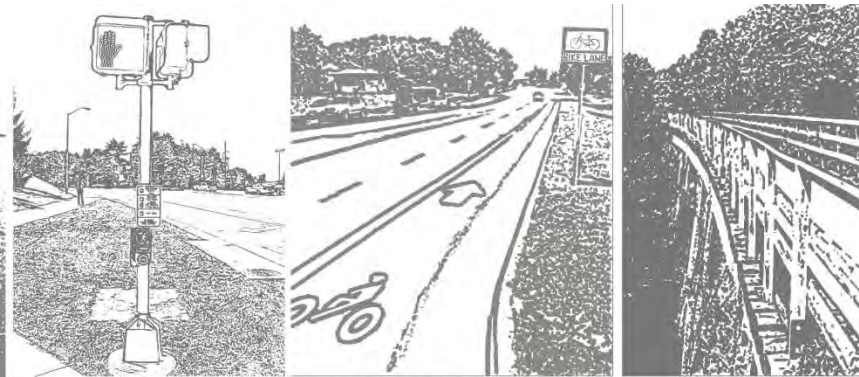


New River Valley's Bikeway, Walkway, Blueway Plan



Acknowledgement/Disclaimer

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The contents of this document reflect the views of the authors and do not necessarily reflect the official views or policy of the Federal Highway Administration or Virginia Department of Transportation. This document does not constitute a standard, specification, or regulation. Federal Highway Administration and Virginia Department of Transportation acceptance of this document as partial fulfillment of the work program does not constitute endorsement/approval of the need for any recommended improvements or commitments to fund any such improvements.

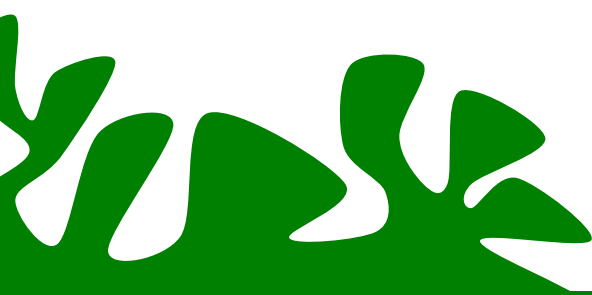




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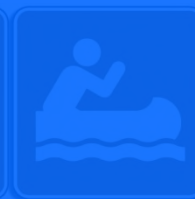
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Special Thanks:

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2011 Executive Summary

Purpose

The purpose of this plan is to provide information, guidelines and cohesion in the creation, expansion and coordination of a safe and effective Bikeway, Walkway, Blueway system for the New River Valley region. This region includes the counties of Floyd, Giles, Montgomery and Pulaski, the City of Radford, and the towns of Blacksburg, Christiansburg, Dublin, Floyd, Glen Lyn, Narrows, Pearisburg, Pembroke, Pulaski, and Rich Creek. The region also includes Virginia Tech, Radford University and New River Community College.

The 2011 plan seeks to build on, supplement, and coordinate with existing plans. The plan recognizes and acknowledges the work and foresight of the local governments, community groups, and individuals who have created the excellent and growing network of bikeways, walkways and blueways in this region.

To prepare this plan the Planning District Commission met with each of the local governments and planning departments in the region. A major goal was to update data accurately to reflect existing facilities and identify future projects.

Ultimately, this Bikeway-Walkway-Blueway Plan is a resource to be used as an overview of existing and proposed bikeway-walkway-blueway facilities.



Photo by: J. Wilsie

Vision Statement

The New River Valley is committed to the promotion of non-motorized transportation as a safe, reliable, healthy, environmentally friendly alternative to motorized transportation. Opportunities must exist for residents of the region to choose walking or biking as a means of getting to a destination.

2011 Plan Objectives

1. To identify a system to accommodate the variety of Bikeway-Walkway-Blueway users.
2. To coordinate a system of bikeways, walkways, blueways, locally and regionally; and to maintain the continuity of the Bikeway-Walkway-Blueway system to encourage non-motorized transportation.
3. To identify and determine the appropriate type of facility, and coordinate Bikeway-Walkway-Blueway development with future and imminent Virginia Department of Transportation projects.
4. To showcase and focus on the natural and cultural amenities of the New River Valley when proposing bike routes and walking trails, in order to maximize trail effectiveness and increase tourism within the region.
5. To promote the health, safety, welfare and improve the quality of life within the region.
6. To facilitate the use of recycled materials in the construction of bikeways, walkways, and blueways.
7. To increase the mobility of New River Valley residents by adding multimodal options to existing transportation networks with more connections to public transit that ultimately link communities where people live, work, attend school and recreate.

Elements of a Bikeway-Walkway-Blueway System

The Bikeway-Walkway-Blueway Plan identifies a variety of different modes to support a comprehensive transportation system. For the purpose of this plan the following types of facilities were considered:

- Bikeways
- Shared Roadways
- Bicycle Lanes
- Multi-purpose Trails
- Mountain Biking Trails
- Hiking Trails
- Sidewalks
- Dedicated Bicycle Routes
- Blueways (Water Trails)
- Support Facilities

The 2011 plan challenges project planners to be cognizant of, and provide for, the different levels of users within each of these categories. Furthermore, delineating alternative transportation versus recreation facilities and minimizing the conflicts between them is vital to the creation of a successful multiuse system. Alternative transportation facilities should be designed for the least experienced user. Recreational facilities should be designed to accommodate a range of users with varying degrees of ability. Lastly, it is important to plan for opportunities that will enable individuals to move from one mode of travel to another (i.e., bicycling to canoeing).





Exploring Regional Assets

Over the last 20 years the communities of the New River Valley have developed numerous facilities, and also had the good fortune of being an integral part of national and statewide efforts. Below is a list of current regional assets:

➤ **Multi-purpose Trails:**

- **New River Trail State Park** – A Rails-to-Trails project stretching over 50 miles through Grayson to Carroll, Wythe, and Pulaski Counties. The trail provides numerous access points for hiking, biking, horse back riding, and boat access to the New River. Preliminary plans are under way to connect the existing trail terminus, in downtown Pulaski, to Randolph Park. A NRT Extension Project Plan was completed in 2007 that included connecting the trail to the Radford Riverway and Huckleberry Trail.
- **Huckleberry Trail** – A Rails-to-Trails project connecting Montgomery County, the Town of Blacksburg, the Town of Christiansburg and Virginia Tech. The nearly six mile long

trail is entirely paved and serves as a commuting and recreational facility for bicyclists and pedestrians. Plans are underway to extend the trail north (known as the Hethwood Greenway) and connect to the National Forest Trail network. There are also plans to extend the trail south to the Christiansburg Recreation Center. Once the improvements are complete the trail will double in length.

- **Radford Riverway** – Nearly 3 miles of paved surface, ADA accessible multipurpose trail that traverses through Bisset and Wildwood Parks. The trail connects the City of Radford to Radford University and serves as a recreation and local commuter route. Future plans include expanding the trail into West Radford toward Forest Avenue and looping back to the existing terminus at Sundell Drive.
- **Dora Trail** – A connector trail that begins near the existing New River Trail terminus and runs slightly over 2.5 miles to the downtown Pulaski Historic Railway Station. The trail connects the residents and visitors of downtown Pulaski to the New River Trail.
- **Hokie Bikeways** – A system of trails developed by Virginia Tech to enhance connectivity between the Hokie Bikeway trails, the Huckleberry Trail and other Town of Blacksburg trails. The system is intended for recreation and commuting for local residents and the Virginia Tech campus.
- **Floyd Heritage Pathways** – Development of new ADA accessible pedestrian facilities that connect key activity areas in downtown Floyd. Once complete, the pathway will include signage to guide and promote tourism in the historic downtown area.

- **Glen Lyn Greenway** – Development of a new ADA accessible bicycle and pedestrian path that connects the town to Glen Lyn Park and the Dr. F. D. Morse Trail. The park features old Norfolk Southern Railway Bridge piers that remain standing in the New River. Future plans include creating an extension to the Town of Rich Creek.

➤ **Shared Roadways:**

- **US Bicycle Route 76** – One of only two established US Bicycle Routes; this designated bicycle route crosses the United States from Oregon to Yorktown, Virginia and passes through the City of Radford, Montgomery, Pulaski, Wythe, and Roanoke counties.
- **Proposed multi-jurisdictional routes** – Corridors that have been identified to connect multiple counties, cities, towns and points of interest: 221, 8, 61, 42, 11 and 114.



➤ **Hiking and Mountain Biking Trails**

- **Appalachian Trail** – Completed in 1937, the AT is a privately managed unit of the national park system and is the nation’s longest footpath at 2,179 miles. In 1968, the AT was the first designated American National Scenic Trail spanning from Georgia to Maine.
- **Great Eastern Trail** – The future Great Eastern Trail is a collection of footpaths and hiking trails spanning across nine states, from Alabama into New York and Michigan. The alignment through the NRV will most likely follow the AT alignment and provide a potential spur into Bluestone Park in WV.
- **Jefferson National Forest Trails** – Located in Giles, Pulaski and Montgomery counties, the national forest provides multiple recreational trails. Giles County features numerous hiking and mountain biking trails including the Cascades just outside of Pembroke, and the AT near Pearisburg and Narrows. Pulaski features the Gatewood Reservoir and an assortment of recreational facilities for canoeing, hiking and biking. Montgomery features Pandapas Pond that offers recreational facilities for a variety of hikers, mountain bikers and horseback riders.
- **Mountain Lake Conservatory Trails** – Located in Giles County, Mountain Lake features over 2600 acres of land ready for hikers, cross country skiers and mountain bikers to explore.
- **Claytor Lake State Park** – A 450 acre park that offers activities for water and land enthusiasts. Currently, there are

over 4-miles of easy to moderate rated hiking trails. The lake is 21-miles long and is approximately 4,500 acres.

- **Ellett Valley Recreational Area** – Located just south of Blacksburg, the recreational area includes a one-mile long hiking trail, activity area and a series of micro trails. Future plans include the development of a multi-purpose trail extension with multiple access points, a pedestrian only trail and interconnections to the existing Nature Park trail system.
- **Coal Miners Heritage Park** – A 30 acre tract of land that once hosted a mining tippie, hotel, general store and residential housing for coal miners. In 2010, a new trail was constructed for hikers and mountain bikers that ties into the Huckleberry Trail. The new trail also offers an ADA accessible spur leading to the old mining entrance.
- **Rocky Knob Trails** – Located along the Blue Ridge Parkway, lush and forested slopes of the Rock Castle Gorge suggest that man has been an infrequent visitor. In 1984, the loop trail was designated a National Scenic Trail in recognition of its outstanding features.

➤ **Blueways:**

- **New River Canoe Trail** – A water trail that connects Giles and Pulaski Counties to North Carolina and West Virginia. The New River Canoe Trail was Virginia’s first designated inland canoe trail as well as the Department of Conservation and Recreation’s first water trail or 5blueway. Good canoe trails offer the visitor a well-spaced series of access sites as well as adequate support facilities between those access sites. Support facilities in

the New River Canoe Trail include campsites, rest stops, sanitation facilities, potable water, and sources of information to aid in trip planning.

- **Proposed Blueways** – Tributaries that have been identified in the 2011 plan include the Roanoke River, Peak Creek and the Little River.



Planning for the Future

The 2011 Bikeway-Walkway-Blueway Plan encourages the development of alternative transportation facilities that are tailored to the demand of each community. The plan is intended to be a resource for local governments and citizens interested in the planning and development of Bikeway-Walkway-Blueway systems in the region.

Proposed alignments and associated improvements shown within this plan are conceptual only and are intended to illustrate the connectivity between two points of interest. Providing transportation options in the New River Valley is a regional vision.

2011 Regional Vision

Introduction

The New River Valley Bikeway-Walkway-Blueway Plan is a document that proposes an integrated system of bicycle facilities, river access points, and pedestrian corridors into the existing highway and public transportation system. As the region expands infrastructure to accommodate highway, rail, and transit improvements the opportunity for including non-motorized options will become more difficult. Connecting urban and rural areas will promote a richer and denser mix of residential and business land uses. The concept of providing transportation choices within the existing communities of the region will facilitate sustainable planning for the future.

In April of 1970, Virginia Highway Commissioner Douglas Fugate wrote an article for the Eno Foundation's Traffic Quarterly and made this observation: "We should not be particularly surprised that transportation planning requirements differ from those of even a decade ago. For many reasons the nation's people differ – there are far more of them, they tend in growing numbers to congregate in and



Photo by: J. Blackburn

around cities, they tend to be more affluent; and they have a new concern for all aspects of the environment in which they live. Attention must be focused more extensively on utilizing the highway as an artery for mass transportation, and on *fresh concepts* concerned more with *moving people* than with moving vehicles."

Local communities throughout the United States are challenged to develop innovative planning solutions that preserve their unique characteristics while providing transportation choices. Innovations in technology, communication and research have streamlined, making it easier than ever before to evaluate and share different ideas and alternatives. Several trends indicate alternative transportation options are critical in our society:

1. *Capacity and Performance:* In the United States, the post World War II era was transformed by the automobile; making traditional transportation options such as walking, cycling or riding the bus a thing of the past. In the last 60 years passenger vehicle infrastructure has expanded throughout the United States and many corridors are reaching capacity thresholds. In order to maximize investments, many experts are looking for solutions that incorporate these fundamental modes back into the transportation system.
2. *Considering Livability in Modern Communities:* According to the Virginia Safe Routes to School Program, data shows that in 1969 42% of students walked to school – compared to only 16% in 2001. In 1969, schools were smaller in size and located near residential areas. Today schools are centralized within broad geographic areas and designed to accommodate more students. Often this pushes schools away from residential neighborhoods and limits transportation choices. The Safe

Routes to School program provides opportunities for communities to connect K-8 schools within a two mile radius by providing funding for walking and bicycling facilities.

3. *Investing in Public Health:* Active transportation options such as cycling and walking provide a direct health benefit. A 2008 study performed by the Center for Disease Control and Prevention (CDC) showed that the average obesity rates in Virginia surpassed 25% of its total population. Specifically, in the New River Valley this study showed the following percentages by jurisdiction: 24.1% Giles, 25.2% Montgomery, 28.3% Pulaski, 26.0% of Floyd, and 25.5% of the City of Radford. Communities that provide transportation choices retain property values, support public health and improve the quality of life for residents and visitors alike.
4. *Funding Challenges:* A recent study performed by the Rails-to-Trails Conservancy shows that over ½ of the trips in America can be completed within a 20 minute bike ride and ¼ can be completed within a 20 minute walk. In Virginia 31 % of total man-made green-house gas emissions are attributed to transportation. Nationally automobiles account for approximately 20% of the total carbon emissions; if mode shares of non-motorized traffic increased slightly to nearly 13% of all trips (10% currently) the total mileage of automobiles would be reduced by 69 billion, or \$10.4 billion in associated costs.



History

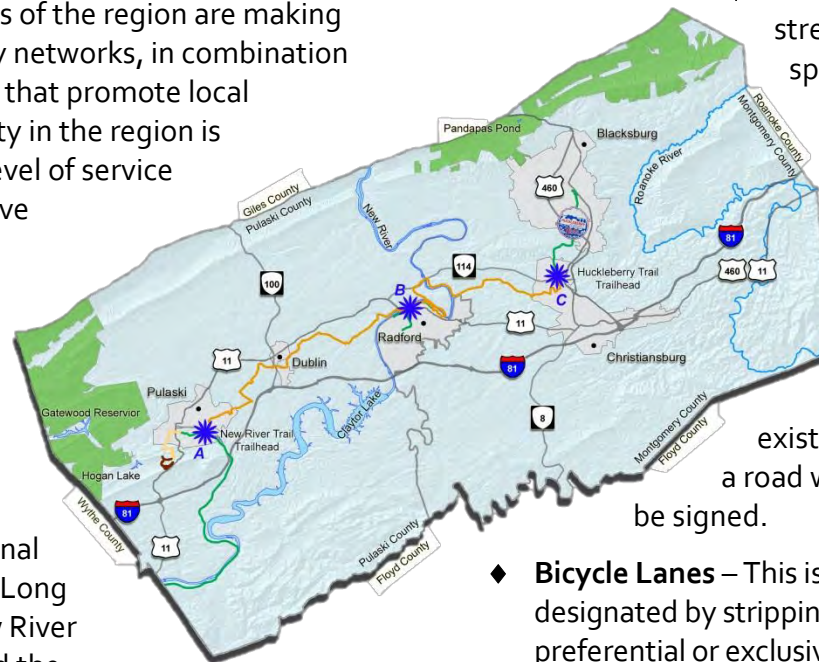
Bikeways and walkways are not new to the New River Valley. Since 1975 three comprehensive bikeway plans have been created: 1975, 1994, and 2000 respectively. The initial plan paralleled a series of bicycle studies completed at the same time in Blacksburg, which originally responded to the increasing population of student cyclists attending Virginia Tech.

In 1976, the Bicentennial Bike Route (also known as Bike Route 76) was established and the New River Valley had the good fortune of being located along its route. The trail enters the Town of Christiansburg, the City of Radford and passes through rural areas of Montgomery and Pulaski Counties. It is identified on maps and roads by signage depicting a bicycle logo below the number 76 (shown on previous sheet). The Bicentennial Bike Route crosses the entire United States from Astoria, Oregon to Yorktown, Virginia.

A network of designated routes known as the US Bike Route System (snapshot of Virginia above) has incorporated the Bicentennial Bike Route into its proposed 16,000 mile system. The Bike Route System is promoted by the Adventure Cycling Association. Currently there are only two official routes that have been designated (76 and 1) and both pass through the Commonwealth. There are a series of additional routes that have been planned across the United States. For the purpose of this plan, this existing route will be referred to as the Bike Route 76.

Since the early 90's bicycle and pedestrian planning has become more prevalent in the towns of Blacksburg, Christiansburg and the City of Radford. The demand for such facilities is greater in these areas of the New River Valley in order to provide inexpensive travel for students attending Virginia Tech and Radford University. The corridors developed for alternative uses in this part of the region serve dual roles of providing transportation and recreation for the surrounding community. The rural areas of the region are making strides to integrate safe shared roadway networks, in combination with natural surface and paved facilities that promote local recreation and tourism. Each community in the region is committed to providing a satisfactory level of service that meets the demand in their respective jurisdictions.

The New River Valley has an assortment of multi-purpose trails, shared roadways, hiking, and mountain biking trail networks. The region is highly motivated to make improvements within the local communities and forecasts strong regional connection opportunities in the future. Long range goals involve connecting the New River Trail (A) to the Radford Riverway (B) and the Huckleberry Trail (C). The image shown (above) illustrates the connection that will interconnect the Towns of Pulaski, Dublin, Christiansburg, and Blacksburg and the City of Radford. Once complete, it would effectively create a bikeway/walkway trail from Blacksburg, Virginia all the way to Abingdon, Virginia.



Elements of a Bikeway-Walkway-Blueway System

The Bikeway-Walkway-Blueway Plan incorporates a variety of different modes that play major roles in a comprehensive transportation system. This System, for the New River Valley, includes these types of facilities:

- ◆ **Bikeways** – A general term for any road, street, path or way which in some manner is specifically designated for bicycle travel. Regardless of whether such facilities are designated for the exclusive use of bicycles, or are to be shared with other modes of transportation.
- ◆ **Shared Roadways** – Also known as a SHARROW (Shared Right-Of-Way), is a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or a road with paved shoulders that may or may not be signed.
- ◆ **Bicycle Lanes** – This is a portion of a roadway which has been designated by stripping, signing and pavement markings for the preferential or exclusive use of bicyclists.
- ◆ **Multi-purpose Trails** – A corridor physically separated from motorized traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way. Typically, these corridors may also be used by pedestrians, bicycles, skaters, wheelchairs, joggers and other non-motorized transportation.



Photo by: E. Sharp

- ◆ **Mountain Biking Trails** – A recreational corridor designed for preferential or exclusive use of mountain bicyclist. The alignments are designed for a range of difficulty to safely accommodate and challenge multiple cyclists with varying abilities.
- ◆ **Hiking Trails** – A lightly constructed, narrow (less than five feet) pathway that traverses through natural undeveloped lands. These recreational corridors are specifically designed for foot travel only and often incorporate State or National Parks and historic sites.
- ◆ **Sidewalks** – The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians.
- ◆ **Dedicated Bicycle Routes** – These are separate routes that are intended to be used for long distance bicycle travel. Virginia Bicycle Routes 1 and 76 pass through parts of the New River Valley.
- ◆ **Blueways (Water Trails)** – These are recreational waterways on a river or a lake that are accessed exclusively by water. A trail may include both public and private lands.
- ◆ **Support Facilities** – Availability of public access and rest stop points. Included in this are boat ramps, parking areas, bike storage and security racks, canoe rentals, portages, restroom facilities, picnic areas, multi-modal connection points, etc.

Planning Process

To prepare this plan the Planning District Commission met with each of the local governments and planning departments in the region. A major goal was to update the existing database, to accurately reflect existing facilities and identify future projects. Another goal was to establish hierarchical goals within the five core areas (Giles, Floyd, Montgomery, Pulaski and Radford). By setting regional goals, localities can focus limited resources to have the most impact possible.

This plan utilizes regional data to determine routes identified by user preference. By identifying locations cyclists and pedestrians currently used on a regular basis, specific safety and capacity locations can be identified. In order to collect this information local user groups were invited to participate in discussions. The input provided was carefully considered when determining future recommendations.



Photo by: A. Moody

Coordination with the Department of Transportation is essential to ensure that the New River Valley Bikeway-Walkway-Blueway Plan fulfills statewide transportation objectives, and is consistent with federal requirements. Cooperation is also sought from state and federal agencies within the region; specifically, the National Forest Service, the National Park Service, and the Virginia Department of Conservation and Recreation. Bicycle, canoe, and pedestrian access to national parks, recreation and scenic areas, monuments, and historic sites are a common goal.



This graphic is designed to illustrate the interrelationship between key planning and implementation components. In practice, it is frequently non-sequential and it is almost always ongoing.

Purpose

The purpose of this plan is to provide information, guidelines and cohesion in the creation, expansion and coordination of a safe and effective Bikeway, Walkway and Blueway system for the New River Valley region.

The plan seeks to build on, supplement, and coordinate with existing plans. The plan recognizes and acknowledges the work and foresight of the local governments, community groups, and individuals who have created the excellent and growing network of bikeways, walkways and blueways in this region.

Ultimately, this Bikeway-Walkway-Blueway Plan is a resource to be used as an overview of existing and proposed bikeway, walkway, and blueway facilities.

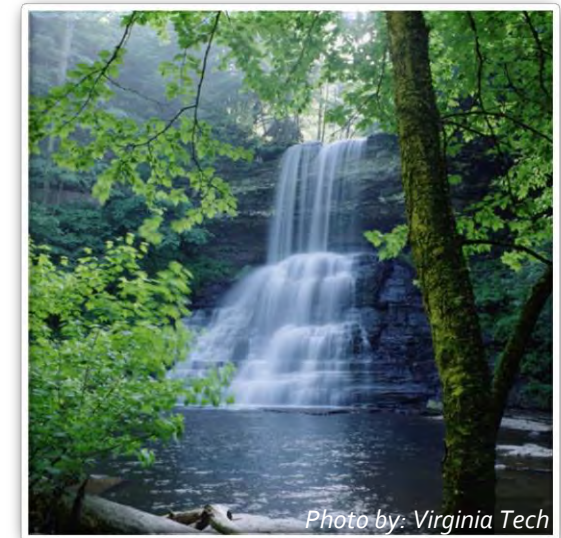


Photo by: Virginia Tech

Vision Statement

The New River Valley is committed to the promotion of non-motorized transportation as a safe, reliable, healthy, environmentally friendly alternative to motorized transportation. Opportunities must exist for residents of the region to choose walking or biking as a means of getting to a destination.

Policy Statements

- This plan encourages the Virginia Department of Transportation to work closely with localities to select, design, and implement bicycle and pedestrian accommodations; taking into consideration community needs, safety, and unique environmental and aesthetical characteristics.
- Facilities for bicyclists and pedestrians should be planned to provide continuity and consistency for all users of the system.
- All roadway projects in the region should be evaluated for the integration of bicycle and pedestrian accommodations to provide non-motorized uses. Every roadway project should be evaluated against the Commonwealth Transportation Board's Policy for Integrating Bicycle and Pedestrian Accommodations, Section 3 – Project Development.
- New land development in the New River Valley should integrate non-motorized transportation facilities that supplement the regional Bikeway-Walkway-Blueway system. Focusing on the development of Bikeway-Walkway-Blueway connections between residential, commercial, industrial, educational, historical and recreational areas to promote non-motorized transportation opportunities.
- The New River Valley Bikeway-Walkway-Blueway Committee, a sub-committee of the Transportation Technical Advisory Committee, was created in 2006 to revise and support the implementation of this regional Plan.
- The New River Valley Bikeway-Walkway-Blueway Committee should be responsible for prioritizing projects, coordinating interconnections and cooperation among neighboring districts and regions.
- All agencies and organizations in the region should promote the New River Valley as a place that is safe and enjoyable for cyclists, canoeists and pedestrians.
- All Counties, Cities, and Towns within the New River Valley are encouraged to endorse the New River Valley Bikeway-Walkway-Blueway Plan.
- All Counties, Cities, and Towns of the New River Valley are encouraged to adopt a local Bikeway-Walkway-Blueway plan into their respective comprehensive plans.



Photo by: Radford University

Defining the Objectives

1. To identify a system to accommodate the variety of Bikeway-Walkway-Blueway users.
2. To coordinate a system of bikeways, walkways, blueways, locally and regionally; and to maintain the continuity of the Bikeway-Walkway-Blueway system to encourage non-motorized transportation.
3. To identify and determine the appropriate type of facility, and coordinate Bikeway-Walkway-Blueway development with future and imminent Virginia Department of Transportation projects.
4. To showcase and focus on the natural and cultural amenities of the New River Valley when proposing bike routes and walking trails, in order to maximize trail effectiveness and increase tourism within the region.
5. To promote the health, safety, welfare and improve the quality of life within the region.
6. To facilitate the use of recycled materials in the construction of bikeways, walkways, and blueways.
7. To increase the mobility of New River Valley residents by adding multimodal options to existing transportation networks with more connections to public transit that ultimately link communities where people live, work, attend school and recreate.



OBJECTIVE 1 – To identify a system to accommodate the variety of Bikeway-Walkway-Blueway users.

Inherent in the title of this document is the suggestion that three different activities will be considered at the same time. Developing facilities for transportation versus recreation and minimizing the conflicts between them, is vital to the creation of a successful multiuse system. It is also necessary to be cognizant of, and provide for, the different levels of users within each of these categories. A good rule of thumb is to design new alternative transportation facilities for the least experienced user; recreational facilities should accommodate a range of users with varying degrees of ability. Lastly, it is important to plan for opportunities that will enable individuals to move from one mode of travel to another (i.e., bicycling to canoeing). Below is a list of specific uses and considerations for planning new facilities:



Pedestrian Use

There are different kinds of pedestrian activities including: jogging, walking and running. For a jogger or a runner to readily utilize a trail



Photo by: J. Wilsie

system it must be clear of obstacles, close to home, and provide adequate site distances and clearances around curves. Some runners prefer asphalt or non-paved surfaces and others prefer off-road trails that avoid

intersecting with major vehicular roadways.

A trail might appear to function in relatively the same way for people who walk for health reasons and for people walking for relaxation and enjoyment. However, it is important to program these activities differently. A fitness trail component might cater to the health minded user, while attractive plantings and pleasant views can be enjoyed by all.

Hiking is another form of pedestrian use of a trail system and the New River Valley has many excellent opportunities for this activity. Many hiking trails differ from multi-purpose trails in that they are usually not surfaced and are found in remote locations away from population centers. The purpose of hiking, in most cases, is to experience the natural environment and it is not unusual for the activity to extend over night and for many miles. It is important that day hikers are provided with convenient access to trails.



Bicycle Use

According to the Commonwealth Transportation Board Policy for Integrating Bicycle and Pedestrian Facilities there are classifications for riding levels of cyclists. Each level has different expectations of the biking experience and requires different kinds of facilities for their enjoyment and fulfillment. A sport cyclist may require long distance routes and prefer the ability to travel at high speeds. The more passive bicycle rider may enjoy slower speeds, scenic quality, and points of interest.

A variation on the recreational biking theme is mountain biking. This form of cycling involves off road travel on durable bicycles. Regular

maintenance is needed for these facilities because trail wear can be accelerated and erosion and sedimentation problems can develop.

The national forest offers mountain biking on its multipurpose trails in the region. The Forest Service stresses the importance of staying on the marked trails to minimize the environmental impact on the forest and also encourages bikers to be conscience of their potential conflict with other users, especially horseback riders. Horses may become alarmed by bicycles.

Bicycle Commuting typically involves riders in close proximity (10 miles) to the employment/population centers. Providing adequate facilities that provide safe travel for different classifications of riders can be challenging. There is a growing interest in the region to interconnect the bicycle and pedestrian system to the public transportation network in order to promote a multimodal system. With the development of more accessible facilities and the encouragement of alternative transportation, opportunities for commuting by foot or bicycle can be expanded.



Canoe Use

Canoe trails offer users a series of access sites as well as adequate support facilities between the access sites. The New River is currently the only existing designated blueway in the region, but other waterways are being considered. Support facilities along the New River Canoe Trail include campsites, rest stops, sanitation facilities, potable water and sources of information to aid in trip planning. An element of this multimodal Bikeway-Walkway-Blueway Plan is to provide secure long and short term parking for vehicles, bicyclists and trail users switching to canoeing. Such facilities will be jointly used by both New River Trail State Park and New River Canoe Trail users.



People with Disabilities

Physically challenged individuals should be of primary consideration in planning any public recreation project. It is essential not only to provide access, but make accommodations by considering design standards, minimum slopes, and proper furnishings. Providing access has been mandated by the federal government in the 1990 Americans with Disabilities Act.



Other Potential Uses

Additional uses such as roller skating, skateboarding and in-line skating, may occur on some trails. It is necessary to plan for and structure trails that can accommodate these activities in an effective manner. Where these activities are incompatible, signs should be posted to restrict activities. Another solution to discourage incompatible trail uses could involve selecting appropriate surface materials. For example; a compacted granular surface accommodates walking and cycling but causes difficulty for those with smaller wheels. Unfortunately, this strategy can hinder walking with a baby stroller or add difficulty to someone in a wheelchair. Baby strollers and bicycle trailers are additional concerns and jurisdictions should decide how to accommodate these uses. Providing adequate space and enforcing proper facility etiquette will enable a variety of uses such as roller skating, skate boarding and in-line skating, while at the same time maintaining the enjoyment and safety of others.

OBJECTIVE 2 – To coordinate a system of bikeways, walkways, blueways locally and regionally; and to maintain the continuity of the Bikeway-Walkway-Blueway system to encourage non-motorized transportation.

An assortment of facilities already exists in the region and additional planning for new facilities has been ongoing for the last 20 years. The Bikeway-Walkway-Blueway Plan for the New River Valley recommends connectivity between different localities and encourages alternative transportation development in jurisdictions that do not presently have formal plans.



Photo by: Virginia Tech

One of the most formidable challenges in the region is developing long-term maintenance plans for facilities. Transportation maintenance funds continue to deplete and traditional volunteer organizations age without dedicated successors. Seasonal alternative uses could be integrated into the design of facilities to regulate activities for each season. By changing the use for each season, the labor intensive maintenance could be reduced along recreational corridors to once or twice a year. For example, when a trail becomes snow covered; one jurisdiction may want the snow cleared from the facility to allow cyclists and pedestrian's access; while another may want to permit cross-country skiing.

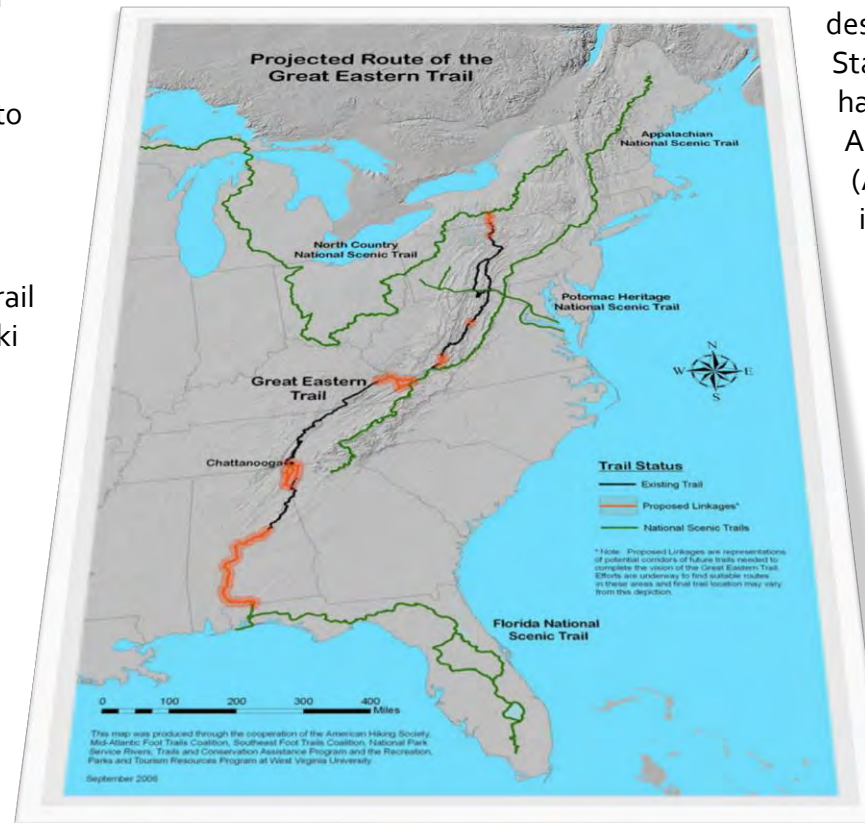
The towns of Blacksburg and Christiansburg, counties of Montgomery and Pulaski and the City of Radford have current plans for bikeway and walkway development. Other towns and counties within the region that have not articulated alternative transportation in their comprehensive plans, share the aspirations of those jurisdictions with existing facilities. For example the Trails in Floyd program collaborated with the Virginia Tech Community Design Assistance Center to create a trails corridor plan, for Floyd County and the Town of Floyd.

This plan also supports connections to neighboring regions. The New River Trail State Park begins in the Town of Pulaski and extends to Galax, Virginia. In May 2000, the Department of Conservation and Recreation and the U.S. Forest Service agreed to connect the New River Trail to the Virginia Highlands Horse Trail and the Virginia Creeper Trails. Once complete, this will result in a 160-mile, multi-use trail from Abingdon to Pulaski.

The Great Eastern Trail (GET) is an 1800 mile, volunteer constructed, long-distance trail from Alabama to New York. Currently, the GET extends into Giles County with 28 miles of completed trails, and over 250 total miles of additional trail planned through Virginia. This part of the project would most likely connect the New River Valley sections of the Appalachian Trail

with a spur from Bluestone Park, West Virginia. The Community Design Assistance Center at Virginia Tech is assisting the GET Association to map potential routes between gaps of existing trails.

As mentioned previously, the New River Valley is fortunate to have Bike Route 76 – one of only two officially designated bicycle routes in the United States. The Adventure Cycling Association has partnered with the American Association of State Highway Officials (AASHTO) to develop a broader plan that is intended to connect America through a network of numbered bicycle routes. The vision for the plan is to connect people, communities and the Nation with a designated bicycle route system. 50-mile wide corridors have been identified across the United States for the purpose of expanding the system.



The New River Trail, Bike Route 76 and Great Eastern Trail are examples of facilities spanning two or more regions, intended to enable users to travel great distances and promote the continuity of alternative use systems. Other inter-regional connections are possible with major points of interest in

southwest Virginia. Potential links include Smith Mountain Lake, the Roanoke River Greenway, and the Blue Ridge Parkway.

OBJECTIVE 3 – To identify and determine the appropriate type of facility, and coordinate Bikeway-Walkway-Blueway development with future and imminent Virginia Department of Transportation projects.

Improving communication between local and state agencies is the first step towards eliminating project redundancies. Costs are significantly lower when linear construction of a roadway, bike lane or trail can occur simultaneously within the same right-of-way. Savings occur due to efficiency in the mobilization of a construction crew, accessibility for machinery and materials, and bulk purchases of construction materials. Costs are also reduced when acquisition of land can be minimized. Furthermore, as studies for transportation improvements are conducted, each mode should be analyzed for inclusion within the project area.

The Virginia Department of Transportation (VDOT) Policy for Integration of Bicycle and Pedestrian Accommodations identifies bicycling and walking as fundamental travel modes that are an integral part of an efficient transportation network. The strategic approach for this Policy is to consistently incorporate the consideration and provision of bicycling and walking accommodations into the decision-making process for Virginia’s transportation network.

Virginia highway construction funds can be used to build bicycle and pedestrian accommodations either concurrently with highway construction projects or as independent transportation projects. VDOT is to initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking. Factors that support the need to provide such accommodations include, but are not limited to the following:

1. Project is identified in an adopted transportation or related plan.
2. Project accommodates existing and future bicycle and pedestrian use.
3. Project improves or maintains safety for all users.
4. Project provides a connection to public transportation services and facilities.
5. Project serves areas or population groups with limited transportation options.
6. Project provides a connection to bicycling and walking trip generators such as employment, education, retail, recreation, and residential centers and public facilities.
7. Project is identified in a Safe Routes to School program or provides a connection to a school.
8. Project provides a regional connection or is of regional or state significance.



Photo by: J. Blackburn

New River Valley
Bikeway, Walkway, Blueway Plan

9. Project provides a link to other bicycle and pedestrian accommodations.
10. Project provides a connection to traverse natural or man-made barriers.
11. Project provides a tourism or economic development opportunity.

General exceptions to provide accommodations include one or more of the following conditions:

1. Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations.
2. Environmental or social impacts outweigh the need for these accommodations.
3. Safety would be compromised.
4. 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.
5. Purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g. projects for the Rural Rustic Road Program).
6. Bicycle and pedestrian travel is prohibited by state or federal laws.

The Policy directs those involved in the planning, funding, design, construction, operation, and maintenance of the state's highways as the responsible parties for applying the guidance set forth. VDOT

will work with localities to select and design accommodations based on local needs. VDOT will also maintain bicycle and pedestrian accommodations as necessary to keep them usable and accessible in accordance with state and federal laws and VDOT's asset management policy. VDOT will also maintain sidewalks or shared use paths built within department right-of-way, built to department standards, and accepted for maintenance with the exception of snow and ice removal.



Alternatively, VDOT provides funding for pedestrian and bicycle facilities under Federal Surface Transportation legislation. This legislation currently allocates federal money (no less than 10% of total) that can be used for transportation enhancements. The Virginia Department of Transportation is annually receptive to proposals that include one or more of the following core transportation functions (Transportation Enhancement Program):

1. Pedestrian and Bicycle Facilities
2. Pedestrian and Bicycle Safety and Education
3. Landscaping and Scenic Beautification along Transportation Corridors (including streetscape improvements)

4. Preservation of Abandoned Railway Corridors and Conversion to Trails (traditional rails-to-trails and rails-with-trails projects)
5. Rehabilitation of Historic Transportation Buildings, Structures of Facilities
6. Acquisition of Scenic or Historic Easements and Sites

The criteria above were established in 2009 and the list of eligible activities varies depending on each state. Other funds for bicycle and pedestrian improvements are also available, such as: FTA 5307 funds, Safe Routes to School funds and the National Recreational Trails Fund. For a complete list of all FHWA and FTA programs visit: <http://www.fhwa.dot.gov/hep/bkepedtble.htm>. Grants are also available through many state agencies, private organizations and industries.

VDOT provides planning, engineering, construction, and funding guidance intended to provide communities with resources to determine appropriate bicycle and pedestrian facilities.

OBJECTIVE 4 – To showcase and focus on the natural and cultural amenities of the New River Valley when proposing bike routes and walking trails, in order to maximize trail effectiveness and increase tourism within the region.

Cultural and natural amenities are abundant in the New River Valley and can serve to advance bikeway, walkway and blueway development. Cultural and historical points of interest have the ability to complement alternative transportation systems. Local communities are encouraged to prioritize projects that showcase natural and cultural amenities of the region. Furthermore, selecting

a “theme project” to concentrate funding and planning resources could accelerate the process.

This plan can assist community leaders in the ongoing efforts to promote tourism in the Valley by establishing the region as a destination for nature enthusiasts. Encouraging people to experience the Appalachian culture and the natural and historic features can be successfully accomplished by enticing visitors to see the region on foot or bicycle, or in a canoe. Serious cyclists and hikers that come to the New River Valley, via existing cross country routes and inter-regional trails, should find our system to be a welcoming and inviting alternate route or side trip.

Communities in the New River Valley, such as the towns of Pearisburg and Floyd, have inventories of historic resources. Self-guided walking tour maps highlighting historic buildings, locations of significant events and local craftsmanship are distributed to visitors by local businesses.

Downtown walking tours can also be adapted for bicycle riders, and the historic elements within each small town should be easily identified. Directional information should be provided when convenient connections do not exist.



Photo by: E. Sharp

Many natural and scenic sites exist throughout the New River Valley, spanning from the Jefferson National Forest to the Blue Ridge Parkway. Running north through the center of the region, the New River, one of the oldest rivers in the world, provides the setting for many excellent opportunities in the natural environment.

OBJECTIVE 5 – To promote the health, safety, welfare and improve the quality of life within the region.

This Plan encourages the development of educational programs for the variety of multi-use transportation system users including: bicyclists, pedestrians and vehicle operators. This objective could be complemented by providing facilities for alternative modes of transportation (also known as active modes) and increasing the connectivity of existing facilities.

According to a study performed by CDC in 2008 roughly 25% of the population in the region is currently obese. This plan encourages the development of facilities that connect residential communities to local trail networks, public transportation systems, schools, and commercial centers. Providing a safe, accessible, and attractive network will invite local residents and visitors to utilize the system for the benefit of health and welfare.



Photo by: Radford University

Minimizing the risk of injury is the first step to maintaining a quality active transportation network. Rules and regulations to guide

etiquette for users should be posted in highly visible areas at trailheads. Graphic symbols and/or universal pictographs could be valuable to maintain consistency with other facilities.



Educational programs should be sponsored in part by schools, local recreation departments, citizen advocacy groups, and in coordination with the Virginia Department of Motor Vehicles. Information seminars could further the cause of safety when using the trails and roadways that make up the system. Public awareness can help extend driving courtesies to multimodal users that share the roads with cars and trucks.

The Bikeway-Walkway-Blueway Advisory Committee could respond to health, safety, and welfare issues through the appointment of a safety coordinator. A safety coordinator could develop a maintenance and inspection program and solicit feedback from user response forms to evaluate existing facilities.

Security along secluded, off-road trails may be an issue of concern. Patrolling the trails could be a necessary part of operation to deter inappropriate uses along the facility. He/She would be knowledgeable in first aid administration, perform trail maintenance review, and provide users with information. A trail patrol could be a volunteer who rides a bicycle or an employee of the jurisdiction in which the trail is located in. This patrol would carry a two-way radio

to communicate with local law enforcement and emergency personnel. Utilizing local law enforcement bike patrol officers is recommended if available.

Emergency plans should be set up in advance, identifying access points to trails and enabling emergency personnel to respond as quickly and effectively as possible to any incidents. Barriers should be removable at specific locations and corridors should adequately accommodate emergency vehicles.

Many of the inherent risks of bicycle or pedestrian uses along trails and roads can be avoided if upkeep and maintenance are a part of the corridor plan. This would include cleaning and clearing after storms, pickup of trash, removal of graffiti and vandalism, and repair/replace furnishings when necessary. Pavement markings should be repainted when they fade. Cracks in the pavement or severe erosion of trails and roads should be attended to immediately. Vegetation should be trimmed, allowing for adequate clearances and site distances. Paying special attention to these components will keep facilities safe and accessible for all users.

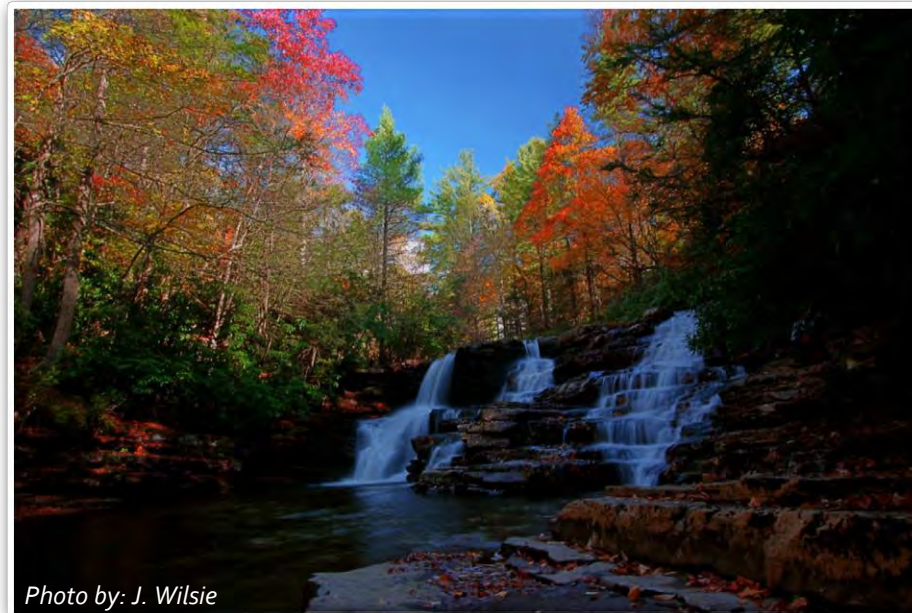


Photo by: J. Wilsie

OBJECTIVE 6 – To facilitate the use of recycled materials in the construction of bikeways, walkways, and blueways.

There are many innovative applications for various recycled materials highlighted in this plan that can be used in the design and construction of trails. Many types of aggregates can be used in the place of traditional materials such as: scrap rubber, glass, plastics, and recycled metals can be mixed in with traditional asphalt or concrete.

Among the aggregates listed, scrap rubber is available as a building material for constructing pavements. Techniques include mixing scrap tire chips (3/8" nominal) with the normal aggregate, or mixing powdered rubber with the asphalt cement to produce a durable long wearing surface, or laying an insulating base of tire chips (3" nominal) beneath a gravel surfaced roadbed.

The use of scrap rubber's suitable construction materials would help reduce the more than 300-million discarded tires that are generated across the country each year. Several localities in the New River Valley currently have a contract with a commercial tire shredding operation that reduces scrap tires to a usable tire chip. The resulting material is suitable for use in some engineered applications, such as subgrade fill.

Furthermore, the addition of rubber to a surface pavement mix allows the asphalt to be more porous without requiring the use of more expensive synthetic materials. The city of Chicago, Illinois has used this method extensively in its "Green Alley" program, utilizing the material in alleyways. The application allows water to seep

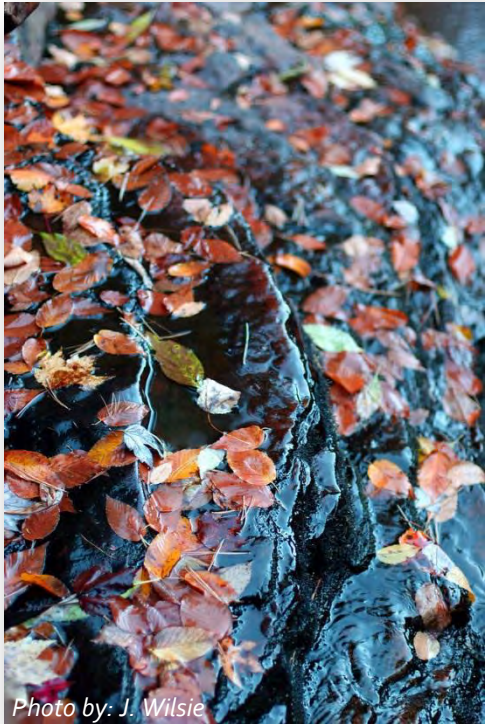


Photo by: J. Wilsie

through the pavement surface into the ground beneath. This approach could be applied to new roads and trails in the New River Valley to help reduce the impact of traditional construction.

Several European countries, including Sweden, Germany, Denmark, and the Netherlands, have also developed methods for incorporating recyclable materials into new pavement construction. These materials include: industrial waste from blast furnaces, steel slag and coal ash, as well as reclaiming old concrete and asphalt

pavement for reuse. These countries have achieved very high percentages of recyclable materials used in new road construction. Many of the materials listed are simply by-products of everyday industrial operations.

In addition, several states (Minnesota, Pennsylvania and Maryland) have mixed crushed glass with asphalt. Up to 10% by volume of crushed recycled glass, or "cullet" up to about 3/8" in size may be mixed with asphalt. Many have found that this "glassphalt" is more durable than standard asphalt, largely outlasting similarly-traveled traditionally paved roadways.

Recycled plastic lumber would be effective in wetland, marshy or boggy areas to create long term, durable raised trails. This application would be impervious to water and environmentally and structurally superior to treated lumber. Submerged plastic lumber has been estimated to last at least 60 years in a coastal environment.

Other recycled materials such as plastic, rubber, and aluminum – may be used in signage, fencing, railing, trash collectors, benches and bollards. Each of the materials discussed in this section are intended to encourage project planners, engineers, and contractors to think outside of the box for new facility development.



Photo by: Virginia Tech

OBJECTIVE 7 – To increase the mobility of New River Valley residents by adding multimodal options to existing transportation networks with more connections to public transit that ultimately link communities where people live, work, attend school and recreate.

To increase the mobility for the variety of potential user groups in the region, improvements to each mode should be considered concurrently with all other modes. Creating stronger links between non-motorized transportation, commuter programs and public transportation systems could be a starting point to reduce automobile dependency and transportation costs for families in the New River Valley.

The integration of systems could be achieved by creating Multimodal Transportation Hubs that provide adequate vehicle parking, bicycle storage and transit transfer locations. Furthermore, providing connections to the local bicycle and pedestrian system of trails, sidewalks, and shared road facilities could promote the use of public transportation. Potential locations for the development of these Hubs could be existing park and ride lots. Park and ride lots are located throughout the region and most have been integrated into carpooling programs such as Ride Solutions (for more information visit: <http://www.ridesolutions.org/register/index.asp>). By utilizing existing locations familiar with residents in the region, improvements will directly impact interested user groups and programs.



Photo by: E. Sharp

In 2010, the New River Valley was awarded a Sustainable Communities Grant to develop local and regional plans that will identify locations for potential Community Hubs. Community Hubs will be designed around existing communities and centralize transportation, utilities, local markets, employment centers, and housing options.

An integral component for expanding transportation options is the development of public transportation. Current service providers include Blacksburg Transit, Pulaski Area Transit, Community Transit, and the SmartWay.

Currently, transit services are provided in the towns of Blacksburg, Christiansburg, Pulaski and Dublin. Recently, the Department of Rail and Public Transportation completed a study to determine the need for transit in Radford. 88% of survey respondents indicated there was a need for service. In addition, the 2035 Virginia

Surface Transportation Plan identifies Giles and Floyd Counties as communities that have characteristics to sustain public transportation. As the interest for developing alternative solutions continues to increase, opportunities will become available to expand transit, commuter programs and bicycle and pedestrian systems.

The 2011 Bikeway-Walkway-Blueway Plan encourages the development of alternative transportation facilities that are tailored to the demand of each community. Providing transportation options in the New River Valley is a regional vision.

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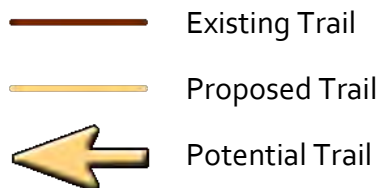
2011 General Mapping Information

2011 General Mapping Information

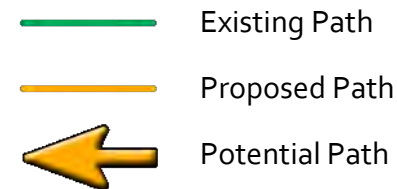
Welcome to the mapping and table's portion of the New River Valley Regional Bikeway, Walkway, Blueway Plan. Please note that all of the materials are intended to be used for planning purposes only. Each respective jurisdiction has reviewed the corresponding sections of the plan. The goal is to create a comprehensive plan for the region that can assist the planning of multi-jurisdictional connections, establish common goals and priorities, serve as a resource for other local or statewide planning, and create materials that can be used to pursue funding.

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

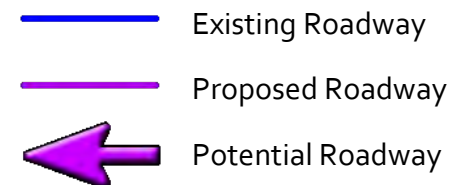
1. **Hiking and Mountain Biking Trails:** Combines facilities that are predominately used for recreation and tourism. Typically located in National Forest, conservancy and wooded areas – there are numerous areas for hiking, mountain biking, and horseback riding in the region. These facilities are shown on the map as:



2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. Typically located within suburban and urban areas, there are a few facilities in the region that accommodate walking, jogging, bicycling, rollerblading, and other uses dependent on compact surface – wide pathways. Often, the facilities are constructed to meet ADA accessibility standards, providing a resource for the disabled community as well. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. Typically these facilities are used for canoeing, kayaking, or floating along designated water routes. These facilities are shown on the map as:

- ● ● Proposed Blueway
- ● ● Existing Blueway

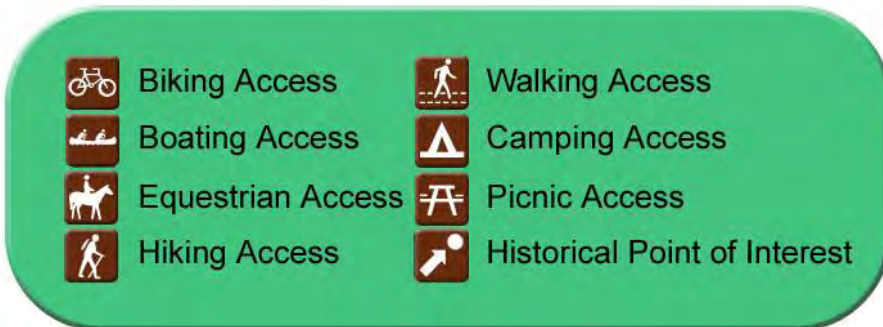
The illustrations generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category; labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system’s legend and school’s legend. Trail labels indicate existing (●) and proposed (■) facilities.

The tables provide additional information for each existing and proposed facility. A grid borders each of the maps and aligns with the information provided in the tables. The tables also provide a map key, location description, access point latitude and longitude, length, difficulty, ADA accessibility, slope ratings, and traffic volumes.

The information within this plan will be amended annually online, and updated every five years under the direction of the Regional Bikeway-Walkway Committee.



Radford Area Plan

2011 Plan Objectives

The City of Radford is nestled in the heart of the Blue Ridge Mountains along the New River. The city is also home to Radford University, which provides educational opportunities for more than 9,000 students from across the country and around the world. The gateways to both the city and university provide inspiration to the surrounding community – from the manicured vegetation, to the

steady roll of the New River, to the aesthetically pleasing architecture. The area features the Radford Riverway trail, Radford Mountain Bike Park, 4 miles of US Bike Route 76 and numerous intercity hiking and birding trails.

In 2007 the City of Radford teamed with the Virginia Tech Community Design Assistance Center (CDAC) to develop a Pathways Master Plan. In addition to bicycle and pedestrian improvements, the plan identified historic and cultural landmarks and institutional facilities.



Photo by: Radford Univ.



Photo by: E. Sharp

Hierarchical priorities for the Radford area include:

1. Bisset Park trail extension into west Radford
2. Park Road – 2nd Avenue Connector
3. Tyler Avenue – East Main Street Connector
4. Radford Riverway extension to abandoned rail trestle
5. Achieve official designation as a “Bicycle Friendly Community.”
 - a. Improve streets and intersections to be more bicycle and pedestrian friendly.

Mapping Assistant

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

1. **Hiking and Mountain Biking Trails:** Combines natural surfaced facilities that are predominately used for recreation and tourism. These facilities are shown on the map as:



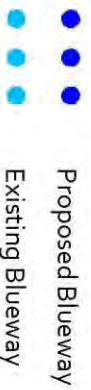
2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. These facilities are shown on the map as:



The illustrations are intended to generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category, labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system's legend and school's legend. Trail labels indicate existing (●) and proposed (□) facilities.

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City of Radford, VA



Legend

- Biking Access
- Walking Access
- Hiking Access
- Boating Access
- Picnic Areas
- Existing Trail
- Proposed Trail
- Hospital
- Existing School
- Existing Blueway
- Existing Mountain Biking/Hiking Trail
- Existing Bike Lane/SHARROW
- Existing Multipurpose Trail
- Potential/Proposed Multipurpose Trail
- Potential/Proposed Bike Lane/SHARROW
- Interstate Highway
- Primary Roadway
- Secondary Roadway
- Hydrography
- Municipal Boundary
- Park and Ride Lot

Elevation (ft)

- High : 2349
- Low : 1699

Radford Trails System

Existing Trails

- 1 The Riverway Trail
- 2 Bisset Park Trail
- 3 Radford University Multipurpose
- 4 Wildwood Park Trails

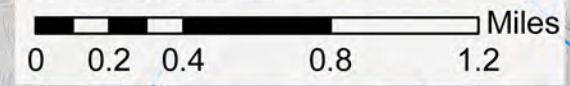
Proposed Trails

- 1 Riverway Extension
- 2 Bisset Park Extension
- 3 New River Trail Extension
- 4 Riverview Park Connector
- 5 Park Rd - Tyler Ave Connector
- 6 Tyler Ave - E Main St Connector
- 7 Main St - 7th St Connector
- 8 Park Rd - 2nd Ave Connector
- 9 Park Rd Multipurpose Trail
- 10 Wadsworth St - State St Connector
- 11 17th St - Williams Ave Connector
- 12 Main St - Wild Partridge Ln Connector
- 13 Rock Road Connector
- 14 High Meadows Connector

Radford City Schools

- 1 Radford High/Dalton Intermediate
- 2 Belle Heth Elementary
- 3 McHarg Elementary
- 4 Riverlawn Elementary

Logo Descriptions



This map was prepared by the New River Valley Planning District Commission in 2011. Data was collected and compiled from various sources to develop this plan: VGIN, USGS, USDA, DCR, and City of Radford GIS data. Images, Logos, and provided information is for planning purposes only and may not be used without written permission.



City of Radford, Existing											
General					Access Point		Profile				
Facility Type	Name/Route	Location	Grid Location	Map Key, Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg.)
Mountain Biking or Hiking	Wildwood Hiking Trail 1	Radford	H8	Wildwood Park	37° 8' 16.1" N	80° 34' 6.3" W	0.57	Beginner	No	0.5/22.4/10.3	N/A
	Wildwood Hiking Trail 2	Radford	H7	Wildwood Park	37° 8' 11.9" N	80° 33' 59.5" W	0.23	Beginner	No	4/21/9.1	N/A
<i>Summary</i>							0.80	Intermediate	No	1.3/9.6/5.1	N/A
Multipurpose	The Riverway Trail	Radford	M6	1; Bisset Park - RU	37° 8' 11.3" N	80° 32' 7.4" W	2.59	Beginner	Yes	0.2/25.5/8.1	N/A
	Bissett Park Trail	Radford	G6	2; Bissett Park	37° 8' 22.4" N	80° 34' 8.6" W	1.69	Beginner	Yes	0.2/9.3/1.8	N/A
	Wildwood Park Multipurpose	Radford	H7	4; Wildwood Park	37° 8' 16.8" N	80° 34' 5.3" W	2.18	Beginner	Yes	0.3/3.3/1.5	N/A
	Radford University Trails	Radford	K7	3; Radford University	37° 8' 15" N	80° 33' 2.6" W	6.65	Beginner	Yes	0/8.5/1.4	N/A
<i>Summary</i>							2.59	Beginner	Yes	0.2/11.6/3.2	N/A
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Rock Rd	Radford	E15-N12		37° 7' 8.4" N	80° 31' 56.1" W	3.10	Advanced	No	0/21.3/3.6	3000
	E Main St	Radford	G7-L7		37° 8' 16.6" N	80° 34' 6.7" W	0.57	Advanced	No	0/21.3/3.6	13500
	Second St	Radford	G8		37° 8' 5.7" N	80° 34' 18.1" W	0.43	Advanced	No	0.2/9.6/4.5	N/A
	Memorial Bridge (Rt 11)	Radford	G7-F6		37° 8' 13" N	80° 34' 19.7" W	0.34	Advanced	No	0/9.9/2.2	23000
	Dalton Dr	Radford	G8-H7		37° 8' 16.3" N	80° 34' 6.7" W	0.30	Advanced	No	3.1/7.2/4.8	N/A
	Second Ave	Radford	J9-J8		37° 7' 49.3" N	80° 33' 26.8" W	0.16	Advanced	No	0.2/9.6/4.5	5000
	Tyler Ave.	Radford	K8-K6		37° 8' 16.3" N	80° 32' 45.3" W	0.60	Intermediate	No	0.4/8.5/2	11000
Jefferson St	Radford	K8-L7		37° 8' 16.3" N	80° 32' 45.3" W	0.43	Advanced	No	0.4/8.5/2	8500	
<i>Summary</i>							5.93	Advanced	No	0.4/15.1/3.6	10667
Waterway	New River Blueway	Pulaski Co.	E19	Claytor Dam - River Rd Access	37° 5' 19.6" N	80° 34' 45" W	1.52	Intermediate	No	N/A	N/A
		Radford	D15	River Rd Access - Bissett Park	37° 6' 26.7" N	80° 35' 30.9" W	3.57	Intermediate	No	N/A	N/A
		Radford	I5	Bissett Park - Bissett Park	37° 8' 36.7" N	80° 33' 43.9" W	0.89	Intermediate	No	N/A	N/A
		Pulaski Co.	L6	Bissett Park - Rt 114 Access	37° 8' 42.5" N	80° 32' 51.9" W	4.32	Intermediate	No	N/A	N/A
<i>Summary</i>							1.52	Intermediate	No	N/A	N/A

City of Radford, Proposed

General					Access Point			Profile			
Facility Type	Name/Route	Location	Grid Location	Map Key, Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg.)
Mountain Biking or Hiking	N/A										
<i>Summary</i>							N/A	N/A	N/A	N/A	N/A
Multipurpose	Riverway Extension	Radford	N8	1, Dedmon Center to Main St	37° 8' 11.2" N	80° 32' 7.4" W	0.70	Beginner	Yes	0.2/20/5.5	N/A
	Main St - Seventh Street Connector	Radford	F10	7	37° 7' 29.1" N	80° 34' 36.4" W	0.45	Beginner	Yes	0.2/11.4/5.5	N/A
	Park Rd Multipurpose Trail	Radford	J11	9	37° 7' 45.6" N	80° 33' 37.4" W	1.01	Beginner	Yes	0/9.8/2.7	N/A
	Wadsworth St - State St Connector	Radford	G10	10	37° 7' 29.3" N	80° 34' 0.4" W	0.21	Beginner	Yes	1.1/9.7/4.6	N/A
	Rock Road Connector	Radford	H14	13	37° 6' 57.3" N	80° 33' 47.4" W	0.94	Beginner	Yes	0.3/25.8/8.4	N/A
	Seventeenth St - Williams Ave Connector	Radford	H11	11	37° 7' 19.9" N	80° 33' 56.7" W	0.23	Beginner	Yes	0.1/5.5/1.7	N/A
	Main St - Wild Partridge Connector	Radford	F17	12	37° 5' 43.6" N	80° 34' 45.2" W	0.90	Beginner	Yes	2.2/14.7/8.6	N/A
	Bissett Park Extension	Radford	C11	2, Parallel River West of Rout	37° 7' 58.4" N	80° 34' 58.8" W	3.78	Beginner	Yes	0/8.9/2	N/A
	New River Trail Extension	Radford	H7	3, Riverway - Pulaski County	37° 8' 18" N	80° 34' 24.5" W	2.87	Beginner	Yes	0/10.9/2.7	N/A
	Riverview Park Connector	Radford	C14	4	37° 7' 2.3" N	80° 35' 30.8" W	2.13	Beginner	Yes	0/15.8/1.9	N/A
High Meadows Connector	Radford	R6	14	37° 7' 58.6" N	80° 31' 24.8" W	1.60	Beginner	Yes	0/13/5.5	N/A	
Wildwood Park - Second Ave Connector	Radford	I8	8	37° 7' 59.5" N	80° 33' 53.5" W	0.55	Beginner	Yes	1.6/16.5/9.4	N/A	
<i>Summary</i>							3.32	Beginner	Yes	0.5/23.5/4.8	N/A
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Park Road - Tyler Road Connector	Radford	L10	5	37° 7' 17.7" N	80° 33' 13.9" W	0.74	Advanced	No	0.1/15.2/4.5	7500
	Tyler Rd - Radford Road Connector	Radford	O10	6	37° 7' 24.7" N	80° 32' 10.9" W	0.90	Advanced	No	0.2/14.8/5.4	15000
	Rt 11 Potential Connector	Radford	O9		37° 7' 57.2" N	80° 31' 30.2" W	0.83	Advanced	No	0.6/12.1/5.7	18000
	Main St	Radford	N8		37° 7' 51.1" N	80° 30' 52.2" W	2.02	Advanced	No	0/15/3.7	13500
	Grove Ave	Radford	J6		37° 8' 23.8" N	80° 33' 11.4" W	0.27	Advanced	No	0/5.2/1.9	2300
	Third Ave	Radford	J7		37° 8' 27.3" N	80° 33' 28.8" W	0.34	Advanced	No	0/5.7/2	1200
	First Ave	Radford	J7		37° 8' 23.5" N	80° 33' 18.8" W	0.22	Advanced	No	0.4/1.8/0.9	N/A
	Second St	Radford	E9		37° 7' 30.9" N	80° 35' 9.8" W	0.33	Advanced	No	0.5/10.4/3	N/A
	Miller St	Radford	J9		37° 7' 51.2" N	80° 33' 24.1" W	0.09	Advanced	No	3.8/8.2/5.6	N/A
	Sanford St	Radford	J9		37° 7' 49.1" N	80° 33' 19.1" W	0.14	Advanced	No	0.7/13.6/4.4	N/A
	Burlington St	Radford	M8		37° 8' 1.3" N	80° 32' 33.7" W	0.21	Advanced	No	0.5/2.9/1.6	N/A
	Whitehall St	Radford	M8		37° 8' 4.7" N	80° 32' 21.5" W	0.14	Advanced	No	0.8/4.4/2.1	N/A
	Davis St	Radford	L8		37° 7' 55.9" N	80° 32' 38.5" W	0.31	Advanced	No	0.2/5.6/2.3	N/A
	Calhoun St	Radford	L8		37° 7' 56.4" N	80° 32' 32.4" W	0.11	Advanced	No	1.4/6.3/3.5	N/A
	Noblin St	Radford	J8		37° 7' 50.9" N	80° 33' 6.8" W	0.25	Advanced	No	0/7.2/2.5	N/A
	Second Ave	Radford	I9		37° 7' 45.2" N	80° 33' 42.5" W	0.55	Advanced	No	0.6/7.8/3.1	5000
	Park Rd	Radford	I9		37° 7' 5.9" N	80° 32' 56.9" W	1.31	Advanced	No	0.4/11.3/3.9	1800
	Chesnut Rd	Radford	H6		37° 8' 30" N	80° 33' 51.1" W	0.07	Advanced	No	1.6/8.5/4.5	N/A
	Scott St	Radford	H9		37° 7' 52.1" N	80° 33' 58.7" W	0.05	Advanced	No	2.9/7.5/4.9	3300
	Fairfax St	Radford	J7		37° 8' 12.4" N	80° 33' 11.1" W	0.26	Advanced	No	0/5.5/1.5	N/A
	Harrison St	Radford	J6		37° 8' 31.7" N	80° 33' 32.6" W	0.09	Advanced	No	0.3/3.3/0.9	N/A
	Lawrence St	Radford	J7		37° 8' 5.8" N	80° 33' 9.7" W	0.28	Advanced	No	0.3/3.2/1.5	N/A
	West St	Radford	I6		37° 8' 31.7" N	80° 33' 32.6" W	0.30	Advanced	No	0/6.5/2.1	N/A
	Walker St	Radford	G8		37° 8' 3.5" N	80° 34' 16.3" W	0.58	Advanced	No	0/6/1.2	4300
	Seventh St	Radford	E12		37° 7' 10.6" N	80° 34' 55.6" W	0.37	Advanced	No	0.2/9.1/2.2	1200
	Pendleton St	Radford	D11		37° 7' 16.5" N	80° 35' 23" W	0.52	Advanced	No	0.1/6.4/2.1	780
	Third St	Radford	E10		37° 7' 48.9" N	80° 34' 36.9" W	0.14	Advanced	No	0.2/4.7/2	N/A
	Main St	Radford	E9		37° 5' 36.6" N	80° 34' 41.9" W	5.25	Advanced	No	0/15/3.7	N/A
	Wadsworth St	Radford	F8		37° 7' 23.9" N	80° 34' 10.3" W	1.39	Advanced	No	0/6.8/1.8	5300
	Preston St	Radford	E10		37° 7' 11.2" N	80° 34' 28.5" W	0.83	Advanced	No	0/4.3/1	1200
	Fourth St	Radford	G8		37° 7' 59" N	80° 34' 12.5" W	0.17	Advanced	No	0.1/1.3/0.5	N/A
	Roberson St	Radford	F9		37° 7' 44.2" N	80° 34' 44.2" W	0.65	Advanced	No	0.1/7.1/1.4	N/A
Eighth St	Radford	F10		37° 7' 48.7" N	80° 33' 57.4" W	1.13	Advanced	No	0/8.7/1.7	1500	
Third St	Radford	E10		37° 7' 33.9" N	80° 34' 58.7" W	0.14	Advanced	No	0.2/4.7/2	N/A	
Bolling St	Radford	D10		37° 7' 33.3" N	80° 35' 13.6" W	0.15	Advanced	No	0.2/3/1.6	N/A	
Harvey St	Radford	G9		37° 8' 3.2" N	80° 34' 29.9" W	0.52	Advanced	No	0/6.2/1.7	N/A	

Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Twelfth St	Radford	G11		37° 7' 18.1" N	80° 34' 16.3" W	0.23	Advanced	No	0/3.2/1.1	N/A
	Custis St	Radford	E12		37° 6' 56.3" N	80° 34' 56.5" W	0.43	Advanced	No	0.4/2.9/1	N/A
	Tenth St	Radford	G10		37° 6' 59.1" N	80° 34' 39.3" W	0.71	Advanced	No	0.1/12.4/1.9	N/A
	Staples St	Radford	G12		37° 7' 14.9" N	80° 34' 21.2" W	0.54	Advanced	No	0/3.4/1.4	N/A
	Cowan St	Radford	D14		37° 6' 33.7" N	80° 35' 25.5" W	0.08	Advanced	No	1.2/4/2.2	N/A
	Forest Ave	Radford	E13		37° 6' 43.3" N	80° 35' 25.8" W	1.29	Advanced	No	0.1/11.6/2.3	750
	Second St	Radford	D13		37° 6' 46.7" N	80° 35' 22.1" W	0.83	Advanced	No	0.5/10.4/3	N/A
	Wild Partridge Ln	Radford	G16		37° 6' 8.3" N	80° 34' 2.1" W	0.16	Advanced	No	0.1/6.4/2.9	N/A
	Charmont Dr	Radford	H16		37° 6' 16" N	80° 33' 43.8" W	0.34	Advanced	No	3/9.5/5.8	N/A
	State St	Radford	H10		37° 7' 29.2" N	80° 34' 1" W	0.18	Advanced	No	1/3.6/1.9	N/A
	Round Hill Dr	Radford	I11		37° 7' 22.1" N	80° 33' 41.8" W	0.35	Advanced	No	0.7/6.7/3.2	N/A
	Crestview Dr	Radford	I11		37° 7' 25.4" N	80° 33' 45.6" W	0.08	Advanced	No	0.4/11/4	N/A
	Seventeenth St	Radford	H12		37° 7' 10.3" N	80° 33' 47.7" W	0.11	Advanced	No	0/0.9/0.6	N/A
	Williams Ave	Radford	H11		37° 7' 25.4" N	80° 33' 45.6" W	0.32	Advanced	No	0.2/5.3/1.8	N/A
	Hammett Ave	Radford	K8		37° 7' 58.1" N	80° 33' 2.1" W	0.16	Advanced	No	0.4/6.2/2.3	3100
	Tyler Ave	Radford	M10		37° 7' 8.6" N	80° 31' 55.3" W	2.84	Advanced	No	0.1/15.7/3.9	11000
	Calhoun St	Radford	L8		37° 7' 56" N	80° 32' 44.7" W	0.23	Advanced	No	1.4/6.3/3.5	N/A
	Clement St	Radford	L8		37° 7' 58.1" N	80° 32' 25" W	0.45	Advanced	No	0.1/6.1/2	N/A
	Downey St	Radford	L7		37° 8' 4.2" N	80° 32' 31.4" W	0.30	Advanced	No	0.6/8.5/2.4	N/A
	Fairfax St	Radford	J7		37° 7' 56.4" N	80° 32' 32.4" W	0.39	Advanced	No	0/5.5/1.5	N/A
Wilson St	Radford	L8		37° 8' 1" N	80° 32' 39.9" W	0.12	Advanced	No	0.5/5.6/2.5	N/A	
Jeffries Dr	Radford	E14		37° 6' 24.9" N	80° 35' 3" W	0.41	Advanced	No	1.5/13/7	N/A	
<i>Summary</i>							31.47	Advanced	No	0.5/7.3/2.6	5249
Waterway	Little River Access	Montgomery Co.	NA	Off State Route 605	37° 04' 40" N	80° 34' 20.81" W	23.1	Intermediate	Yes	N/A	N/A
<i>Summary</i>							N/A	N/A	N/A	N/A	N/A

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Floyd Area Plan

2011 Plan Objectives

Floyd is nestled in the Blue Ridge Mountains, and serves as an epicenter of cultural and natural resources. In the spring time, chestnut trees bloom and create a rolling sea of white along the mountain tops and valley bottoms – bringing alive the sounds and colors of a rural life removed from the rush of urbanity. Floyd County is also home to roughly 40 miles of the most beautiful and photographed portions of the Blue Ridge Parkway. Other

attractions include the Mabry Mill, Crooked Road Music Trail, Artisan Trail, the Jacksonville Center, and the Friday Night Jamboree.

In 2006, the Trails in Floyd Advocacy group teamed with the Virginia Tech Community Design Assistance Center (CDAC) to develop a conceptual trail comprehensive plan. The plan identified trail corridors for outdoor recreation throughout Floyd County. The vision of the plan was to create a trail system that would create opportunities to safely hike, walk, bike, and ride horseback within the Floyd area.



Photo by: MLNA



Photo by: L. Martin

Hierarchical priorities for the Floyd area include:

1. Connecting the Town of Floyd to the Parkway
 - a. Potential Improvements along Route 8
2. Developing Multipurpose Trails
 - a. Floyd Heritage Pathways
 - b. County Recreation Park Loop
 - c. Phlegar House Trail
3. Connecting Points of Interest
 - a. Mabry Mill to Buffalo Mountain

Mapping Assistant

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

1. **Hiking and Mountain Biking Trails:** Combines natural surfaced facilities that are predominately used for recreation and tourism. These facilities are shown on the map as:



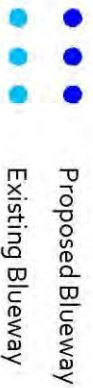
2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. These facilities are shown on the map as:



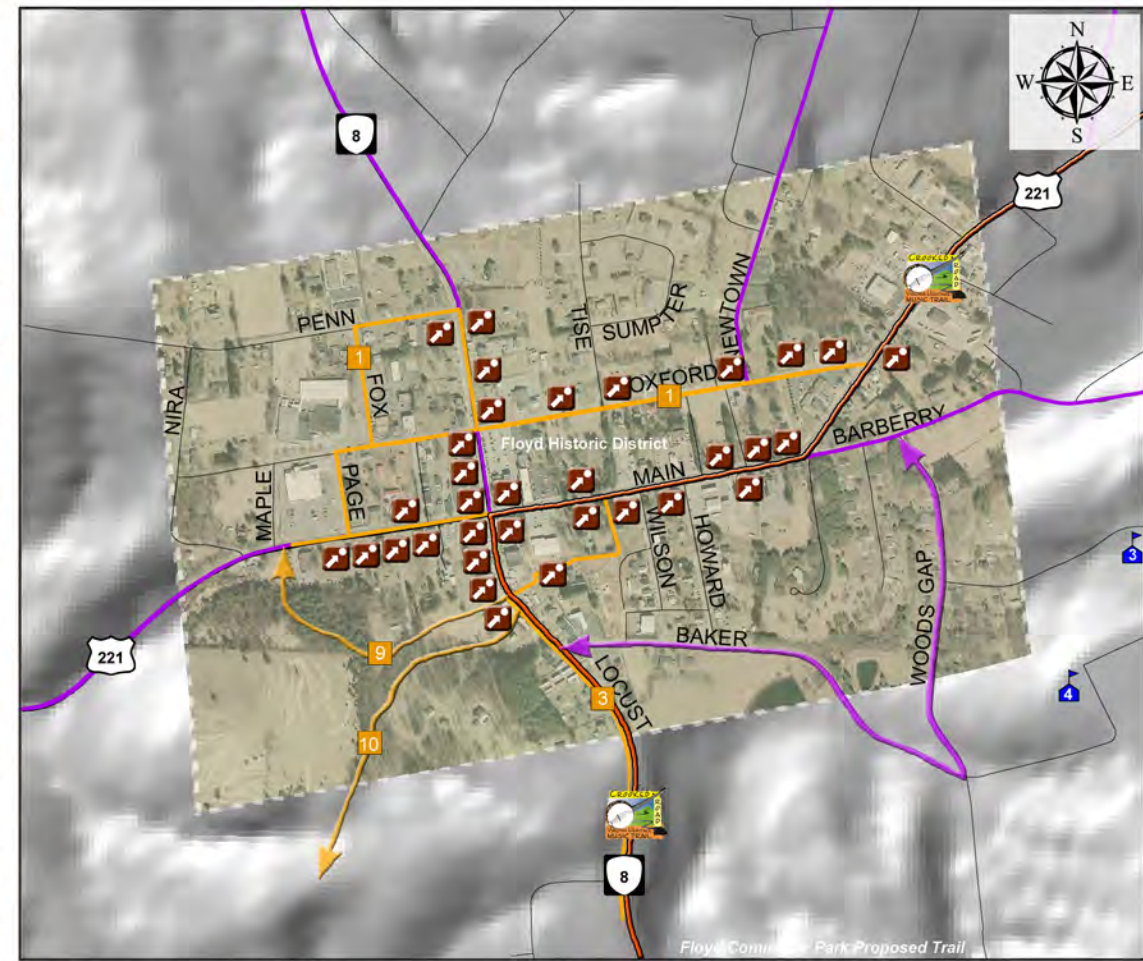
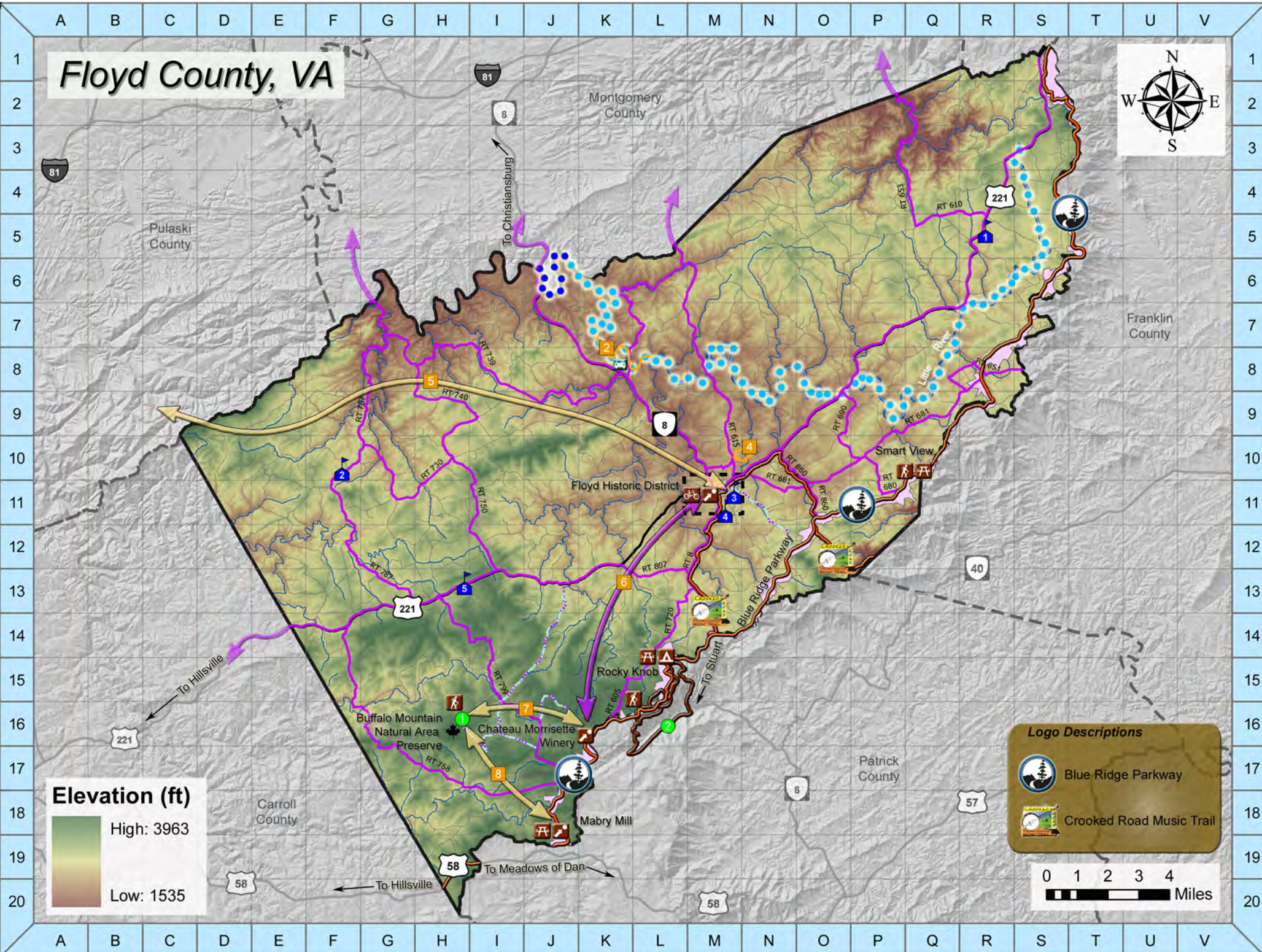
The illustrations are intended to generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category, labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system's legend and school's legend. Trail labels indicate existing (●) and proposed (□) facilities.

The tables provide additional information for each existing and proposed facility. A grid borders each of the maps and aligns with the information provided in the tables. The tables also provide a map key, location description, access point latitude and longitude, length, difficulty, ADA accessibility, slope ratings, and traffic volumes.

The information within this plan will be amended annually online, and updated every five years under the direction of the Regional Bikeway-Walkway Committee.



Town of Floyd



Proposed Phlegar House Trail

Legend

- Preserves
- Historical Area
- Hiking Access
- Biking Access
- Walking Access
- Picnic Area
- Primary Roadway
- Secondary Roadway
- Proposed Blueway
- Existing Blueway
- Park and Ride Location
- State/National Designation
- Birding & Wildlife Trail
- Existing Bike Lane/SHARROW
- Potential/Proposed Multipurpose Trail
- Potential/Proposed Hiking Trail
- Potential/Proposed Bike Lane/SHARROW
- Hydrography
- National Park Boundary
- County Boundary

Floyd County Trails System

- Existing Trails**
- Buffalo Mountain Walking Trail
 - Rocky Knob Trails
- Proposed Trails**
- Floyd Heritage Pathways
 - Thunderstruck Road Multipurpose Trail
 - Jacksonville Center Connector
 - Phlegar House Trail
 - Potential New River Trail Connection
 - Potential Blue Ridge Parkway Connector
 - Potential Buffalo Mountain Connector
 - Potential Mabry Mill Connector
 - Potential Floyd Multipurpose Trail
 - Jacksonville Alternate Connector

Floyd County Schools

- Check Elementary
- Indian Valley Elementary
- Floyd Elementary
- Floyd County High
- Willis Elementary

This map was prepared by the New River Valley Planning District Commission in 2011. Data was collected and compiled from various sources to develop this plan: VGIN, USGS, USDA, and DCR GIS data. Images, Logos, and provided information is for planning purposes only and may not be used without written permission.



Floyd County, Existing					Access Point		Profile				
General					Access Point		Profile				
Facility Type	Name/Route	Location	Grid Location	Map Key; Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	Slope (%)	AADT (avg.)
Mountain Biking or Hiking	Buffalo Mountain Walking Trail	Floyd Co	H16	1; SW Floyd Co.	N/A	N/A	N/A	Intermediate	No	N/A	N/A
	Mabry Mill Walking Trails	Floyd Co	J18	SW Floy Co.	N/A	N/A	N/A	Intermediate	No	N/A	N/A
	Smart View Hiking Trails	Floyd Co	Q10	SE Floyd Co.	N/A	N/A	N/A	Intermediate	No	N/A	N/A
	Rock Castle Gorge Hiking Trail	Floyd Co	L16	2; SW Floyd Co.	36° 48' 31.4" N	80° 21' 1" W	10.21	Advanced	No	0/17.4/5.6	N/A
	Rocky Knob Picnic Loop Trail	Floyd Co	L16	2; SW Floyd Co.	36° 48' 30.4" N	80° 21' 2.2" W	1.56	Intermediate	No	0/18.6/6.7	N/A
	Black Ridge Hiking Trail	Floyd Co	L16	2; SW Floyd Co.	36° 48' 29.2" N	8-° 21' 15.1" W	1.20	Intermediate	No	0/21/6.7	N/A
<i>Summary</i>							12.97			(min/max/avg)	
Multipurpose						N/A					
<i>Summary</i>							0.00			(min/max/avg)	
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)						N/A					
<i>Summary</i>							0.00			(min/max/avg)	
Waterway	Little River	Floyd Co	J6	Floyd/Montgomery line	Intersection of US Route 8		8.70	Intermediate	No	N/A	N/A
<i>Summary</i>							8.70			(min/max/avg)	

Floyd County, Proposed

General					Access Point		Profile				
Facility Type	Name/Route	Location	Grid Location	Map Key, Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	Slope (%)	AADT (avg.)
Mountain Biking or Hiking	NRT Potential Connector	Floyd Co.	H8	5; Town of Floyd - Town of Pulaski	36° 54' 40.5" N	80° 19' 12.8" W	19.47	Intermediate	No	N/A	N/A
	Mabry Mill Potential Connector	Floyd Co.	I17	8; Town of Floyd - Mabry Mill	36° 54' 40.5" N	80° 19' 12.8" W	4.41	Intermediate	No	N/A	N/A
	Buffalo Mtn Potential Connector	Floyd Co.	I16	7; Town of Floyd - Buffalo Mountain	36° 54' 40.5" N	80° 19' 12.8" W	4.83	Intermediate	No	N/A	N/A
<i>Summary</i>							28.71	Intermediate	No	N/A	N/A
Multipurpose	Phlegar House Trail	Floyd Co.	N10	4; Industrial Park Loop	36° 55' 33.9" N	80° 18' 31.8" W	1.86	Beginner	Yes	0/10/4.6	N/A
	Jacksonville Center Connector	Floyd Co.	M11	3; Town of Floyd - Jacksonville Center	36° 19' 11.6" N	80° 19' 11.6" W	0.38	Beginner	Yes	0/5.5/2.9	N/A
	Park St Multipurpose Connector	Floyd Co.	M10	Phlegar House Trail west to US Route 8	36° 54' 35.8" N	80° 19' 11.4" W	0.32	Beginner	Yes	0/12.1/4.8	N/A
	Floyd Heritage Pathway	Floyd	M11	1; Town Loop	36° 54' 41.3" N	80° 19' 5.1" W	2.22	Beginner	Yes	0/6/2.1	N/A
	Thunderstruck Rd Multipurpose Trail	Floyd	K7	2; Parallel to Little River	36° 59' 14.3" N	80° 23' 32.1" W	3.46	Beginner	Yes	0/19/4	N/A
	Potential Floyd Multipurpose Trail	Floyd	M11	9; West through park - Library	36° 54' 35.8" N	80° 19' 11.5" W	N/A	Beginner	Yes	N/A	N/A
Jacksonville Alternate Connector	Floyd	M11	10; Park south - Jacksonville Center	36° 54' 35.8" N	80° 19' 11.5" W	N/A	Beginner	Yes	N/A	N/A	
<i>Summary</i>							2.24	Beginner	Yes	0/10.5/3.7	N/A
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Route 610	Floyd Co.	Q5	Rt 653 to US Hwy 221	37° 2' 39.2" N	80° 11' 1.2" W	2.53	Advanced	No	0/10.2/2.5	850
	Route 615	Floyd Co.	M11	US Hwy 221 - Needmore Ln	36° 55' N	80° 18' 33.4" W	0.70	Advanced	No	0/24.6/4	1800
		Floyd Co.	M10	Needmore Ln - Old Mill Rd	36° 55' 33.6" N	80° 18' 32.6" W	0.90	Advanced	No		1600
		Floyd Co.	L7	Old Mill Rd - Sowers Rd	36° 56' 14.2" N	80° 18' 46.2" W	7.13	Advanced	No		590
	Route 653	Floyd Co.	L6	Sowers Rd - Mont Co Line	37° 1' 2.4" N	80° 2' 0 27.4" W	0.80	Advanced	No	0/24/8.9	700
		Floyd Co.	Q5	Daniels Run Rd - Diamond Knob Rd S	37° 2' 15.1" N	80° 12' 16.3" W	0.30	Advanced	No		400
		Floyd Co.	Q4	Diamond Knob Rd S - Diamond Knob Rd N	37° 2' 34" N	80° 12' 20.3" W	2.00	Advanced	No		290
		Floyd Co.	P3	Diamond Knob Rd N - Goose Creek Run	37° 3' 58.4" N	80° 12' 49.4" W	0.30	Advanced	No		310
		Floyd Co.	P3	Goose Creek Run - Mont. Co. Line	37° 3' 52.3" N	80° 31' 25.4" W	3.40	Advanced	No		320
	Route 681	Floyd Co.	N10	US Hwy 221 - Shooting Creek Rd	36° 55' 9.3" N	80° 18' 12.1" W	1.51	Advanced	No	0/13.4/3	1500
	Route 726	Floyd Co.	K12	Rt 807 - US Hwy 221	36° 52' 33.4" N	80° 22' 23.8" W	0.10	Advanced	No	0/6.7/3.2	840
	Route 787	Floyd Co.	H13	US Hwy 221 - Indian Valley P.O. Rd	36° 51' 17.2" N	80° 29' 37.2" W	5.67	Advanced	No	0/25.1/5.5	360
		Floyd Co.	F11	Indian Valley P.O. Rd - Duncans Chapel Rd	36° 54' 35.3" N	80° 32' 42.1" W	1.23	Advanced	No		670
		Floyd Co.	G10	Duncans Chapel Rd - Horse Ridge Rd	36° 55' 18.8" N	80° 31' 46.1" W	3.61	Advanced	No		370
		Floyd Co.	F9	Horse Ridge Rd - Higgs Rd	36° 57' 53.3" N	80° 31' 36.3" W	0.58	Advanced	No		760
		Floyd Co.	G8	Higgs Rd - White Rock Rd	36° 58' 20" N	80° 31' 44" W	1.55	Advanced	No		760
		Floyd Co.	G7	White Rock Rd - Mont Co. Line	36° 58' 54.4" N	80° 30' 54.6" W	1.41	Advanced	No		880
	Route 799	Floyd Co.	J17	Blue Ridge Pkwy - Moles Rd	36° 46' 34.7" N	80° 24' 14.7" W	3.85	Advanced	No	0/17/4.1	460
	Route 807	Floyd Co.	I15	Moles Rd - US Hwy 221 S	36° 48' 39.6" N	80° 26' 33.4" W	5.07	Advanced	No	0/12.6/2.6	370
		Floyd Co.	K12	Black Ridge Rd - Via Dr	36° 52' 30" N	80° 22' 21.3" W	1.52	Advanced	No		280
	Route 860	Floyd Co.	L13	Via Dr - VA State Route 8	36° 52' 22.1" N	80° 20' 55.4" W	1.00	Advanced	No	0/28/3.9	750
	Hwy 221 South	Floyd Co.	O10	Blue Ridge Pkwy - Franklin Pike	36° 54' 54.3" N	80° 15' 54" W	1.30	Advanced	No	0/29/3.3	2500
	Hwy 221 Floyd Town	Floyd	E14	Town of Floyd - Carroll County Line	36° 54' 38.3" N	80° 19' 26" W	15.45	Advanced	No	0/10/3.2	5750
	Hwy 221 North	Floyd Co.	M11	Town of Floyd	36° 54' 45.6" N	80° 19' 12" W	0.87	Advanced	No	0/29/3.3	2900
	Hwy 8 North	Floyd Co.	S1	Town of Floyd - Roanoke County Line	36° 54' 59.9" N	80° 18' 43.5" W	20.73	Advanced	No	0/27/4.6	4500
	Hwy 8 Floyd Town	Floyd	J6	Montgomery Co. Line - Town of Floyd	37° 0' 54.8" N	80° 25' 39.5" W	9.99	Advanced	No	0/7/2.2	6800
	Hwy 8 South	Floyd Co.	M11	Town of Floyd	36° 54' 45.6" N	80° 19' 12" W	0.55	Advanced	No	0/27/4.6	1800
Blue Ridge Parkway Potential Connector	Floyd Co.	M14	Town of Floyd - Patrick County Line	36° 54' 29.5" N	80° 19' 3" W	5.44	Advanced	No	N/A	N/A	
		Floyd Co.	K13	6; Town of Floyd - Blue Ridge Pkwy	36° 54' 40.5" N	80° 19' 12.8" W	N/A	Advanced	No	N/A	N/A
<i>Summary</i>							96.96	Advanced	No	0/21.1/4.9	1431
Waterway	Little River	Floyd Co.	K7-S3	Thunderstruck Rd - Floyd Co. Line	36° 59' 14.2" N	80° 23' 32.3" W	41.72	Advanced	No	N/A	N/A
<i>Summary</i>							41.72	Advanced	No	N/A	N/A

Giles Area Plan

2011 Plan Objectives

The Giles area rests quietly in the heart of the Appalachian Mountains of southwest Virginia, offering a relaxed atmosphere for residents and visitors. Giles is rich with exquisite countryside that provides endless excitement for outdoor enthusiasts and adventure lovers of all ages, for all seasons. Giles is home to over 90 square miles of the Jefferson National Forest, Mountain Lake Conservatory, Cascades, Glen Alton recreational area, over 50 miles of the Appalachian Trail and 37 miles of the New River.



Photo by: Anderson & Associates

Recently the County launched an outdoor recreation initiative that provides a local guide for fishing, hiking, canoeing and mountain biking. The towns of Pearisburg, Narrows, Rich Creek, Glen Lyn and Pembroke are all located along the New River and serve as gateways to the activities provided.



Photo by: J. Wilsie

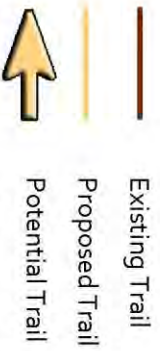
Hierarchical priorities for the Giles area include:

1. Connecting Communities to Jefferson National Forest
 - a. Potential Trails at Mill Creek Farm, Narrows
2. Completing Whitt Riverbend Park Improvements
3. Access to Waterways – Continuing to Develop Blueway System
4. Installing Recreational Signage/Information
 - a. Developing Cultural Heritage Trail Networks
5. Interlinking to Surrounding Communities
 - a. Connecting to Neighboring Rails-to-Trails

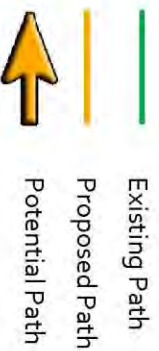
Mapping Assistant

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

1. **Hiking and Mountain Biking Trails:** Combines natural surfaced facilities that are predominately used for recreation and tourism. These facilities are shown on the map as:



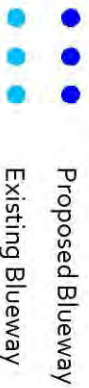
2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. These facilities are shown on the map as:



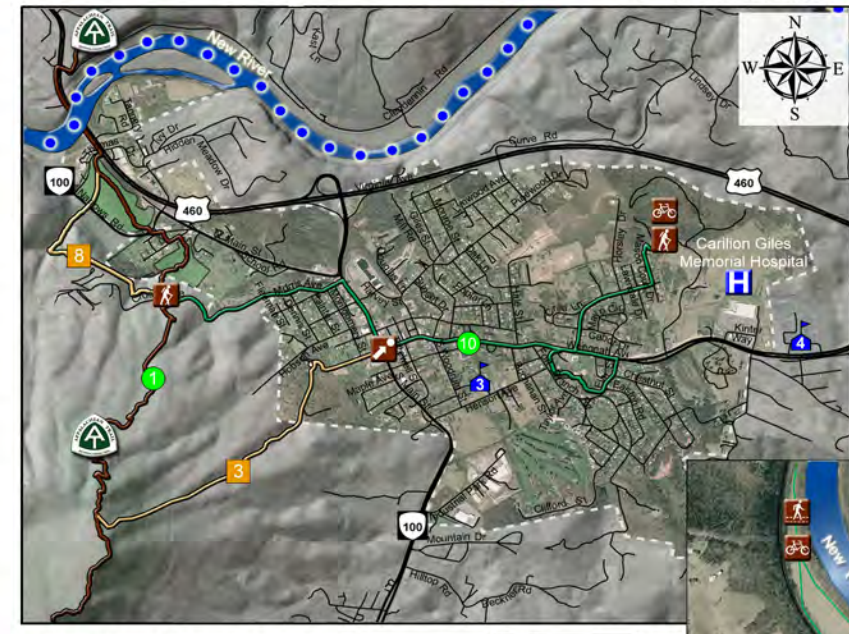
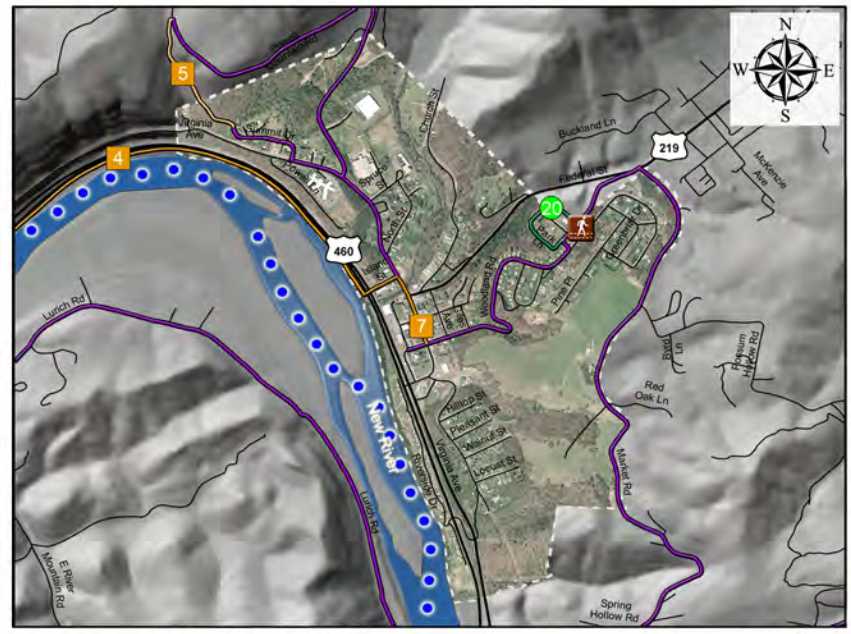
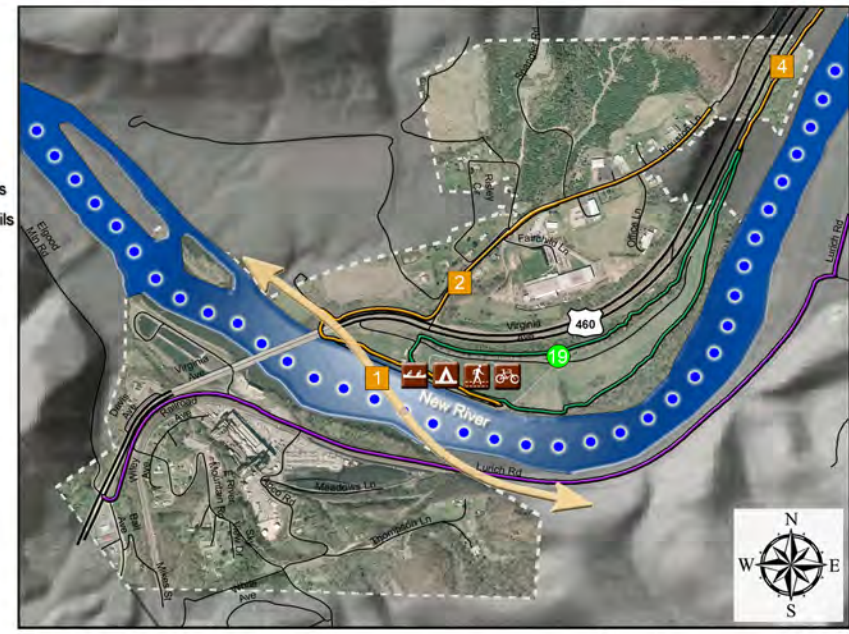
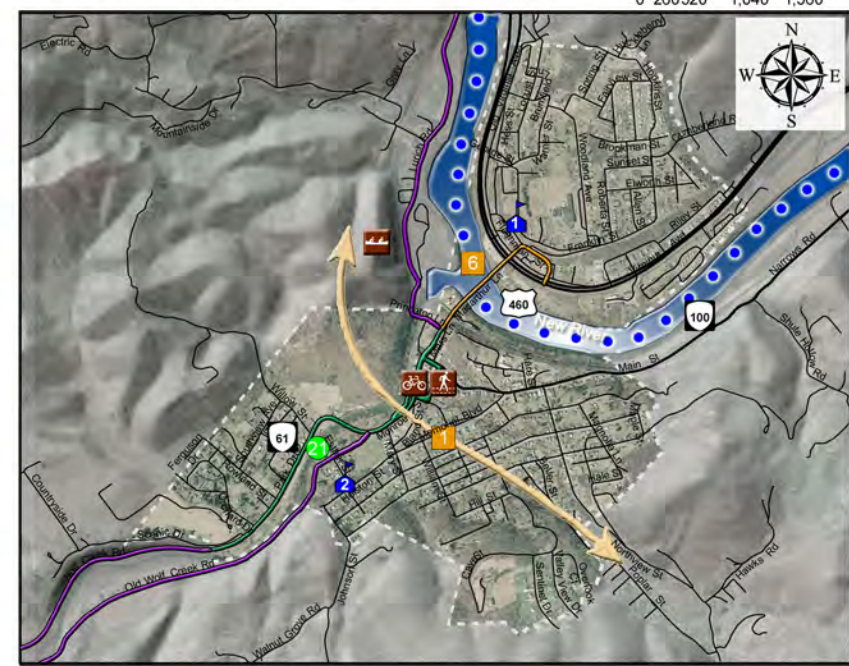
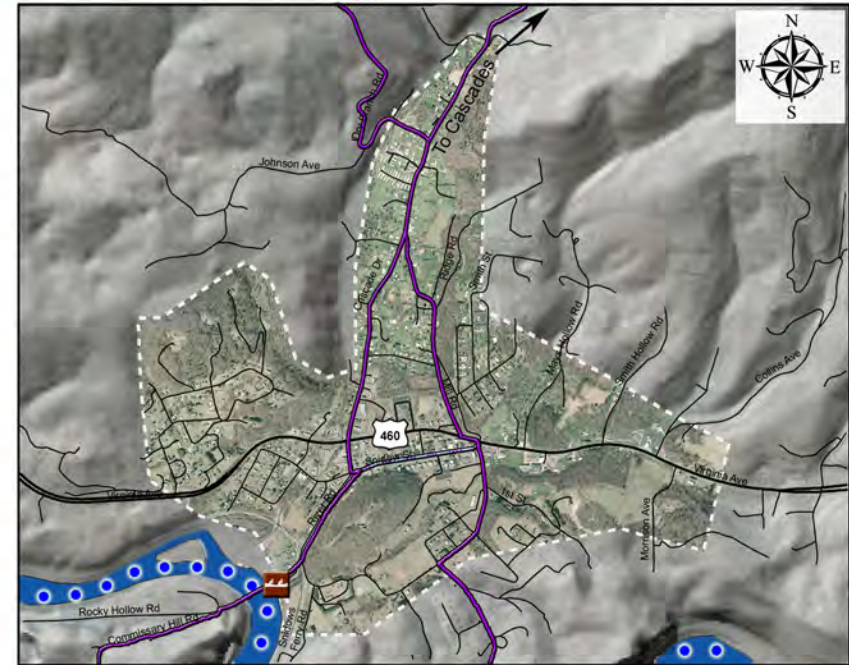
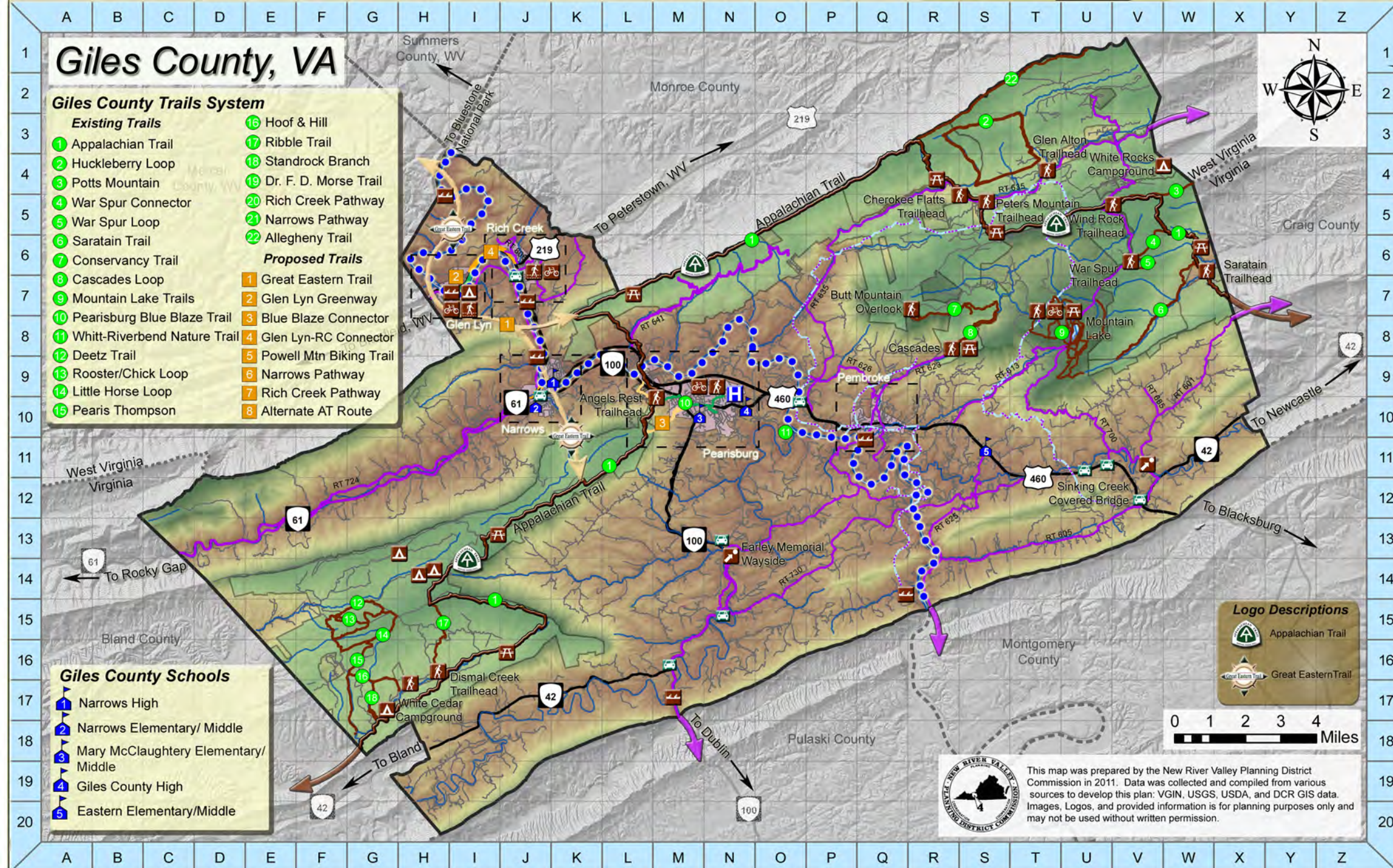
The illustrations are intended to generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category, labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system's legend and school's legend. Trail labels indicate existing (●) and proposed (□) facilities.

The tables provide additional information for each existing and proposed facility. A grid borders each of the maps and aligns with the information provided in the tables. The tables also provide a map key, location description, access point latitude and longitude, length, difficulty, ADA accessibility, slope ratings, and traffic volumes.

The information within this plan will be amended annually online, and updated every five years under the direction of the Regional Bikeway-Walkway Committee.



Giles County, Existing

General					Access Point		Profile					
Facility Type	Name/Route	Location	Grid Location	Map Key; Description	Latitude	Longitude	Length (mi)	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg.)	
Mountain Biking or Hiking	Appalachian Trail	Giles County	L11	Nationally begins/ends	37° 10' 58" N	80° 53' 53" W	58.13	Advanced	No	0/38.2/7	N/A	
	Bald Knob Road	Giles County	U8	Mountain Lake	37° 21' 15.9" N	80° 32' 20.1" W	0.77	Intermediate	No	0/17.4/6	N/A	
	Bald Knob Trail	Giles County	U8	Mountain Lake	37° 21' 15.9" N	80° 32' 20.1" W	0.42	Advanced	No	0/20.7/9.3	N/A	
	BC Connector	Giles County	U8	Mountain Lake	37° 21' 26.1" N	80° 32' 1.3" W	0.34	Advanced	No	0/16.1/7.4	N/A	
	Bear Cliffs Trail	Giles County	U8	Mountain Lake	37° 21' 5.2" N	80° 32' 1.9" W	1.21	Intermediate	No	0/12/4.7	N/A	
	Chesnut Lodge	Giles County	U8	Mountain Lake	37° 24' 46.9" N	80° 32' 9.5" W	0.10	Intermediate	No	0/11.4/6.5	N/A	
	Girls Camp Road	Giles County	U8	Mountain Lake	37° 21' 19.9" N	80° 32' 16.3" W	0.92	Advanced	No	0/29.6/6.8	N/A	
	Golf Course Road	Giles County	U8	Mountain Lake	37° 21' 41.9" N	80° 33' 24.3" W	1.19	Beginner	No	0/10.5/3.4	N/A	
	Homestead Trail	Giles County	U8	Mountain Lake	37° 20' 59" N	80° 32' 8.2" W	1.93	Advanced	No	0/21.4/8.2	N/A	
	Indian Trail	Giles County	U8	Mountain Lake	37° 21' 54.4" N	80° 34' 3.2" W	1.61	Advanced	No	0/27.6/9.1	N/A	
	Johns Creek Trail	Giles County	U8	Mountain Lake	37° 20' 33.3" N	80° 32' 17.1" W	0.53	Advanced	No	0/20.1/9	N/A	
	Lower Doe Run	Giles County	U8	Mountain Lake	37° 21' 58.7" N	80° 32' 53.5" W	0.92	Intermediate	No	0/15.3/4.2	N/A	
	Lower Jungle Trail	Giles County	U8	Mountain Lake	37° 21' 18" N	80° 32' 14.7" W	1.17	Intermediate	No	0/15.9/6.6	N/A	
	Middle Jungle Trail	Giles County	U8	Mountain Lake	37° 22' 4.4" N	80° 31' 59.9" W	0.84	Beginner	No	0/11.4/3.6	N/A	
	Moonstomper Trail	Giles County	U8	Mountain Lake	37° 21' 4.8" N	80° 32' 2" W	0.50	Beginner	No	0/10.9/3.4	N/A	
	Old Turnpike	Giles County	U8	Mountain Lake	37° 21' 49.5" N	80° 31' 50.8" W	0.81	Advanced	No	0/13.2/7.8	N/A	
	Spring Trail	Giles County	U8	Mountain Lake	37° 21' 36.8" N	80° 31' 10.7" W	1.07	Beginner	No	0/10.9/2.9	N/A	
	Upper Doe Run	Giles County	U8	Mountain Lake	37° 21' 28.7" N	80° 32' 54.3" W	0.66	Beginner	No	0/10/3.3	N/A	
	Upper Jungle Trail	Giles County	U8	Mountain Lake	37° 22' 9.2" N	80° 32' 17.2" W	0.86	Intermediate	No	0/15.4/4.5	N/A	
	White Dot Trail	Giles County	U8	Mountain Lake	37° 21' 41.5" N	80° 33' 24" W	1.57	Intermediate	No	0/15.1/5	N/A	
	White Pine Road	Giles County	U8	Mountain Lake	37° 22' 29.4" N	80° 32' 42.8" W	1.02	Advanced	No	0/20.6/7.1	N/A	
	Allegheny	Giles County	L7	JNF		37° 26' 14.6" N	80° 37' 11.4" W	3.93	Intermediate	No	0/15.4/4.2	N/A
	Barney's Wall	Giles County	S8	JNF		37° 22' 15.9" N	80° 35' 27.7" W	0.39	Advanced	No	0/15.8/4.5	N/A
	Cascades	Giles County	S8	JNF		37° 21' 7.1" N	80° 36' W	4.33	Advanced	No	0/43.7/7.7	N/A
	Cherokee Flatts	Giles County	R4	JNF		37° 24' 51.4" N	80° 35' W	0.24	Beginner	No	0/12.6/3	N/A
	Chick	Giles County	G15	JNF		37° 14' 10.1" N	80° 54' 38.7" W	0.51	Intermediate	No	0/11.2/5	N/A
	Conservancy	Giles County	R8	JNF		37° 2' 8.3" N	80° 37' 23.5" W	3.46	Intermediate	No	0/20.2/5.5	N/A
	Deetz	Giles County	G15	JNF		37° 13' 37.7" N	80° 54' 50.5" W	2.84	Advanced	No	0/18.4/7.4	N/A
	Hoof & Hill	Giles County	G16	JNF		37° 12' 44.6" N	80° 54' 19.3" W	1.91	Intermediate	No	0/14.7/5.5	N/A
	Huckleberry Loop	Giles County	S4	JNF		37° 25' 54.1" N	80° 33' 19.4" W	6.61	Intermediate	No	0/28.6/5.7	N/A
Little Horse	Giles County	G15	JNF		37° 13' 17.9" N	80° 54' 33.4" W	5.24	Intermediate	No	0/17.7/4.7	N/A	
Pearis Thompson	Giles County	G16	JNF		37° 11' 21.3" N	80° 54' 2.2" W	3.29	Intermediate	No	0/18.6/6.3	N/A	
Pebble Loop	Giles County	G17	JNF		37° 11' 45.4" N	80° 53' 27.4" W	0.60	Intermediate	No	0/13.1/6.5	N/A	
Potts Mountain	Giles County	U5	JNF		37° 25' 22.5" N	80° 28' 32.1" W	2.78	Beginner	No	0/12.5/3.3	N/A	
Ribble	Giles County	H15	JNF		37° 13' 2.4" N	80° 51' 40.9" W	2.13	Advanced	No	0/30/8	N/A	
Rooster	Giles County	G15	JNF		37° 14' 5.2" N	80° 54' 57.7" W	1.28	Intermediate	No	0/18.2/5	N/A	
Sartain	Giles County	W6	JNF		37° 23' 16.2" N	80° 28' 10.5" W	4.68	Intermediate	No	0/13.3/4.6	N/A	
Standrock Branch	Giles County	G17	JNF		37° 12' 34" N	80° 53' 32.9" W	1.27	Intermediate	No	0/11.5/4.6	N/A	
Virginias Walk	Giles County	V4	JNF		37° 25' 59.9" N	80° 29' 31.7" W	0.91	Intermediate	No	0/18.2/4.6	N/A	
War Spur Connector	Giles County	V6	JNF		37° 23' 27" N	80° 30' 29.6" W	1.63	Beginner	No	0/15.6/3.3	N/A	
War Spur Loop	Giles County	V6	JNF		37° 23' 26.9" N	80° 30' 29.4" W	1.36	Intermediate	No	0/13/4.5	N/A	
War Spur Overlook	Giles County	V6	JNF		37° 23' 18.3" N	80° 29' 46.8" W	0.16	Beginner	No	0/5.2/2	N/A	
<i>Summary</i>							126.16	Intermediate	No	0/17.4/5.6	N/A	
Multipurpose	Blue Blaze Trail	Pearisburg	M10	Downtown Pearisburg - th eAT	37° 19' 59" N	80° 42' 56" W	3.04	Intermediate	No	0/17.4/3.6	N/A	
	Narrows Pathway	Narrows	J10	Downtown Narrows	37° 19' 55.5" N	80° 48' 39.6" W	1.22	Beginner	Yes	0/6.3/2	N/A	
	Whitt/Riverbend Park	Pearisburg	O10	Loop around park	37° 19' 23" N	80° 40' 58" W	0.73	Beginner	Yes	0/8/3.6	N/A	
	Rich Creek Park Trail	Rich Creek	J6	Loop around park	37° 23' 10.7" N	80° 40' 54" W	0.28	Beginner	Yes	0/10/5.9	N/A	
	Dr F. D. Morse Trail	Glen Lyn	I7	Loop around park	37° 22' 41.6" N	80° 50' 52" W	1.75	Beginner	Yes	0/6/3.1	N/A	
<i>Summary</i>							7.02	Beginner	Yes	0/9.5/4.7	N/A	

Shared Right/of/Way (SHARROW, widened travel lane, paved shoulder, or bike lane)		N/A									
		<i>Summary</i>					<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Waterway	New River Blueway	Pembroke	R14-Q11	Spruce Run Access - Snidow Park Access	37° 15' 45.5" N	80° 51' 30" W	8.75	Intermediate	No	N/A	N/A
		Pembroke	Q11-J9	Pembroke Access - Narrows Access	37° 18' 53" N	80° 38' 34.7" W	14.67	Intermediate	No	N/A	N/A
		Narrows	J9-J7	Narrows Access - Rich Creek Access	37° 20' 12.4" N	80° 48' 38" W	2.36	Intermediate	No	N/A	N/A
		Rich Creek	J7-I7	Rich Creek Access - Glen Lyn Access	37° 22' 6" N	80° 49' 10" W	3.72	Intermediate	No	N/A	N/A
		Glen Lyn	I7-I4	Glen Lyn Access - Wylie Falls Access	37° 22' 18.3" N	80° 51' 30" W	7.45	Intermediate	Yes	N/A	N/A
		<i>Summary</i>					36.96	Intermediate	No	N/A	N/A

Giles County, Proposed					Access Point		Profile				
General					Access Point		Profile				
Facility Type	Name/Route	Location	Grid Location	Map Key, Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg.)
Mountain Biking or Hiking	Great Eastern Trail	Glen Lyn/Narrows	J8	1, Bluestone, WV - the AT	37° 17' 41" N	80° 47' 12" W	17.14	Advanced	No	0/25/6.9	N/A
	Alternate AT Route	Pearisburg	M10	8, Cross Ave - Thomas St	37° 20' 13.6" N	80° 345' 23" W	1.00	Intermediate	No	0/35/11.4	N/A
	Blue Blaze Connector	Pearisburg	M10	3, Pearisburg - Angels Rest	37° 19' 35.3" N	80° 44' 6.5" W	1.57	Beginner	No	0/25/11.8	N/A
	Powell Mtn Biking Trail	Rich Creek	J6	5, Summit Dr - Pwl Mtn Rd	37° 23' 58" N	80° 49' 53.2" W	0.38	Intermediate	No	0/25/11	N/A
<i>Summary</i>							20.09	Intermediate	No	0/25/9.9	N/A
Multipurpose	Glen Lyn Greenway	Glen Lyn	I7	2, Glen Lyn - NS Trestle	37° 22' 16" N	80° 51' 18" W	1.51	Intermediate	Yes	0/20/5.3	N/A
	Downtown Revitalization	Rich Creek	J6	7, Downtown ADA Improvements	37° 23' 1" N	80° 49' 29.3" W	0.97	Beginner	Yes	0/19.1/3.4	N/A
	61 Proposed Multipurpose	Narrows	J10	US 460 (Glen Lyn) - Park Rd (Pearisburg)	37° 19' 35.1" N	80° 44' 6.5" W	1.51	Beginner	Yes	0/15.1/2.8	N/A
	Glen Lyn / Rich Creek Connector	Giles County	I6	Glen Lyn Park Trail - US 460 (Rich Creek)	37° 22' 41.6" N	80° 50' 52.1" W	1.76	Intermediate	Yes	0/16.7/6.6	N/A
<i>Summary</i>							5.75	Intermediate	Yes	0/17.7/4.5	N/A
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Powell Mtn Rd	Rich Creek	J6	Abandoned Road	37° 23' 38.3" N	80° 49' 36.9" W	1.16	Advanced	No	0/29.6/10.3	150
	Peterstown, WV Loop	Rich Creek	K7	Low Traffic Volume Route	37° 22' 14.9" N	80° 48' 16.6" W	5.25	Advanced	No	0/23.3/4.7	210
	Lurich Rd	Glen Lyn/Narrows	J8	West Side of New River	37° 22' 6.8" N	80° 49' 19.6" W	6.35	Advanced	No	0/29.3/6.3	310
	Pocahontas Road	Giles County	M7	East of Narrows - south of AT	37° 21' 53.3" N	80° 44' 59.7" W	6.97	Advanced	No	0/25.5/8.4	N/A
	Rt 641	Giles County	L8	US Route 460 - Pocahontas Rd	37° 21' 0.7" N	80° 45' 54" W	1.50	Advanced	No	0/27/6.6	110
	Rt 635	Giles County	P10	Rt 460 to 684	37° 22' 6.8" N	80° 40' 15.5" W	3.65	Advanced	No	0/34.7/4.5	1100
			P9	Rt 684 to 628	37° 19' 30" N	80° 40' 25.4" W	1.82	Advanced	No		940
			P6	Rt 628 to 804	37° 22' 6.1" N	80° 39' 36" W	5.79	Advanced	No		450
			S5	Rt 804 to WV Line	37° 23' 26.3" N	80° 35' 17.1" W	6.03	Advanced	No		190
	Rt 613	Giles County	U11	Rt 460 - Rt 700	37° 24' 51.3" N	80° 35' 51.4" W	4.58	Advanced	No	0/30.6/5.4	200
			R10	Rt 700 - Rt 721	37° 21' 20.5" N	80° 32' 21.3" W	7.10	Advanced	No		135
			V4	Rt 721 - Rt 635	37° 25' 28.5" N	80° 30' 44.6" W	1.16	Advanced	No		80
			V3	V3 - Rt 635 - Dead End	37° 26' 23.2" N	80° 30' 57.9" W	2.40	Advanced	No		70
	Rt 601	Giles County	V11	Beg. - Laurel Springs	37° 19' 28.9" N	80° 40' 19.2" W	2.40	Advanced	No	0/29/6.2	400
			V11	V11 - Laurel Springs - Rt 639	37° 18' 32.8" N	80° 29' 57.8" W	1.94	Advanced	No		260
			V10	Rt 639 - Craig Co. Line	37° 20' 40" N	80° 28' 1.9" W	2.43	Advanced	No		100
	Rt 604	Giles County	U3	Rt 700 - Rt 603	37° 18' 40.1" N	80° 30' 22.7" W	0.55	Advanced	No	0/33.6/7	200
			U3	Rt 603 - Rt 601	37° 18' 40.1" N	80° 30' 22.7" W	0.80	Advanced	No		160
	Rt 700	Giles County	V11	US 460 - Rt 604	37° 19' 42.3" N	80° 32' 25.2" W	0.32	Advanced	No	0/28/7.5	540
			U9	Rt 604 - Rt 613	37° 19' 42.3" N	80° 32' 25.2" W	6.35	Advanced	No		150
	Rt 605	Giles County	W12	US 460 - Rt 802	37° 16' 24.1" N	80° 33' 3" W	0.22	Advanced	No	0/29/4.4	610
			V12	V12; Rt 802 - Rt 693	37° 17' 24.8" N	80° 30' 4.9" W	1.99	Advanced	No		460
			T13	T13; Rt 693 - Rt 610	37° 16' 38.1" N	80° 31' 57.2" W	3.72	Advanced	No		180
			S14	Rt 610 - Rt 625	37° 16' 58" N	80° 35' 37.1" W	0.51	Advanced	No		90
	Rt 625	Giles County	R15	Beg. - Rt 682	37° 14' 42.8" N	80° 35' 3.1" W	2.29	Advanced	No	0/27.5/6.5	90
			S12	Rt 682 - Rt 460	37° 17' 33.9" N	80° 33' 27.3" W	2.40	Advanced	No		120
	Rt 730	Giles County	N15	Beg. - Eggleston	37° 18' 1" N	80° 33' 27.3" W	1.59	Advanced	No	0/29/5.7	740
			R12	Eggleston - Rt. 730	37° 17' 32.9" N	80° 35' 6.5" W	9.56	Advanced	No		290
	Rt 623	Giles County	Q12	Beg. - Rt 745	37° 16' 5.2" N	80° 41' 34.6" W	4.40	Advanced	No	0/30/4.6	370
			P11	Rt 745 - Rt 1404	37° 18' 18.9" N	80° 39' 38.1" W	1.88	Advanced	No		670
			Q10	Rt 1404 - Rt 688	37° 19' 11.1" N	80° 38' 21.1" W	1.15	Advanced	No		1200
			Q9	Rt 688 - Dead End	37° 20' 9.5" N	80° 38' 2.4" W	2.20	Advanced	No		340
	Rt 626	Giles County	Q11	Beg. - Rt 460	37° 18' 21.4" N	80° 38' 9.6" W	1.44	Advanced	No	0/17.2/5	1800
			Q10	Rt 460 - Rt 623	37° 19' 16.9" N	80° 38' W	0.49	Advanced	No		610
			Q10	Rt 623 - Rt 766	37° 19' 43.1" N	80° 38' 10.7" W	2.61	Advanced	No		100
			P9	Rt 766 - Dead End	37° 19' 59.3" N	80° 38' 16.9" W	0.69	Advanced	No		170
	Rt 724	Giles County	E13	Beg. - Rt 673	37° 16' 9.4" N	80° 57' 10.3" W	5.02	Advanced	No	0/36.8/6.3	70
			J10	Rt 673 - WCL Narrows	35° 39' 5.2" N	80° 49' 38.1" W	4.30	Advanced	No		330
	Rt 806	Giles County	J6	US 219 - Rich Creek	37° 23' 13" N	80° 49' 33.2" W	0.54	Advanced	No	0/11.6/3.2	810
	<i>Summary</i>							115.56	Advanced	No	0/28.6/5.5
Waterway	N/A										
<i>Summary</i>							0.00				

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Montgomery Area Plan

2011 Plan Objectives

The Montgomery area is nestled between the picturesque Blue Ridge and Alleghany Mountains, where small town charm and big city amenities can be found. The Montgomery area is home to the towns of Blacksburg and Christiansburg and the university of Virginia Tech that provides educational opportunities for over 30,000 students nationally and abroad. The area features world class dining, fine shopping and cultural activities, all surrounded by

a beautiful rural setting that is unique and full of recreational opportunities.

Montgomery County, the Town of Blacksburg, Town of Christiansburg and Virginia Tech have each developed local bicycle, pedestrian and recreational plans. Local facilities include the Huckleberry Trail, Pandapas Pond recreational area, 29 miles of US Bicycle Route 76, the New River, the Roanoke River and numerous local community parks and facilities.



Photo by: Virginia Tech



Photo by: Virginia Tech

Hierarchical priorities for the Montgomery area include:

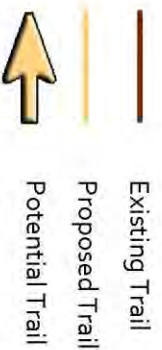
1. The Huckleberry Trail
 - a. Complete extensions into Christiansburg and Jefferson National Forest
 - b. Interlink Villages and other points of interest to the Huckleberry
2. Connections west – to the Radford Riverway and the New River Trail State Park.
3. Connections east – to the Roanoke Greenway.
4. Developing dedicated access to waterways – creating a Blueway system.
5. Developing community trail systems in the Towns and Villages.

New River Valley
Bikeway, Walkway, Blueway Plan

Mapping Assistant

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

1. **Hiking and Mountain Biking Trails:** Combines natural surfaced facilities that are predominately used for recreation and tourism. These facilities are shown on the map as:



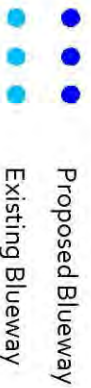
2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. These facilities are shown on the map as:



The illustrations are intended to generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category, labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system's legend and school's legend. Trail labels indicate existing (●) and proposed (□) facilities.

The tables provide additional information for each existing and proposed facility. A grid borders each of the maps and aligns with the information provided in the tables. The tables also provide a map key, location description, access point latitude and longitude, length, difficulty, ADA accessibility, slope ratings, and traffic volumes.

The information within this plan will be amended annually online, and updated every five years under the direction of the Regional Bikeway-Walkway Committee.

Montgomery County, VA

Legend

- Hospital
- Equestrian Access
- Historical Point of Interest
- Walking Access
- Biking Access
- Boating Access
- Picnic Areas
- Hiking Access
- Natural Area Preserve
- Park and Ride Location
- County Boundary
- National Forest
- Town Boundary
- Village*
- Existing School
- Existing Trail
- Proposed Trail
- Hydrography
- Interstate Highway
- Primary Roadway
- Secondary Roadway
- Existing Multipurpose Trail
- Existing Mountain Biking/Hiking Trail
- Existing Bike Lane/SHARROW
- Dedicated Bicycle Route
- Potential/Proposed Multipurpose Trail
- Proposed Mountain Biking/Hiking Trail
- Potential/Proposed Bike Lane/SHARROW
- Existing Blueway
- Proposed Blueway



*See Montgomery County Village Transportation Links Plan, 2007.

Montgomery County Trails System

Existing Trails

- | | | |
|---------------------------|------------------------------------|--------------------------------|
| Poverty Creek Horse Trail | Pedlar Hills Natural Area Preserve | Harkrader Sports Complex Trail |
| Pandapas Pond Trails | Ellett Valley Trail | Coal Miners Heritage Trail |
| Snake Root Trail | Gateway Trail | Appalachian Trail |
| Horse Nettle Trail | Skullcap Trail | Power Line Drop |
| Sarver Trail | Deerfield Bike Trail | Falls Ridge Preserve |
| Huckleberry Trail | Vinyard Ave. Trails | Bottom Creek Gorge |
| Radford Bike Trails | | |

Proposed Trails

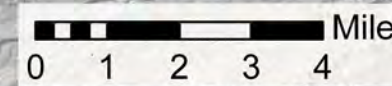
- | | | |
|-------------------------------------|---|---|
| New River Trail Extension | Ellett Valley Recreational Connector | Potential Roanoke Greenway System Connector |
| Huckleberry Trail Gateway Extension | Proposed Residential Multipurpose Trail | Potential Poverty Creek - Appalachian Trail Connector |
| Ellett Valley Loop | Proposed Industrial Multipurpose Trail | |
| South Huckleberry Trail Extension | | |

Montgomery County Schools

- | | |
|----------------------------|---|
| Blacksburg High | Christiansburg Middle |
| Gilbert Linkous Elementary | Falling Branch Elementary |
| Harding Ave. Elementary | Belview Elementary |
| Blacksburg Middle | Eastern Montgomery Elementary |
| Kipps Elementary | Eastern Montgomery High |
| Margaret Beeks Elementary | Shawsville Middle |
| Price's Fork Elementary | Auburn Elementary, Auburn Middle, Auburn High |
| Christiansburg High | |
| Independence Secondary | |
| Christiansburg Elementary | |
| Christiansburg Primary | |

Logo Descriptions

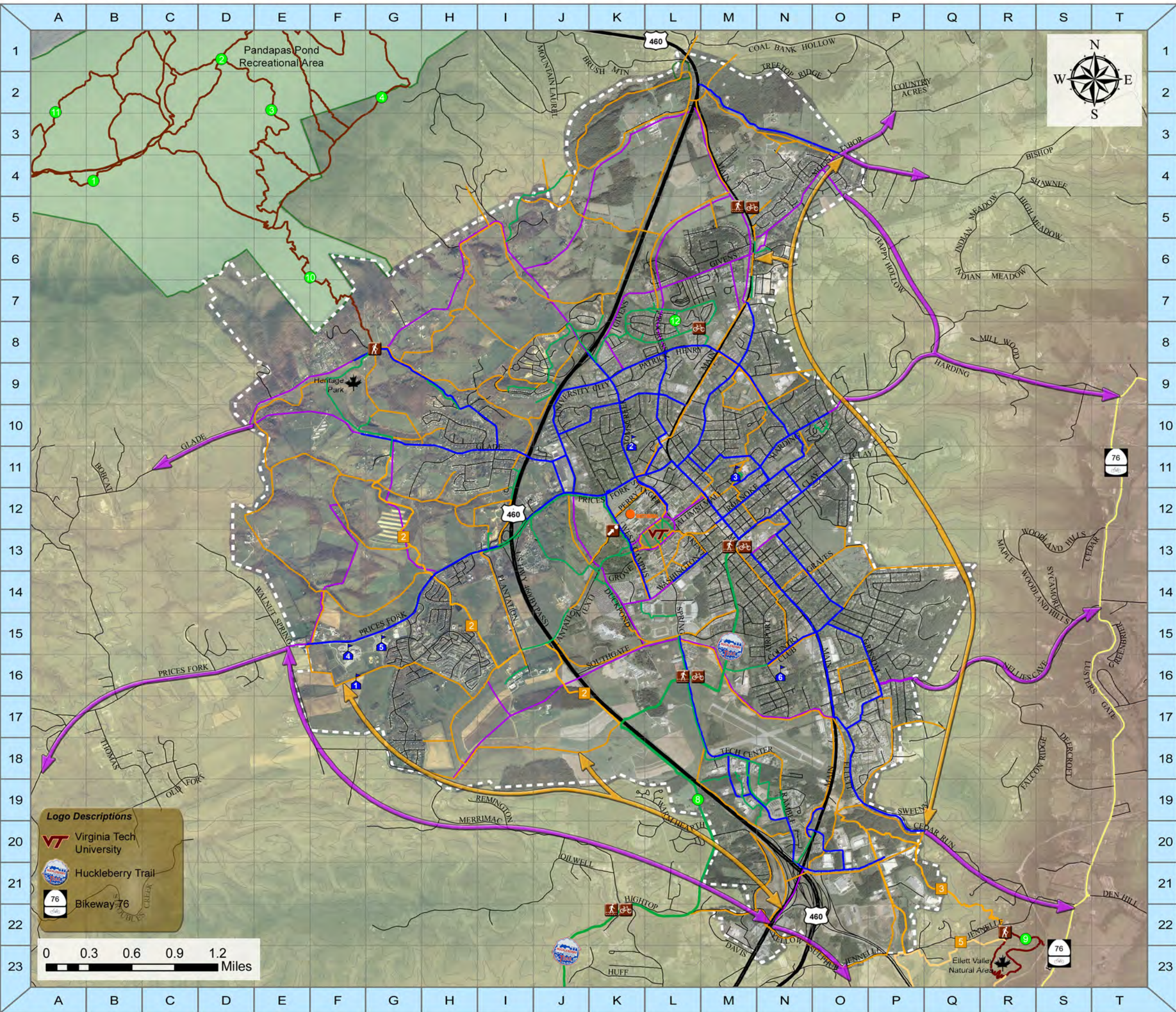
- Appalachian Trail
- Virginia Tech University
- Huckleberry Trail
- Bikeway 76



This map was prepared by the New River Valley Planning District Commission in 2011. Data was collected and compiled from various sources to develop this plan: VGIN, USGS, USDA, DCR, Town of Blacksburg, Town of Christiansburg, City of Radford and Montgomery County GIS data. Images, Logos, and provided information is for planning purposes only and may not be used without written permission.



Town of Blacksburg, VA



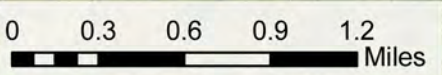
- ### Montgomery County Schools
- 1 Blacksburg High School
 - 2 Gilbert Linkois Elementary
 - 3 Harding Ave. Elementary
 - 4 Blacksburg Middle School
 - 5 Kipps Elementary
 - 6 Margaret Beeks Elementary

- ### Montgomery County Trails System
- Existing Trails**
- 1 Poverty Creek Horse Trail
 - 2 Pandapas Pond Trails
 - 3 Snake Root Trail
 - 4 Horse Nettle Trail
 - 6 Huckleberry Trail
 - 9 Ellett Recreational Trail
 - 10 Old Farm Trail
 - 11 Skullcap Trail
 - 12 Deerfield Bike Trail
- Proposed Trails**
- 2 Huckleberry Trail Gateway Extension
 - 3 Ellett Valley Loop Trail
 - 5 Ellett Recreational Connector

- ### Legend
- Interstate Highway
 - Primary Roadway
 - Secondary Roadway
 - Birding & Wildlife Trail
 - Existing Multipurpose Trail
 - Existing Bike Lane/SHARROW
 - Existing Mountain Biking/Hiking Trails
 - Dedicated Bicycle Route
 - Potential/Proposed Multipurpose Trails
 - Potential/Proposed Bike Lane/SHARROW
 - Proposed Mountain Biking/Hiking Trails
 - Hydrography
 - Multimodal Transfer Facility
 - 🌿 Natural Area Preserve
 - Existing Trails
 - Proposed Trails
 - 🏫 Existing Schools
 - 🏛️ Historical Point of Interest
 - 🚤 Boating Access
 - 🏕️ Picnic Area
 - 🚶 Hiking Trail
 - 🚲 Biking Access
 - 🏥 Hospital
 - ⬜ Town Boundary
 - 🌲 National Forest
- Elevation (ft)**
- High : 3768
Low : 1172

Logo Descriptions

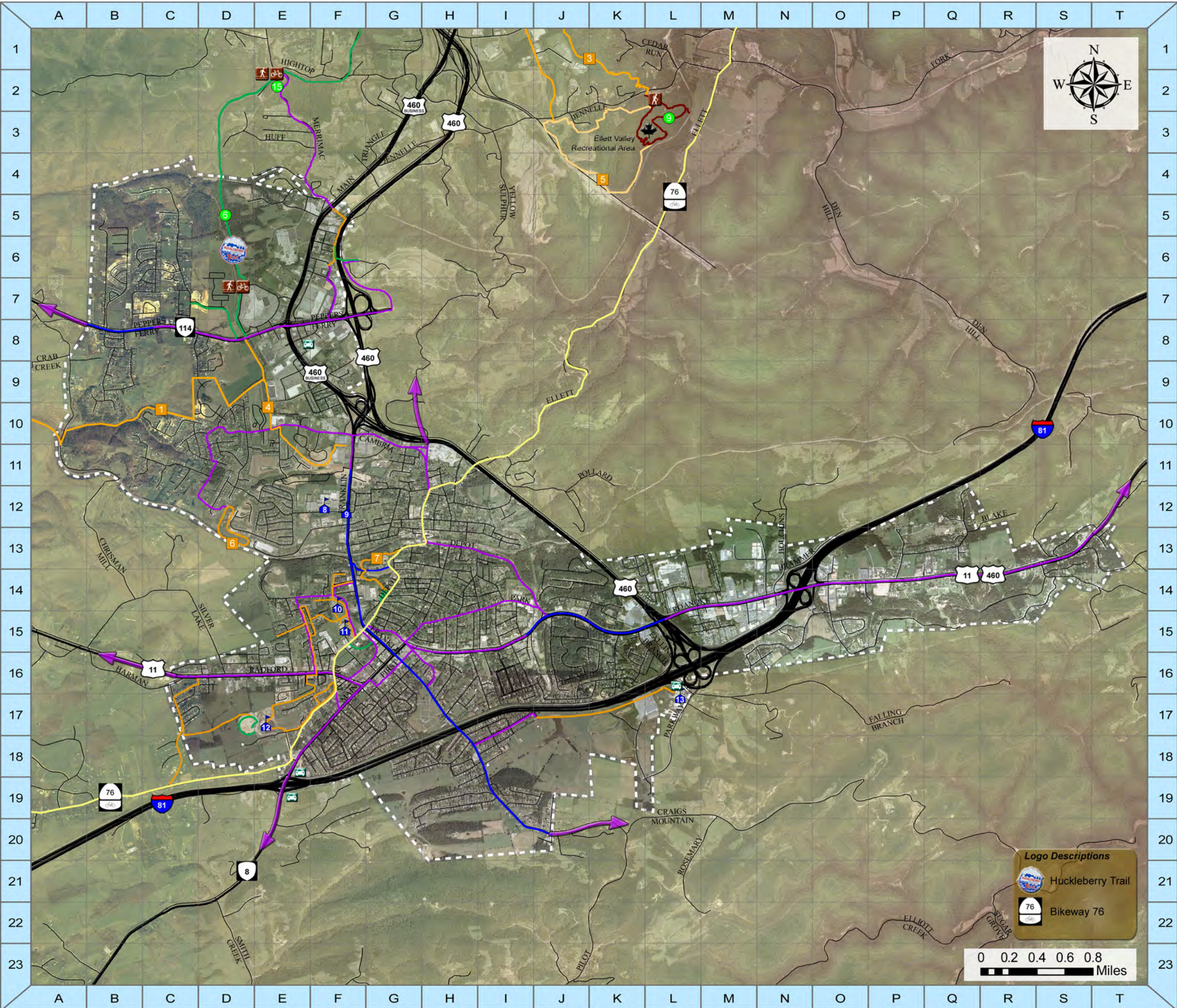
- Virginia Tech University
- Huckleberry Trail
- Bikeway 76



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Town of Christiansburg, VA



Legend

- Interstate Highway
- Primary Roadway
- Secondary Roadway
- Dedicated Bicycle Route
- Existing Multipurpose Trail
- Existing Bike Lane/SHARROW
- Existing Mountain Biking/Hiking Trail
- Proposed Multipurpose Trail
- Potential/Proposed Bike Lane/SHARROW
- Proposed Mountain Biking/Hiking Trail
- Hydrography
- Park and Ride Location
- Natural Area Preserve
- Existing Trail
- Proposed Trail
- Biking Access
- Hiking Trail
- Walking Access
- Existing School
- Hospital
- Town Boundary



Montgomery County Trails System

Existing Trails

- Huckleberry Trail
- Ellett Valley Trail
- Harkrader Sports Complex Trail
- Coal Miners Heritage Trail

Proposed Trails

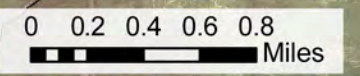
- New River Trail Extension
- Ellett Valley Loop
- South Huckleberry Extension
- Ellett Valley Recreational Connector
- Proposed Residential Multipurpose Trail
- Proposed Industrial Multipurpose Trail

Montgomery County Schools

- Christiansburg High School
- Independence Secondary
- Christiansburg Elementary School
- Christiansburg Primary School
- Christiansburg Middle School
- Falling Branch Elementary School

Logo Descriptions

- Huckleberry Trail
- Bikeway 76



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Tables and Maps

Montgomery County, Existing											
General					Access Point		Profile				
Facility Type	Name/Route	Location	Grid Location (BB/CB; Mont.)	Map Key; Description	Latitude	Longitude	Length (mi)	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg)
Mountain Biking or Hiking	Coal Miners Heritage	Montgomery Co.	K10	15; North of NRV Mall, Huckleberry Spur	37° 11' 15.9" N	80° 25' 41.2" W	0.91	Intermediate	Yes	0.5/11.2/5.1	N/A
	Appalachian Trail	Montgomery Co.	M2	16; NE County Corner, North of Route 621	37° 20' 36.6" N	80° 21' 56.1" W	2.88	Intermediate	No	0.6/19.5/6.2	N/A
	Falls Ridge Preserve	Montgomery Co.	O10	18; Along I-81, East of Christiansburg	37° 8' N	80° 11' 1.8" W	2.40	Intermediate	No	0.2/16.5/9.4	N/A
	Duval Trail	Montgomery Co.	T13	19; Bottom Creek Gorge	37° 7' 32.6" N	80° 11' 13.4" W	1.36	Intermediate	No	0.5/27.6/6.6	N/A
	Johnston Trail	Montgomery Co.	T13	19; Bottom Creek Gorge	37° 7' 32.8" N	80° 11' 14.3" W	0.70	Intermediate	No	0.3/26.8/5.2	N/A
	Knight Trail	Montgomery Co.	T13	19; Bottom Creek Gorge	37° 7' 46.7" N	80° 11' 9.2" W	1.37	Intermediate	No	2/26.2/8.9	N/A
	Old Farm Trail	Montgomery Co.	F7; L7	10; Pandapas Pond	37° 14' 26.1" N	80° 27' 33.2" W	0.40	Intermediate	No	0.4/7.2/2.8	N/A
	Grizzly	Montgomery Co.	H5	Pandapas Pond	37° 17' 6.3" N	80° 27' 39.6" W	0.40	Advanced	No	2.7/12.7/7.8	N/A
	Head Hunter	Montgomery Co.	G6	Pandapas Pond	37° 14' 58.9" N	80° 31' 43" W	0.36	Advanced	No	3/12.9/6.7	N/A
	Horse Nettle	Montgomery Co.	G2; J5	4; Pandapas Pond	37° 16' 21.7" N	80° 27' 18.1" N	3.00	Intermediate	No	0.4/17.8/5.7	N/A
	Indian Pipe	Montgomery Co.	G6	Pandapas Pond	37° 14' 58.9" N	80° 31' 43" W	0.44	Advanced	No	1.7/12.7/7.7	N/A
	Jacobs Ladder	Montgomery Co.	C3; H6	Pandapas Pond	37° 15' 34.2" N	80° 28' 16.7" W	1.21	Advanced	No	0.2/2.2.5/7.9	N/A
	Joe Pye	Montgomery Co.	J5	Pandapas Pond	37° 17' 1" N	80° 28' 7.8" W	1.28	Advanced	No	0.3/15.5/6.5	N/A
	Poverty Creek	Montgomery Co.	J5; F6	1; Pandapas Pond	37° 17' 6.3" N	80° 27' 39.6" W	7.21	Intermediate	No	0.2/11.3/4.9	N/A
	Prickly Pear	Montgomery Co.	H5	Pandapas Pond	37° 17' 6.3" N	80° 27' 39.6" W	0.72	Advanced	No	2/14/6.8	N/A
	Queene Anne	Montgomery Co.	C2; H6	Pandapas Pond	37° 15' 51.4" N	80° 29' 29.5" W	0.80	Intermediate	No	1.7/12.1/4.9	N/A
	Royale	Montgomery Co.	J5	Pandapas Pond	37° 17' 6.3" N	80° 27' 39.6" W	0.72	Intermediate	No	1.4/9.8/5.1	N/A
	Skullcap	Montgomery Co.	C1; G6	11; Pandapas Pond	37° 15' 46.9" N	80° 30' 5.9" W	1.36	Intermediate	No	1.6/13.3/4.9	N/A
	Snake Root	Montgomery Co.	E5; J6	3; Pandapas Pond	37° 15' 34.2" N	80° 28' 16.7" W	2.14	Advanced	No	0.2/18.6/8.3	N/A
	Trillium	Montgomery Co.	A3; H5	Pandapas Pond	37° 15' 46.9" N	80° 30' 5.9" W	1.05	Intermediate	No	0.7/9.7/4.4	N/A
	Pandapas Pond Loop	Montgomery Co.	J5	2; Pandapas Pond	37° 17' 1" N	80° 28' 7.8" W	0.67	Intermediate	No	0/7/5	N/A
	Poverty Creek Connector	Montgomery Co.	J5	Pandapas Pond	37° 17' 1" N	80° 28' 7.8" W	0.22	Intermediate	No	2.9/4.8/4	N/A
	Ellett Valley Trail	Montgomery Co.	L10	9; East of Blacksburg	37° 11' 18.3" N	80° 22' 39.9" W	1.59	Advanced	No	1/16/8.2	N/A
	Power Line Drop	Montgomery Co.	J5	17; Jefferson National Forest	37° 17' 50.5" N	80° 26' 23.2" W	0.31	Intermediate	No	0.5/16.4/7.9	N/A
	Wagon Trail	Montgomery Co.	E15	Radford Trail Network	37° 5' 25" N	80° 34' 7" W	0.18	Beginner	No	0.6/6.4/2.6	N/A
	Wagon Trail	Montgomery Co.	E15	Radford Trail Network	37° 5' 24.9" N	80° 34' 5.9" W	0.06	Beginner	No	1.3/4.8/2.6	N/A
	Wagon Trail	Montgomery Co.	E15	Radford Trail Network	37° 5' 17" N	80° 33' 56.9" W	0.42	Beginner	No	0.5/6.9/4.3	N/A
	Wagon Trail	Montgomery Co.	E15	Radford Trail Network	37° 5' 33.9" N	80° 33' 51.3" W	0.84	Beginner	No	0.3/7/3.6	N/A
	New River Trail (Hiking)	Montgomery Co.	E15	Radford Trail Network	37° 5' 10.7" N	80° 34' 16.5" W	0.30	Beginner	No	2.8/7.6/5	N/A
	Claytor View Trail	Montgomery Co.	E15	Radford Trail Network	37° 0' 12" N	80° 33' 47.3" W	0.41	Beginner	No	0.5/10.5/4.5	N/A
	Childress Run	Montgomery Co.	E15	Radford Trail Network	37° 5' 11.2" N	80° 34' 15.6" W	1.40	Intermediate	No	0.7/14/7.6	N/A
	Dunkards Bottom	Montgomery Co.	E15	Radford Trail Network	37° 5' 12.4" N	80° 33' 56.8" W	0.33	Beginner	No	0.3/5.8/4	N/A
	Cherokee Run	Montgomery Co.	E15	Radford Trail Network	37° 5' 20.8" N	80° 33' 46.8" W	0.48	Beginner	No	0.9/7.1/4.2	N/A
	Draper Meadow	Montgomery Co.	E15	Radford Trail Network	37° 5' 33" N	80° 33' 51.5" W	0.09	Beginner	No	2.3/6/4.5	N/A
	Shawnee Trail	Montgomery Co.	E15	Radford Trail Network	37° 5' 40.4" N	80° 33' 50.5" W	1.38	Beginner	No	1.8/10.4/5.6	N/A
	Arrowhead Gully	Montgomery Co.	E15	Radford Trail Network	37° 5' 44.7" N	80° 33' 41.5" W	0.35	Beginner	No	2.8/8.2/5.2	N/A
	Lovely Mountain Loop	Montgomery Co.	E15	Radford Trail Network	37° 5' 33.2" N	80° 33' 51.5" W	0.22	Beginner	No	0.8/6.7/3.4	N/A
	Unnamed Trail	Montgomery Co.	E15	Radford Trail Network	37° 5' 40.4" N	80° 33' 50.5" W	0.17	Beginner	No	1.4/6.7/4.3	N/A
	Lovely Mountain Loop	Montgomery Co.	E15	Radford Trail Network	37° 5' 30.6" N	80° 33' 56.8" W	1.01	Beginner	No	1.1/9.3/4.8	N/A
	Boone Hill	Montgomery Co.	E15	Radford Trail Network	37° 5' 27.4" N	80° 34' 4.4" W	0.46	Intermediate	No	1.2/12.4/6.6	N/A
Boone Hill	Montgomery Co.	E15	Radford Trail Network	37° 5' 27.1" N	80° 34' 14.4" W	0.41	Beginner	No	0.5/7.7/4	N/A	
Crocket Run	Montgomery Co.	E15	Radford Trail Network	37° 5' 28.8" N	80° 34' 5.3" W	0.74	Intermediate	No	1.7/11.4/6.1	N/A	
<i>Summary</i>							30.35	Intermediate	No	1.2/10.8/5.4	N/A
Multipurpose	Huckleberry Trail	Montgomery Co.	J11-M13; M15, D6	6; Christiansburg Mall - Blacksburg Library	37° 9' 59.6" N	80° 25' 45.1" W	6.15	Beginner	Yes	0/12/2.5	N/A
	Shenandoah Bike Trail & Park	Blacksburg	L7	Blacksburg Map Only	37° 14' 57.4" N	80° 24' 54.6" W	2.47	Beginner	Yes	0.1/7/2.3	N/A
	Duck Pond Dr	Blacksburg	K14	Blacksburg Map Only	37° 13' 13" N	80° 25' 36.5" W	0.34	Beginner	Yes	0.2/5.2/1.9	N/A
	Duck Pond - Oak Lane Path	Blacksburg	L12	Blacksburg Map Only	37° 13' 52.8" N	80° 25' 44.2" W	2.04	Beginner	Yes	0.1/6/1.8	N/A
	Deerfield Bike Trail	Blacksburg	J9	Blacksburg Map Only	37° 15' 25.6" N	80° 26' 31.7" W	0.76	Beginner	Yes	0.4/7.5/2.8	N/A
	VT Campus Trails - Tech Center	Blacksburg	L15	Blacksburg Map Only	37° 13' 2.6" N	80° 25' 9.3" W	1.50	Beginner	Yes	0/6/1.4	N/A
	Prices Fork	Blacksburg	K12	Blacksburg Map Only	37° 13' 52.8" N	80° 25' 44.2" W	0.66	Beginner	Yes	0/6.1/1.5	N/A
	VT Campus - West Campus	Blacksburg	K13	Blacksburg Map Only	37° 13' 52.6" N	80° 25' 44.6" W	1.39	Beginner	Yes	0/6/1.9	N/A
	Brookfield Village Bike Path	Blacksburg	K8	Blacksburg Map Only	37° 12' 51.2" N	80° 24' 47.7" W	1.32	Beginner	Yes	0.6/9/3.1	N/A
	Country Club Bike Path	Blacksburg	M16	Blacksburg Map Only	37° 14' 53.8" N	80° 25' 57.6" W	0.29	Beginner	Yes	0.5/2.6/1.2	N/A
	Plantation Road	Blacksburg	J13	Blacksburg Map Only	37° 13' 11.3" N	80° 25' 59.7" W	0.48	Beginner	Yes	0.1/1.3/0.5	N/A
	Brookfield Village Multi-Purpose	Blacksburg	K8	Blacksburg Map Only	37° 14' 42.1" N	80° 25' 49" W	0.36	Beginner	Yes	0.6/7.8/3.3	N/A
	Multipurpose Trail	Christiansburg	D7	Stafford - Peppers Ferry; Christiansburg Map	37° 9' 43.3" N	80° 25' 48.4" W	0.49	Beginner	Yes	0.5/3.2/1.7	N/A
	Cburg Sports Complex Trail	Christiansburg	D17	Christiansburg Map Only	37° 7' 55.6" N	80° 25' 40.8" W	0.39	Beginner	Yes	0.4/5/3.7	N/A
	Multipurpose Trail	Christiansburg	F15	Depot St - College St; Christiansburg Map Only	37° 7' 51" N	80° 24' 52.7" W	0.19	Beginner	Yes	0.6/3.7/2.3	N/A
Depot Park Trail	Christiansburg	G14	Christiansburg Map Only	37° 8' 7.2" N	80° 24' 38.4" W	0.14	Beginner	Yes	1.1/7/3	N/A	
<i>Summary</i>							18.82	Beginner	Yes	0.3/6.1/2.2	N/A

Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Owens St	Blacksburg	L11	Turner St. - Advancing Ave.	37° 14' 9"	80° 24' 51.4"	0.13	Advanced	No	0.4/4.5/1.6	N/A
	Glade Road	Blacksburg	J11	University City - Proposed Multipurpose	37° 14' 7.4"	80° 26' 2"	0.50	Advanced	No	0/3.6/1.1	4000
	West Campus Dr	Blacksburg	K13	Prices Fork Rd - Washington St.	37° 13' 15.5"	80° 25' 22.2"	0.81	Advanced	No	0.3/5.7/1.9	N/A
	Jefferson St	Blacksburg	N11	Roanoke St - Clay St	37° 14' 4"	80° 24' 22.2"	0.20	Advanced	No	0.7/3.3/1.9	N/A
	E Roanoke St	Blacksburg	M12	Draper Rd - OrcAdvanced View Ln	37° 13' 43.8"	80° 24' 52.9"	0.49	Advanced	No	0.5/5/2.3	6000
	Turner St	Blacksburg	M11	Progress St - Owens St.	37° 14' 2.6"	80° 24' 59.1"	0.17	Advanced	No	0.4/4.4/1.5	N/A
	Grissom Ln	Blacksburg	O15	Country Club Dr - Kent Dr	37° 12' 42.1"	80° 23' 34.9"	0.69	Advanced	No	0.7/5.3/2.3	N/A
	University City Blvd	Blacksburg	J9	Prices Fork Rd - Toms Creek Rd	37° 13' 53.7"	80° 25' 58.6"	1.10	Advanced	No	0.1/6.6/2.3	11000
	Tech Center Drive	Blacksburg	M18	Kraft Rd - Southgate Dr.	37° 13' 2.6"	80° 25' 9.1"	1.68	Advanced	No	0/3.6/1	5000
	Progress St	Blacksburg	L9	Progress/Winston/Webb	37° 14' 46.5"	80° 25' 17.7"	0.98	Advanced	No	0/3.5/1.7	800
	Harding Ave.	Blacksburg	N11	Owens St - Rucker Rd	37° 13' 58.3"	80° 24' 45.2"	0.76	Advanced	No	1/4.2/2.6	5500
	Patrick Henry	Blacksburg	L8	Univ City Blvd - Harding Ave	37° 14' 36"	80° 25' 42.9"	2.70	Advanced	No	0.1/6.6/2	11500
	Ramble Rd	Blacksburg	N19	Kraft Dr - US 460 Business	37° 11' 41"	80° 24' 14.6"	0.30	Advanced	No	0.2/3.3/1.3	6500
	Country Club	Blacksburg	N15	Airport Dr - Palmer Dr	37° 12' 52.4"	80° 24' 28.4"	0.40	Advanced	No	0.6/3.4/1.9	620
	Southpark	Blacksburg	O19	Main St - Main St	37° 12'	80° 24' 1.5"	0.28	Advanced	No	2.2/10/5.4	N/A
	Kraft Dr	Blacksburg	N19	Tech Center Dr - Ramble Rd	37° 12' 17.8"	80° 25' 13.8"	0.24	Advanced	No	0.4/6.4/2.2	N/A
	Pratt Dr	Blacksburg	M19	Kraft Dr - Tech Center Dr	37° 12' 19.6"	80° 24' 45.2"	0.74	Advanced	No	0.4/6.4/2.2	N/A
	Stanger St	Blacksburg	L12	Prices Fork Rd - Old Turner St	37° 13' 59.6"	80° 25' 29.9"	0.23	Advanced	No	0.3/3.4/1.3	N/A
	Prices Fork	Blacksburg	L11-L13	N Main St. - US 460 Bypass	37° 14' 6.2"	80° 25' 13.8"	1.14	Advanced	No	0.2/3.8/1.4	26000
			l13-E15	US 460 Byp - Walnut Springs Rd.	37° 13' 33.8"	80° 26' 32"	1.61	Advanced	No	0/3.5/1	24000
	Palmer Dr.	Blacksburg	N13	Eheart St - Country Club Rd	37° 14' 39.6"	80° 24' 26.7"	0.95	Advanced	No	0.6/3.4/1.9	N/A
	Clay St	Blacksburg	O11	Main St - Blacksburg Corp. Limits	37° 13' 38.4"	80° 24' 4.2"	0.91	Advanced	No	0.2/5.8/2.7	3400
	Industrial Park	Blacksburg	N21	US 460 Business - Dead End	37° 11' 38.3"	80° 24' 9.6"	0.60	Advanced	No	0/5.3/1.9	N/A
	Professional Park	Blacksburg	O21	US 460 Business - Industrial Park Rd	37° 11' 51.4"	80° 24' 4.5"	0.42	Advanced	No	1/5.1/2.6	N/A
	Shadow Lake Dr.	Blacksburg	I10	Glade Rd - Meadowbrook Dr	37° 14' 9"	80° 26' 34.3"	1.14	Advanced	No	0.4/10.6/3.3	N/A
	Old Glade Rd	Blacksburg	J12	Prices Fork - Glade Rd	37° 13' 55"	80° 26' 23.5"	0.34	Advanced	No	0/3.1/1.1	N/A
	Broce Dr.	Blacksburg	J10	University City Blvd - Main St	37° 14' 15"	80° 26' 5.9"	1.02	Advanced	No	0.3/6.2/2	N/A
	Toms Creek	Blacksburg	K10	Prices Fork Rd - US 460 Bypass	37° 14'	80° 25' 30.4"	0.96	Advanced	No	0/3/1.4	11000
	Roanoke St	Blacksburg	M12	Draper Rd - Floyd Rd	37° 13' 44.2"	80° 24' 53.2"	0.39	Advanced	No	1/4.2/2.6	6000
	Giles Rd.	Blacksburg	M10	Main St - N Main St	37° 14' 4.3"	80° 25' 11.6"	1.34	Advanced	No	0/4.9/2.1	N/A
	Ellett Rd	Christiansburg	J9	Cambria St - Christiansburg Corp. Limits	37° 8' 48.7" N	80° 24' 17" W	0.44	Advanced	No	0.3/10.1/3.8	2500
	College St	Christiansburg	F16	Depot St - Moose Dr	37° 7' 33.2" N	80° 24' 58.7" W	0.71	Advanced	No	0.3/3.8/1.7	N/A
	Cambria Street	Christiansburg	H12	Ellett Rd - Depot St	37° 8' 48.8" N	80° 24' 17" W	2.00	Advanced	No	0.3/6.4/2.3	7000
Mud Pike Road	Christiansburg	E18	Christiansburg Corp. Limits - Moose Dr	37° 7' 7" N	80° 25' 17.8" W	0.93	Advanced	No	0.5/6.2/2.6	N/A	
Peppers Ferry (114)	Christiansburg	C8	Christiansburg Corp. Limits - NRV Mall	37° 9' 48.2" N	80° 26' 57" W	0.46	Advanced	No	0.2/4.1/2.2	13000	
Franklin St	Christiansburg	G15	Patricks Way south to Christiansburg Limits	37° 8' 55.7" N	80° 24' 53.8" W	3.19	Advanced	No	0/7.7/2.3	26000	
Roanoke St	Christiansburg	J15	Reading Road east to 460 Bypass	37° 7' 55.5" N	80° 23' 30" W	1.09	Advanced	No	0.1/6.8/2.1	16000	
Mill Rd.	Christiansburg	G14	Depot St - Franklin St	37° 8' 20.7" N	80° 24' 51.7" W	0.26	Advanced	No	2.6/7.5/3.8	N/A	
<i>Summary</i>							32.29	Advanced	No	0.4/5.2/2.1	9780
Waterway	New River Blueway	Montgomery Co.	D15	Claytor Dam - River Rd Access	37° 5' 19.6" N	80° 34' 45" W	1.52	Intermediate	No	N/A	N/A
		Radford	D14	River Rd Access - Bissett Park	37° 6' 26.7" N	80° 35' 30.9" W	3.57	Intermediate	No	N/A	N/A
		Radford	E12	Bissett Park - Bissett Park	37° 8' 36.7" N	80° 33' 43.9" W	0.89	Intermediate	No	N/A	N/A
		Pulaski Co.	F12	Bissett Park - Rt 114 Access	37° 8' 42.5" N	80° 32' 51.9" W	4.32	Intermediate	No	N/A	N/A
		Montgomery Co.	F11	Rt 114 Access - Whitethorne Access	37° 9' 32" N	80° 33' 5.5" W	8.43	Intermediate	No	N/A	N/A
	Giles Co.	E9	Whitethorne Access - New River Park Access	37° 11' 54.7" N	80° 33' 5.7" W	8.61	Intermediate	No	N/A	N/A	
Little River	Giles Co.	E15	Whitethorne Access - New River Park Access	37° 04' 40" N	80° 34' 20.81" W	14.40	Intermediate	No	N/A	N/A	
<i>Summary</i>							41.75	Intermediate	No	N/A	N/A

Montgomery County, Proposed

General					Access Point		Profile				
Facility Type	Name/Route	Location	Grd Location (BB, CB, MCo)	Map Key; Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT
Mountain Biking or Hiking	Ellett Valley Recreational Connector	Montgomery Co.	L10	5; Existing Loop Trail to Town of Blacksburg	37° 11' 0.6" N	80° 22' 36.5" W	2.36	Intermediate	No	0.6/17.5/6.6	N/A
	Potential Appalachian Trail Connector	Montgomery Co.	L4	9; Pandapas Pond East to the Appalachian Trail	37° 20' 34.8" N	80° 21' 56" W	N/A	Intermediate	No	N/A	200
<i>Summary</i>							2.36	Intermediate	No	0.6/17.5/6.6	N/A
Multipurpose	New River Trail Extension	Montgomery Co	I11	1; Radford Riverway to NRV Mall	37° 00' 00.0" N	80° 00' 00.0" W	0.00	Intermediate	Yes	0/16.3/3.5	N/A
	Huckleberry Extension	Blacksburg	J8-I7	2; East Blacksburg-North Blacksburg	37° 12' 30.1" N	80° 25' 34.3" W	3.78	Intermediate	Yes	0/10.7/2.3	N/A
	Roanoke Greenway Connector	Montgomery Co	P9	8; Ellet Valley Trail - Roanoke Riverway	37° 0' 43" N	80° 25' 49.2" W	1.34	Intermediate	Yes	0/18.4/3.8	N/A
	Ellett Valley Trail	Montgomery Co	L10	3; Connector to Loop Trail	37° 11' 41.6" N	80° 23' 36.3" W	3.95	Intermediate	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J4-L1	Blacksburg Map Only	37° 16' 42.6" N	80° 25' 5.3" W	1.70	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	L7-M4	Blacksburg Map Only	37° 16' 28.7" N	80° 25' 12.6" W	1.12	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	K7-I5	Blacksburg Map Only	37° 16' 15.5" N	80° 25' 9.5" W	0.93	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M2-O4	Blacksburg Map Only	37° 16' 19" N	80° 25' 8.8" W	1.34	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	L2-M1	Blacksburg Map Only	37° 16' 22.3" N	80° 25' 1" W	0.34	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	L2-M4	Blacksburg Map Only	37° 16' 19.2" N	80° 25' 5.3" W	0.68	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N3	Blacksburg Map Only	37° 16' 7.7" N	80° 24' 35" W	0.35	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N9	Blacksburg Map Only	37° 16' 1" N	80° 23' 59.2" W	2.71	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M5	Blacksburg Map Only	37° 15' 42.4" N	80° 24' 58" W	0.21	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J5-L5	Blacksburg Map Only	37° 15' 29.6" N	80° 25' 20.5" W	0.76	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	H18	Blacksburg Map Only	37° 15' 38.5" N	80° 26' 4.9" W	0.22	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J4	Blacksburg Map Only	37° 15' 45.1" N	80° 26' 12.5" W	0.23	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J4	Blacksburg Map Only	37° 15' 50" N	80° 26' 6" W	0.09	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N6	Potential, Blacksburg Map Only	37° 15' 21.2" N	80° 24' 38.2" W	0.21	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M5-M6	Blacksburg Map Only	37° 15' 23.4" N	80° 24' 38.2" W	0.16	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M6	Blacksburg Map Only	37° 15' 7" N	80° 24' 38.8" W	0.43	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N9	Blacksburg Map Only	37° 14' 38.9" N	80° 24' 29.2" W	0.36	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N9	Blacksburg Map Only	37° 14' 40.6" N	80° 24' 16.3" W	0.43	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	I5-K7	Blacksburg Map Only	37° 15' 6.7" N	80° 25' 45.6" W	0.98	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	G8-I5	Blacksburg Map Only	37° 15' 25.8" N	80° 26' 31.8" W	1.81	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	I5-J5	Blacksburg Map Only	37° 15' 23.7" N	80° 26' 39.3" W	0.47	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	H7-I8	Blacksburg Map Only	37° 15' 2.2" N	80° 26' 49.2" W	0.50	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J8-I11	Blacksburg Map Only	37° 14' 56.5" N	80° 26' 2.1" W	1.54	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J8-J9	Blacksburg Map Only	37° 14' 50.1" N	80° 25' 56.8" W	0.40	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	G8-G10	Blacksburg Map Only	37° 14' 34.5" N	80° 27' 34.2" W	0.25	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	G10	Blacksburg Map Only	37° 14' 19.9" N	80° 27' 32.5" W	0.49	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	G10-H10	Blacksburg Map Only	37° 13' 53.2" N	80° 48' 14" W	0.64	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	E11-I13	Blacksburg Map Only	37° 13' 55.9" N	80° 26' 28.3" W	1.83	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	F9-E11	Blacksburg Map Only	37° 14' 44.2" N	80° 27' 30.5" W	1.16	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	E11-H14	Blacksburg Map Only	37° 14' 19.9" N	80° 28' 24.2" W	2.52	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	F12-G13	Blacksburg Map Only	37° 13' 37.4" N	80° 48' 20.1" W	1.30	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	H11-H12	Blacksburg Map Only	37° 13' 50.5" N	80° 27' 1.2" W	0.25	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	F11-I12	Blacksburg Map Only	37° 13' 38.7" N	80° 26' 37" W	1.05	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	I13-I16	Blacksburg Map Only	37° 13' 33.6" N	80° 26' 37.2" W	0.88	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	E15-H17	Blacksburg Map Only	37° 12' 58.6" N	80° 27' 35.6" W	1.38	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	H18-I16	Blacksburg Map Only	37° 12' 49.3" N	80° 26' 32.2" W	1.04	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	H17-H18	Blacksburg Map Only	37° 12' 38.3" N	80° 26' 42.1" W	0.49	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	H18-K17	Blacksburg Map Only	37° 12' 29.9" N	80° 25' 34.8" W	1.25	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J16-K17	2; Blacksburg Map - Huckleberry Connector	37° 12' 29.9" N	80° 25' 34.8" W	0.88	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J14-K14	Blacksburg Map Only	37° 13' 11.9" N	80° 25' 59" W	0.34	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J12-J13	Blacksburg Map Only	37° 13' 27.1" N	80° 25' 47.7" W	0.56	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	K13	Blacksburg Map Only	37° 13' 28.9" N	80° 25' 50.3" W	0.33	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	F16-N22	Potential Trail, Blacksburg Map Only	37° 12' 10.7" N	80° 27' 5.2" W	2.47	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	J15-L15	Blacksburg Map Only	37° 13' 1" N	80° 26' 5.8" W	0.81	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	K14-L15	Blacksburg Map Only	37° 13' 12.5" N	80° 25' 35.9" W	0.51	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	K12	Blacksburg Map Only	37° 13' 14.5" N	80° 25' 26.6" W	0.41	Beginner	Yes	N/A	N/A
Multi-Purpose Trail	Blacksburg	L14-L13	Blacksburg Map Only	37° 13' 21.8" N	80° 25' 24.7" W	0.68	Beginner	Yes	N/A	N/A	
Multi-Purpose Trail	Blacksburg	L13	Drillfield Dr, Blacksburg Map Only	37° 13' 36.3" N	80° 25' 18.2" W	1.14	Beginner	Yes	N/A	N/A	
Multi-Purpose Trail	Blacksburg	K11-M7	Blacksburg Map Only	37° 13' 42.3" N	80° 25' 38" W	1.43	Beginner	Yes	N/A	N/A	
Multi-Purpose Trail	Blacksburg	L12-K11	Blacksburg Map Only	37° 13' 37.9" N	80° 46' 6.8" W	0.34	Beginner	Yes	N/A	N/A	
Multi-Purpose Trail	Blacksburg	N10-N11	Blacksburg Map Only	37° 13' 46.6" N	80° 24' 35.9" W	0.30	Beginner	Yes	N/A	N/A	
Multi-Purpose Trail	Blacksburg	M12	Blacksburg Map Only	37° 13' 56.6" N	80° 25' 59.5" W	0.56	Beginner	Yes	N/A	N/A	
Multi-Purpose Trail	Blacksburg	M11-N12	Blacksburg Map Only	37° 13' 57.8" N	80° 24' 45.6" W	0.86	Beginner	Yes	N/A	N/A	

Tables and Maps

Multipurpose	Multi-Purpose Trail	Blacksburg	M9-M10	Blacksburg Map Only	37 14' 17" N	80 24' 38.9" W	0.78	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N9	Blacksburg Map Only	37 14' 29.9" N	80 24' 33.4" W	0.61	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N10-N11	Blacksburg Map Only	37 14' 9.2" N	80 24' 14.1" W	0.26	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M11-M12	Blacksburg Map Only	37 14' 5.5" N	80 24' 46.8" W	0.33	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N9	Blacksburg Map Only	37 14' 27.9" N	80 24' 30.6" W	0.43	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	O4-Q20	Potential Trail, Blacksburg Map Only	37 14' 9.2" N	80 23' 22.5" W	2.71	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	P13-Q13	Blacksburg Map Only	37 13' 28.3" N	80 23' 40" W	0.74	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N14	Blacksburg Map Only	37 13' 20.5" N	80 24' 22.6" W	0.39	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N14-O13	Blacksburg Map Only	37 13' 13.6" N	80 23' 53.9" W	1.04	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	O16-P17	Blacksburg Map Only	37 12' 42.7" N	80 23' 52.7" W	0.74	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	P17-O19	Blacksburg Map Only	37 12' 42.7" N	80 23' 52.7" W	1.03	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	P17-Q17	Blacksburg Map Only	37 12' 30.6" N	80 23' 30.4" W	0.42	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	L15-O17	Blacksburg Map Only	37 13' 1" N	80 25' 8.6" W	1.39	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	O17-N20	Blacksburg Map Only	37 12' 35.6" N	80 24' 6.8" W	1.09	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	O17-N21	Blacksburg Map Only	37 12' 34.4" N	80 23' 57.5" W	1.20	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	P21-P23	Blacksburg Map Only	37 11' 25" N	80 23' 27.3" W	1.48	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N21-O20	Blacksburg Map Only	37 11' 37.2" N	80 24' 7.5" W	0.84	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	N20-O23	Blacksburg Map Only	37 11' 28.3" N	80 24' 30.8" W	1.34	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	L22-M22	Blacksburg Map Only	37 11' 28" N	80 24' 30.6" W	0.53	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	O19-N21	Blacksburg Map Only	37 12' 34.4" N	80 23' 57.5" W	1.37	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M18-N20	Blacksburg Map Only	37 12' 22.6" N	80 24' 55.8" W	1.04	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M18-N19	Blacksburg Map Only	37 12' 17.9" N	80 24' 35" W	0.38	Beginner	Yes	N/A	N/A
	Multi-Purpose Trail	Blacksburg	M20-M22	Blacksburg Map Only	37 12' 22.6" N	80 24' 55.4" W	1.25	Beginner	Yes	N/A	N/A
	Elementary and Primary Safe Routes	Christiansburg	F15	Schools 11 & 12; Christiansburg Map Only	N/A	N/A	N/A	Beginner	Yes	N/A	N/A
	Middle School Safe Routes	Christiansburg	E17	School 13; Christiansburg Map Only	N/A	N/A	N/A	Beginner	Yes	N/A	N/A
South Huckleberry Extension	Christiansburg	E10	4; Christiansburg Map	N/A	N/A	N/A	Beginner	Yes	N/A	N/A	
Proposed Residential Multipurpose	Christiansburg	D13	6; Christiansburg Map	N/A	N/A	N/A	Beginner	Yes	N/A	N/A	
Proposed Industrial Multipurpose	Christiansburg	G13	7; Christiansburg Map	N/A	N/A	N/A	Beginner	Yes	N/A	N/A	
<i>Summary</i>							74.60	Beginner	Yes	N/A	N/A
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Merrimac Rd	Montgomery	J9	US 460 Business - Prices Ford Rd	37° 12' 55.3" N	80° 28' 8.6" W	5.11	Advanced	No	0.15/3	N/A
	Old Mill Rd	Blacksburg	F14-F15	Prices Fork - Proposed Multipurpose Trail	37° 13' 47.8" N	80° 27' 46.3" W	1.22	Advanced	No	0.2/6.6/2.6	N/A
	Chickahominy/Givens Ln	Blacksburg	K7	Blacksburg Map Only	37° 14' 39.4" N	80° 25' 36.7" W	1.75	Advanced	No	0.4/7.4/3	1200
	Glade Rd - Route 657	Blacksburg	E10	Town of Blacksburg - County Line	37° 14' 7.5" N	80° 26' 1.9" W	1.73	Advanced	No	0.3/9.1/2.8	N/A
	Duckpond to Price's Fork	Blacksburg	K14	Southgate - Prices Fork	37° 13' 53.1" N	80° 25' 44.1" W	1.23	Advanced	No	0.1/4.2/1.5	N/A
	Washington St	Blacksburg	L14	Duckpond Dr - Kent St	37° 13' 23.4" N	80° 25' 9.9" W	0.71	Advanced	No	0.1/3.1/1.2	N/A
	Hubbard St	Blacksburg	O17	Airport Dr - US 460 Business	37° 12' 33.6" N	80° 23' 57.4" W	2.17	Advanced	No	0.5/2.1/8	N/A
	N. Main St	Blacksburg	M4	Blacksburg Map, Whipple Dr - US 460	37° 15' 43.7" N	80° 24' 49.5" W	2.85	Advanced	No	0.3/8.7/2.5	8100
	Toms Creek	Blacksburg	J7	Blacksburg Map, North of US 460 Bypass	37° 15' 34" N	80° 24' 49" W	2.47	Advanced	No	0.4/7.4/3	N/A
	Alumni Mall	Blacksburg	L12	Drillfield Dr. to N Main St	37° 14' 6.3" N	80° 19' 23.2" W	0.28	Advanced	No	0.4/2.3/1.5	N/A
	Drillfield Dr.	Blacksburg	L13	Blacksburg Map, VT Campus	37° 13' 48.6" N	80° 21' 55" W	0.85	Advanced	No	0.1/3.6/1.5	N/A
	Harding Ave.	Blacksburg	O10	Montgomery Corp Limit - Happy Hollow Rd	37° 14' 25.8" N	80° 24' 2.8" W	0.16	Advanced	No	0.1/3.5/1.5	4500
	Whipple Dr.	Blacksburg	M7	N. Main St - Givens Ln.	37° 15' 1.7" N	80° 24' 43.6" W	0.35	Advanced	No	0.5/4/2.3	N/A
	Bishop Rd.	Blacksburg	O4	Mt Tabor Rd - Cameo Ln	37° 16' 23.9" N	80° 25' 4.9" W	0.51	Advanced	No	0.6/3.5/1.9	N/A
	Virginian Dr.	Christiansburg	F5	Franklin St - Dead End	37° 10' 33.2" N	80° 25' 5" W	0.95	Advanced	No	0.2/7.3/2.7	N/A
	Depot St	Christiansburg	H13	Cambria St - Roanoke St.	37° 8' 2.6" N	80° 23' 22" W	0.21	Advanced	No	0.5/5.3/2.5	12000
	Main St	Christiansburg	F17	Park St - Pepper St	37° 8' 5.4" N	80° 23' 25.4" W	0.27	Advanced	No	0.1/8/0.8	N/A
	Peppers Ferry	Christiansburg	F8	Christiansburg Corp. Limits - US 460 Business	37° 9' 48" N	80° 26' 27" W	1.90	Advanced	No	0.4/5/1.7	13000
	Roanoke St	Christiansburg	L14	US 460 Bypass - Cburg Corp Limits	37° 7' 51.8" N	80° 24' 26.4" W	3.21	Advanced	No	0.8/7/2.1	16000
	College St	Christiansburg	F16	Depot St - Moose Rd	37° 7' 54.9" N	80° 24' 47" W	0.46	Advanced	No	0.6/4.4/2.2	N/A
	Radford St	Christiansburg	E16	Phelgm St - Christiansburg Corp. Limits	37° 7' 36.6" N	80° 24' 45.3" W	1.28	Advanced	No	0.5/1.3	11000
	Depot St	Christiansburg	H13	Franklin St - Riner Rd	37° 7' 26.6" N	80° 24' 56.4" W	0.90	Advanced	No	0.3/4.2/1.1	12000
	Pepper St	Christiansburg	H16	Franklin St - Franklin St	37° 7' 57.5" N	80° 24' 44.5" W	0.73	Advanced	No	0.8/3.2/2.9	N/A
	Maple Dr.	Christiansburg	I17	Franklin St - Aspen St	37° 7' 14" N	80° 23' 53.7" W	0.49	Advanced	No	0.5/2.2	N/A
	Wades Ln	Christiansburg	F14	Betty Dr - Clearview St.	37° 8' 8.6" N	80° 25" W	0.27	Advanced	No	1.6/5.8/2.7	N/A
	Betty Dr	Christiansburg	F15	Sara Rd - Depot St.	37° 8' 12.3" N	80° 25' 0.4" W	0.43	Advanced	No	1/4/2.8	N/A
	Yellow Sulphur Springs Rd	Christiansburg	H11	Cambria St - Christiansburg Corp. Limits	37° 8' 59.1" N	80° 24' 38.8" W	0.20	Advanced	No	0.4/7.3/2.2	N/A
	First St	Christiansburg	G16	Pepper St - Phelgar St.	37° 7' 48.4" N	80° 24' 23.1" W	0.36	Advanced	No	0.8/3.8/1.8	N/A
	Diamond Ave	Christiansburg	D11	Windmill Ridge - Proposed Multipurpose Trail	37° 8' 57.1" N	80° 25' 56.1" W	0.52	Advanced	No	1.5/7.3/3.6	5000
	Park St	Christiansburg	I14	Depot St - Main St	37° 8' 5.4" N	80° 23' 25.1" W	0.60	Advanced	No	0.5/5.5/2.4	1900
	Roanoke St	Christiansburg	L14	Pepper St - Reading Rd	37° 7' 52.1" N	80° 24' 26.3" W	1.08	Advanced	No	0.6/8/2	12000
	VA Rt 8	Montgomery Co	K13	US Rt 11 - Christiansburg Corp. Limits	37° 7' 35.1" N	80° 24' 45.7" W	0.77	Advanced	No	0.1/15.2/3.8	13000
			J13	Christiansburg Corp. Limits - I-81	37° 7' 16.1" N	80° 25' 7.3" W	0.22	Advanced	No	0.1/15.2/3.8	11000
J14			I-81 - Meadow Creek Rd	37° 6' 58" N	80° 25' 21.2" W	3.26	Advanced	No	0.1/15.2/3.8	1000	
J17			Meadow Creek Rd - Floyd Co. Line	37° 4' 44.2" N	80° 27' 10.2" W	5.99	Advanced	No	0.1/15.2/3.8	1100	
US Rt 11	Montgomery Co	G13	Radford City Limit - Walton Dr	37° 7' 52" N	80° 30' 51.8" W	1.47	Advanced	No	0.1/8.9/2.5	2200	
		J13	Walton Dr - Harmon Dr	37° 7' 49.6" N	80° 29' 23.7" W	2.32	Advanced	No	0.1/8.9/2.5	1500	
		I14	Harman Dr - Christiansburg Corp. Limits	37° 7' 47.4" N	80° 26' 53.8" W	0.65	Advanced	No	0.1/8.9/2.5	940	
		N12	Christiansburg Corp. Limit - Franklin Street	37° 7' 3.4" N	80° 25' 23.5" W	1.28	Advanced	No	0.3/5.2/2.2	11000	
US Rt 11/460	Christiansburg	H16	Franklin Street - Reading Road	37° 7' 57.7" N	80° 24' 44.9" W	1.20	Advanced	No	0.2/4.5/2	5700	
		Q14	460 Bypass - west Christiansburg Limits	37° 8' 2.5" N	80° 21' 26.9" W	3.12	Advanced	No	0.2/4.9/2	17000	

Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	US Rt 11/460	Montgomery Co	R9	Christiansburg Corp. Limits - Roanoke Co. Line	37° 12' 59.2" N	80° 13' 56.2" W	2.43	Advanced	No	0/18.9/2.5	2700	
	VA Rt 114	Montgomery Co	F11	Pulaski Co. Line - Rt 812	37° 9' 44.2" N	80° 33' 9.3" W	1.02	Advanced	No	0/16/3	3000	
			H11	Rt 812 - Vicker Switch Rd	37° 10' 13.1" N	80° 32' 14.4" W	3.62	Advanced	No	0/16/3	3100	
			I11	Vicker Switch Rd - Christiansburg Corp. Limits	37° 10' 14" N	80° 28' 20.3" W	1.34	Advanced	No	0/16/3	3500	
			J11	Christiansburg 4-Lane Urban - US 460 Business	37° 9' 48" N	80° 26' 58.2" W	1.44	Advanced	No	0/16/3	190	
	VA Rt 177	Montgomery Co	K11	US 460 Business - US 460 Bypass	37° 9' 49.6" N	80° 25' 24.6" W	0.63	Advanced	No	0/16/3	1600	
			G14	Tyler Rd - Radford City Line	37° 6' 5.1" N	80° 30' 57.2" W	2.33	Advanced	No	0.5/10.6/3.6	600	
	Rt 600	Montgomery Co	G13	Mud Pike Rd - US Rt 11	37° 5' 57.7" N	80° 30' 12.7" W	2.40	Advanced	No	0.1/9.1/3.2	530	
	Rt 603	Montgomery Co	L9	Blacksburg Corp. Limits - Jennelle Rd	37° 12' 2.7" N	80° 23' 42.8" W	1.48	Advanced	No	0.1/2.4/5/5.4	2400	
			L10	Jennelle Rd - Ellett Rd	37° 11' 27.6" N	80° 22' 25.3" W	0.32	Advanced	No	0.1/2.4/5/5.4	1700	
			M10	Ellett Rd - Den Hill Rd	37° 11' 27.4" N	80° 22' 5.4" W	0.93	Advanced	No	0.1/2.4/5/5.4	1900	
			N10	Den Hill Rd - Friendship Rd	37° 11' 12.4" N	80° 21' 9" W	3.23	Advanced	No	0.1/2.4/5/5.4	1200	
			P8	Friendship Rd - Bradshaw Rd	37° 12' 15.5" N	80° 17' 59.8" W	4.04	Advanced	No	0.1/2.4/5/5.4	830	
			Q7	Bradshaw Rd - Pedlar Rd	37° 14' 17.9" N	80° 15' 39.3" W	1.65	Advanced	No	0.1/2.4/5/5.4	610	
			Q8	Pedlar Rd - US 11/460	37° 13' 59.9" N	80° 14' 8.8" W	2.16	Advanced	No	0.1/2.4/5/5.4	280	
			Rt 615	Montgomery Co	L14	Christiansburg Corp. Limit - Smith Creek Rd	37° 6' 41.1" N	80° 23' 16.8" W	2.25	Advanced	No	0.1/18.2/5.3
	L16	Smith Creek Rd - Union Valley Rd			37° 5' 29" N	80° 23' 24.5" W	2.22	Advanced	No	0.1/18.2/5.3	240	
	M17	Union Valley Rd - Hih Rock Hill Rd			37° 3' 54.2" N	80° 22' 29.8" W	1.75	Advanced	No	0.1/18.2/5.3	1300	
	Rt 621	Montgomery Co	L3	US 460 - Craig Co. Line	37° 17' 8.2" N	80° 27' 41.7" W	11.47	Advanced	No	0.2/13.8/3.7	1500	
	Rt 624	Montgomery Co	L6	Blacksburg Corp. Limit - Gedney Park Dr.	37° 16' 1.2" N	80° 23' 57.3" W	1.83	Advanced	No	0.1/14.4/2.8	2000	
			N4	Gedney Park Dr - Roanoke Co. Line	37° 16' 53.2" N	80° 22' 56.8" W	8.45	Advanced	No	0.1/14.4/2.8	2200	
	Rt 625	Montgomery Co	C7	McCoy Rd - Giles Co. Line	37° 13' 30" N	80° 36' 38.1" W	3.58	Advanced	No	1.1/20/5.5	490	
	Rt 637	Montgomery Co	Q11	US 11/460 - Kirk Hollow Rd	37° 10' 4.2" N	80° 15' 20.9" W	0.44	Advanced	No	0/30/3.3	230	
			Q11	Kirk Hollow Rd - Flick Dr	37° 9' 57.8" N	80° 15' 15.2" W	1.82	Advanced	No	0/30/3.3	1400	
			Q12	Flick Dr - Strawberry Circle	37° 8' 41" N	80° 15' 57.4" W	2.00	Advanced	No	0/30/3.3	3200	
			P13	Strawberry Circle - Willis Hollow Rd	37° 7' 20.3" N	80° 16' 5.7" W	1.24	Advanced	No	0/30/3.3	1800	
			Q14	Willis Hollow Rd - Hickman Hollow Rd	37° 6' 03.7" N	80° 15' 1.7" W	0.74	Advanced	No	0/30/3.3	870	
			Q14	Hickman Hollow Rd - Rt 653	37° 6' 39.7" N	80° 15' 19.6" W	1.89	Advanced	No	0/30/3.3	270	
			O12	Christiansburg Corp. Limit - US Rt 11	37° 11' 11.9" N	80° 21' 10.2" W	1.34	Advanced	No	0.2/5/5.4	980	
			O12	US Rt 11 - N Fork Rd	37° 8' 53.6" N	80° 18' 24.1" W	4.17	Advanced	No	0.2/5/5.4	8000	
	Rt 641	Montgomery Co	K12	Christiansburg Corp. Limit - Jennelle Rd	37° 9' 4.2" N	80° 24' 18.3" W	3.74	Advanced	No	0.2/14.8/4.5	3400	
			K11	Jennelle Rd - Blacksburg Corp. Limit	37° 11' 9.3" N	80° 23' 50.6" W	0.65	Advanced	No	0.2/14.8/4.5	890	
	Rt 643	Montgomery Co	E8	Rt 625 - Long Shop Rd.	37° 13' 29.7" N	80° 36' 39.4" W	3.85	Advanced	No	0.2/3/3.7	1000	
	Rt 652	Montgomery Co	H7	Lick Run Rd - Blacksburg Corp. Limit	37° 14' 15.8" N	80° 28' 27.6" W	3.64	Advanced	No	0.1/14.3/3.2	1300	
			I7	McCoy Rd - Lick Run Rd	37° 13' 37.3" N	80° 31' 56.1" W	2.12	Advanced	No	0.1/14.3/3.2	140	
	Rt 655	Montgomery Co	I9	Prices Fork Rd - Rt 608	37° 12' 55.1" N	80° 28' 8.5" W	3.60	Advanced	No	0.1/13.3/2.9	150	
			J9	Rt 608 - Christiansburg Corp. Limit	37° 11' 23.3" N	80° 25' 32.1" W	0.74	Advanced	No	0.1/13.3/2.9	90	
	Rt 657	Montgomery Co	H13	US 11 - Spaulding Rd	37° 10' 17.5" N	80° 30' 57.4" W	0.88	Advanced	No	0.3/15.2/3.8	360	
			G11	Spaulding Rd - Rt 114	37° 8' 29" N	80° 29' 26.9" W	3.64	Advanced	No	0.3/15.2/3.8	1900	
	Rt 663	Montgomery Co	F14	Radford City Limit - Wintergreen Dr	37° 5' 58.2" N	80° 31' 46.5" W	1.50	Advanced	No	0.4/16.6/2.6	1700	
	Rt 664	Montgomery Co	L9	Blacksburg Corp. Limit - Woodland Hills Dr	37° 12' 48.5" N	80° 23' 22" W	1.60	Advanced	No	0.3/16.7/2.6	980	
	Rt 681	Montgomery Co	H9	Coal Hollow Rd - McCoy Rd	37° 11' 28.1" N	80° 30' 3.8" W	1.20	Advanced	No	0.6/9.2/9	8000	
	Rt 685	Montgomery Co	G13	US 11 - Radford City Limit	37° 7' 36.7" N	80° 30' 29.9" W	0.94	Advanced	No	0.2/9.5/2.5	3400	
	Rt 688	Montgomery Co	E17	Lead Mine Rd - Blue Springs Rd	37° 2' 17.1" N	80° 33' 25.1" W	0.19	Advanced	No	0.1/16.1/2.9	890	
			F17	Blue Springs Rd - Dry Valley Rd	37° 2' 11" N	80° 33' 14.9" W	1.60	Advanced	No	0.1/16.1/2.9	1000	
			G17	Dry Valley Rd - Piney Woods Rd	37° 2' 38.7" N	80° 31' 42.9" W	1.60	Advanced	No	0.1/16.1/2.9	2200	
			H16	Riney Woods Rd - Tyler Rd	37° 3' 24" N	80° 30' 17.3" W	0.14	Advanced	No	0.1/16.1/2.9	3200	
			I15	Tyler Rd - VA Rt 8	37° 3' 30.3" N	80° 30' 13" W	3.65	Advanced	No	0.1/16.1/2.9	1300	
			H10	Rt 114 - Stroubles Creek	37° 10' 13.9" N	80° 29' 53.9" W	1.59	Advanced	No	0.2/18.7/5.8	140	
	Rt 705	Montgomery Co	G10	Stroubles Creek - Prices Fork Rd	37° 7' 56" N	80° 29' 52.3" W	0.36	Advanced	No	0.2/18.7/5.8	150	
	Rt 708	Montgomery Co	D7	Rt 625 - Rt 781	37° 15" N	80° 33' 4.9" W	3.40	Advanced	No	0.1/19.5/3.9	65	
	Rt 781	Montgomery Co	F7	Long Shop Rd - Norris Run	37° 13' 37.4" N	80° 31' 55.9" W	2.04	Advanced	No	0.4/14.9/5	360	
	Rt 785	Montgomery Co	L7	Blacksburg Corp. Limits - Happy Hollow Rd	37° 14' 30.3" N	80° 23' 56.6" W	1.01	Advanced	No	0.2/9.9/4	1900	
			M7	Happy Hollow Rd - Lusters Gate Rd	37° 14' 47.5" N	80° 23' 15.9" W	1.39	Advanced	No	0.2/9.9/4	1700	
	Rt 787	Montgomery Co	F15	Radford City Limit - Lovely Mt. Dr.	37° 5' 58.3" N	80° 32' 12.1" W	1.70	Advanced	No	0.1/14.7/4	980	
			F16	Lovely Mt Dr - Graysontown Rd	37° 6' 24.8" N	80° 33' 9.6" W	4.81	Advanced	No	0.1/14.7/4	770	
			F18	Graysontown Rd - Floyd Co. Line	37° 2' 38.4" N	80° 31' 42.3" W	4.89	Advanced	No	0.1/14.7/4	220	
							Summary	185.89	Advanced	No	0.2/13.9/3.3	3420
Waterway	Roanoke River Blueway	Montgomery Co	M7	Located in the Eastern Portion of the County	37° 11' 9.6" N	80° 21' 9.2" W	50.20	Advanced	No	N/A	N/A	
							Summary	50.20	Advanced	N/A	N/A	N/A

Bikeway, Walkway, Blueway Plan

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Pulaski Area Plan

2011 Plan Objectives

The Pulaski area is nestled against the splendor of the Blue Ridge Mountains, where the seasonal changes create unforgettable experiences. The Pulaski area is home to the towns of Pulaski and Dublin, and the New River Community College that offers a wide range of programs to the local community. The area features Claytor Lake State Park, Randolph Park, 15 miles of the New River

Trail, 23 miles of US Bicycle Route 76, a 16,000 acre Boy Scout reservation, and the Gatewood Reservoir recreational area.

In 2009, Pulaski County partnered with the New River Valley Planning District Commission to develop a Central Pulaski Transportation and Land Use Master Plan. The plan provided recommendations for bicycle and pedestrian improvements along key transportation corridors.

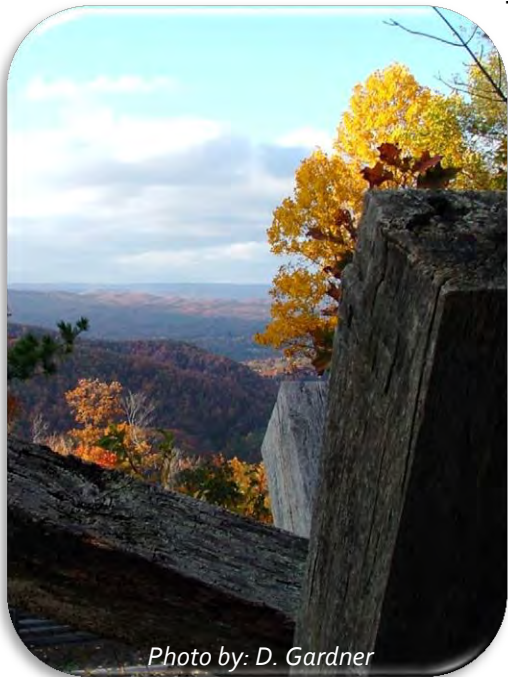


Photo by: D. Gardner



Photo by: Virginia Tech

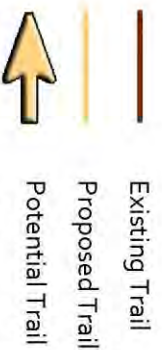
Hierarchical priorities for the Pulaski area include:

1. New River Trail Extension to Randolph Park and Beyond
2. Access to Waterways – Developing Blueway System
3. Bike Route 76 Connectivity to Communities

Mapping Assistant

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

1. **Hiking and Mountain Biking Trails:** Combines natural surfaced facilities that are predominately used for recreation and tourism. These facilities are shown on the map as:



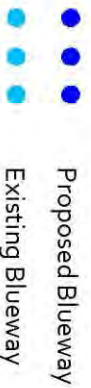
2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. These facilities are shown on the map as:



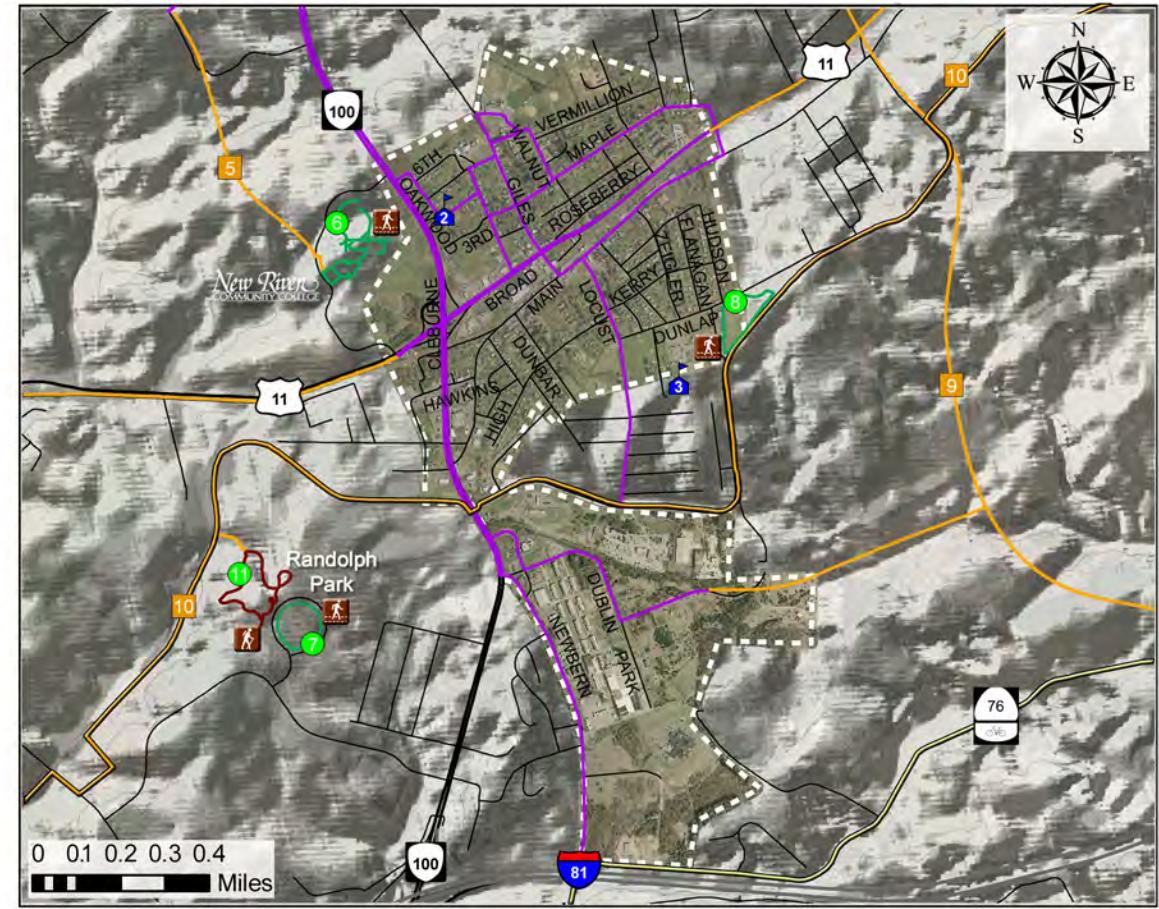
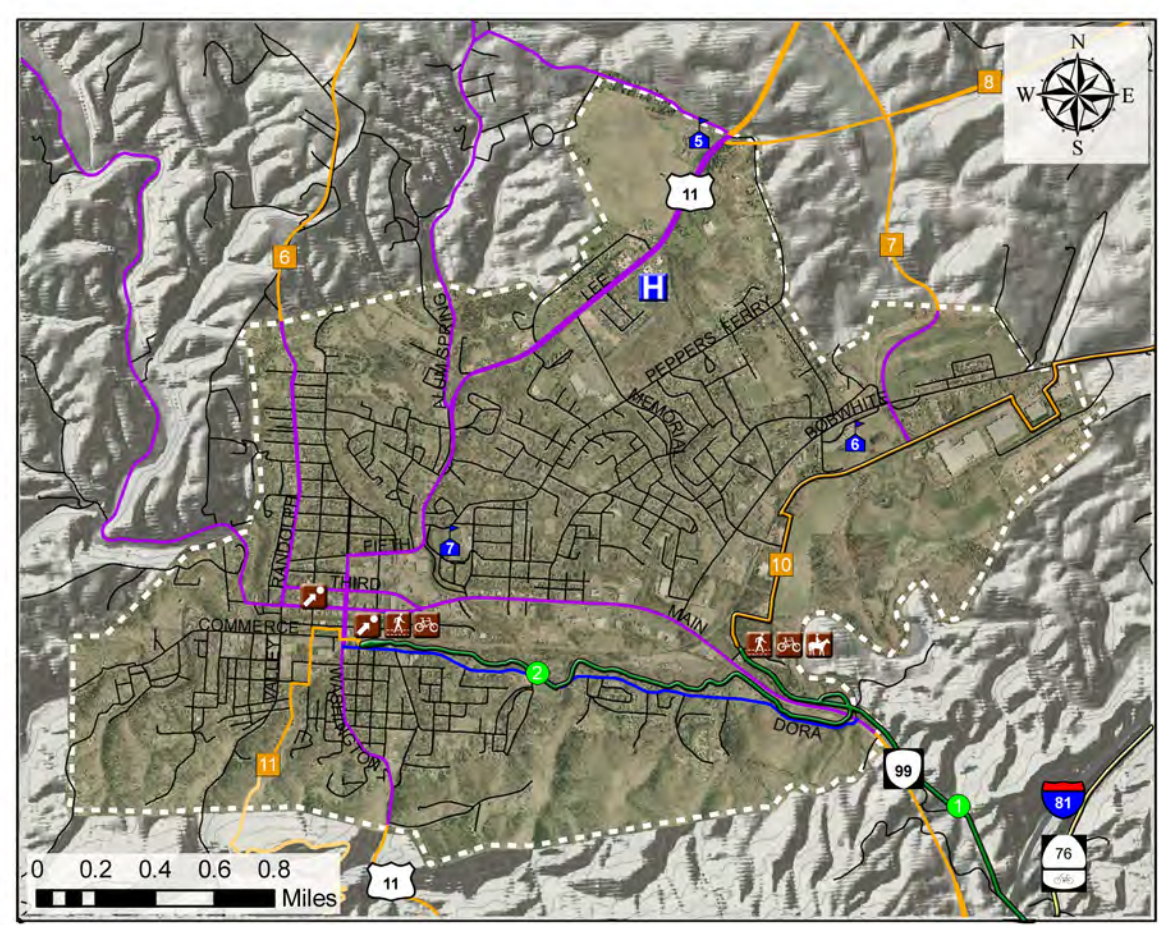
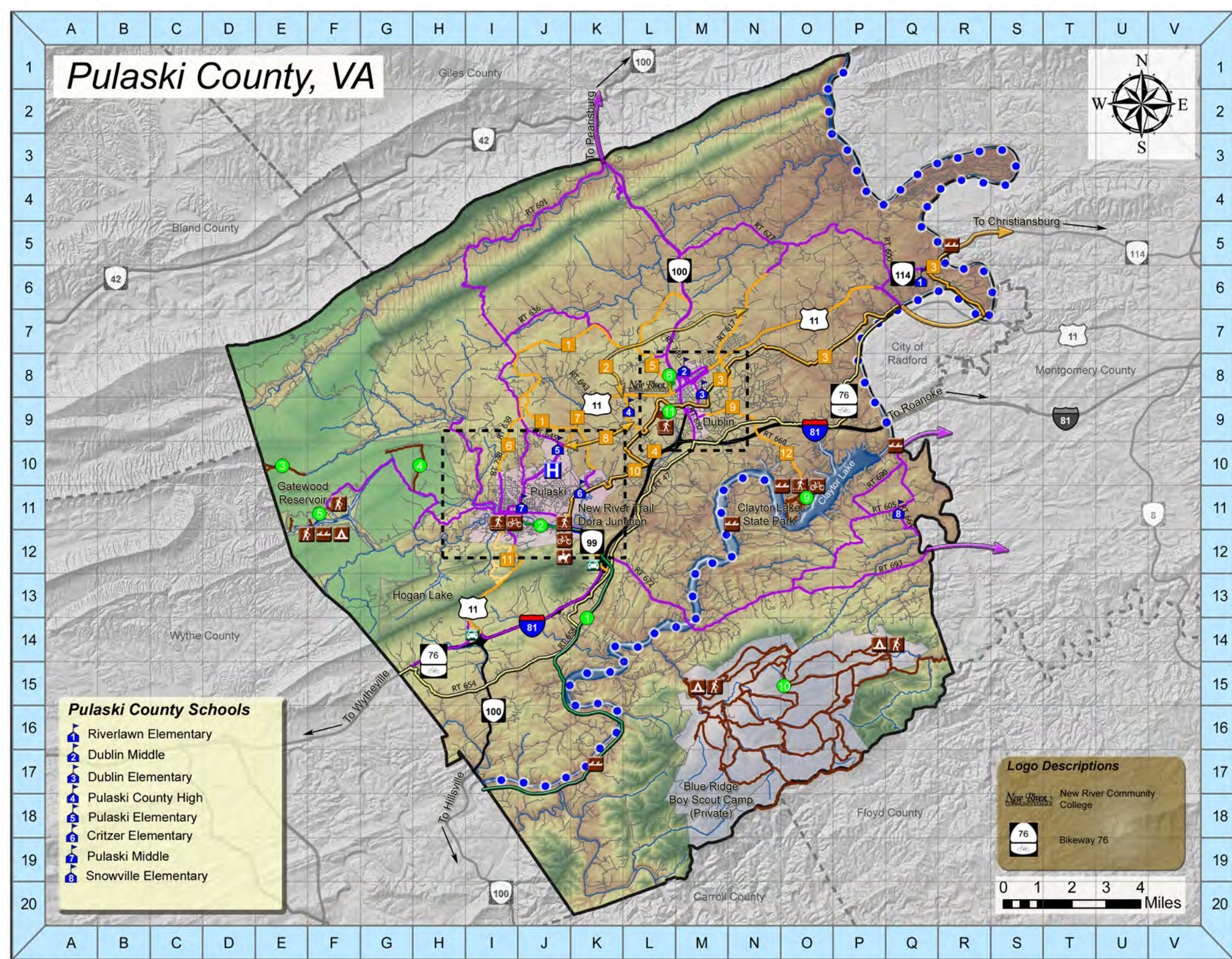
The illustrations are intended to generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category, labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system's legend and school's legend. Trail labels indicate existing (●) and proposed (□) facilities.

The tables provide additional information for each existing and proposed facility. A grid borders each of the maps and aligns with the information provided in the tables. The tables also provide a map key, location description, access point latitude and longitude, length, difficulty, ADA accessibility, slope ratings, and traffic volumes.

The information within this plan will be amended annually online, and updated every five years under the direction of the Regional Bikeway-Walkway Committee.



Legend

- Interstate Highway
- Primary Roadway
- Secondary Roadway
- Existing Multipurpose Trail
- Existing Mountain Biking/Hiking Trail
- Existing Bike Lane/SHARROW
- Potential/Proposed Multipurpose Trail
- Proposed Mountain Biking/Hiking Trail
- Potential/Proposed Bike Lane/SHARROW
- Dedicated Bicycle Route
- Hospital
- Boating Access Site
- Campsite
- Biking Trail
- Equestrian Trail
- Hiking Trail
- Walking Trail
- Historical Point of Interest
- Park and Ride Lot
- Existing Trail
- Proposed Trail
- Existing Schools
- National Forest
- Town Boundaries

Pulaski Trails System

Proposed Trails

- Alum Springs Connector
- East-West Connector
- New River Trail Extension
- Cougar Trail Connector
- NRCC Connector
- Randolph Ave. Connector
- Route 11 Connector
- Mid-Pulaski Connector
- Exit 101 Connector
- New River Trail Extension
- Draper Mountain Trail System
- State Park Road Connector

Existing Trails

- New River Trail
- Dora Trail
- Tract Fork
- Ridge Hiking Trail
- Gatewood Res. Hiking
- NRCC Walkways
- Randolph Park Loop
- Lions' Club Loop
- Clayton Lake Trails
- Boy Scout Res. Trails
- Randolph Park Footpath

This map was prepared by the New River Valley Planning District Commission in 2011. Data was collected and compiled from various sources to develop this plan: VGIN, USGS, USDA, DCR, and Pulaski County GIS data. Images, Logos, and provided information is for planning purposes only and may not be used without written permission.



Tables and Maps

Pulaski County, Existing

General					Access Point		Profile				
Facility Type	Name/Route	Location	Grid Location	Map Key, Description	Latitude	Longitude	Length (mi)	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg.)
Mountain Biking or Hiking	Tract Fork	Pulaski Co.	E10	3, Gatewood Reservoir	37° 3' 46.9" N	80° 53' 19.3" W	1.46	Intermediate	No	0/13.8/3.5	N/A
	Ridge Trail	Pulaski Co.	H10	4, Gatewood Reservoir	37° 3' 24.8" N	80° 49' 49.3" W	2.62	Intermediate	No	0/14.1/3.6	N/A
	Blue Gill Hiking Trail	Pulaski Co.	E11	Gatewood Reservoir	37° 2' 22.3" N	80° 53' 44.2" W	0.39	Intermediate	No	0/19.4/4.1	N/A
	Citation Hiking Trail	Pulaski Co.	E11	Gatewood Reservoir	37° 2' 52.7" N	80° 52' 27" W	0.10	Intermediate	No	0/9.9/3.4	N/A
	Beaver Hut Trail	Pulaski Co.	F11	Gatewood Reservoir	37° 2' 29.3" N	80° 52' 44.2" W	0.21	Intermediate	No	0/15.4/4.8	N/A
	Bent Tree	Pulaski Co.	O11	Claytor Lake	37° 3' 18.9" N	80° 37' 28.6" W	1.05	Intermediate	No	0/5.1/1.2	N/A
	Claytor Lake	Pulaski Co.	O11	Claytor Lake	37° 3' 38.1" N	80° 37' 29.4" W	1.55	Intermediate	No	0/12.2/2.8	N/A
	Poplar Leaf	Pulaski Co.	O11	Claytor Lake	37° 3' 15.7" N	80° 37' 56.8" W	0.77	Intermediate	No	0/6.9/2.1	N/A
	Shady Ridge	Pulaski Co.	O11	Claytor Lake	37° 3' 38.1" N	80° 37' 28.1" W	0.66	Intermediate	No	0/5.1/1.6	N/A
	Randolph Park Walking Trail	Dublin	L9	Randolph Park	37° 30' 45.1" N	80° 18' 15" W	0.82	Intermediate	No	0/4.8/1.1	N/A
	7-Mile Junction Trail	Pulaski Co.	P16	Boy Scout Reservation	36° 58' 5.7" N	80° 36' 41.9" W	1.28	Intermediate	No	0/14.9/3.7	N/A
	Bear Hollow Trail	Pulaski Co.	Q15	Boy Scout Reservation	36° 59' 15.8" N	80° 34' 33.5" W	2.22	Intermediate	No	0/21.3/4.6	N/A
	Bench Mountain Trail	Pulaski Co.	P15	Boy Scout Reservation	36° 59' 28.1" N	80° 34' 56.1" W	2.21	Intermediate	No	0/28.3/5.4	N/A
	Big Macks Trail	Pulaski Co.	N16	Boy Scout Reservation	36° 58' 47.9" N	80° 41' 6" W	7.70	Advanced	No	0/23.3/3.7	N/A
	Buckeye Trail	Pulaski Co.	N17	Boy Scout Reservation	36° 56' 36.4" N	80° 39' 44.6" W	1.93	Intermediate	No	0/17.2/4.7	N/A
	Burks Run Trail	Pulaski Co.	N15	Boy Scout Reservation	36° 59' 38.8" N	80° 37' 31.2" W	2.41	Intermediate	No	0/16.2/3.3	N/A
	Charcoal Trail	Pulaski Co.	N16	Boy Scout Reservation	36° 57' 49.4" N	80° 38' 34.5" W	1.35	Intermediate	No	0/19.1/4	N/A
	Chimney Junction Trail	Pulaski Co.	N15	Boy Scout Reservation	36° 58' 51.1" N	80° 38' 50.8" W	0.75	Advanced	No	0/25.8/6.1	N/A
	Chimney Mountain Trail	Pulaski Co.	M15	Boy Scout Reservation	36° 58' 36.8" N	80° 40' 52.5" W	3.52	Intermediate	No	0/19.1/4.1	N/A
	Dead Pine Trail	Pulaski Co.	M17	Boy Scout Reservation	36° 57' 49.2" N	80° 39' 47.1" W	1.97	Intermediate	No	0/24.8/4.8	N/A
	Greenwood Trail	Pulaski Co.	N16	Boy Scout Reservation	36° 58' 14.7" N	80° 39' 49.2" W	6.24	Advanced	No	0/25.2/3.5	N/A
	Grouse Hollow Trail	Pulaski Co.	P15	Boy Scout Reservation	36° 59' 14.8" N	80° 35' 47.9" W	2.31	Intermediate	No	0/15.8/4.7	N/A
	Gumstand Trail	Pulaski Co.	O16	Boy Scout Reservation	36° 57' 18.4" N	80° 36' 36" W	0.81	Intermediate	No	0/12.6/2.9	N/A
	Heavy Loads Trail	Pulaski Co.	N17	Boy Scout Reservation	36° 57' 4" N	80° 39' 9.1" W	0.90	Intermediate	No	0/20/4.3	N/A
	Jersey Ridge Trail	Pulaski Co.	M16	Boy Scout Reservation	37° 14' 9" N	80° 40' 15.2" W	0.97	Intermediate	No	0/13.7/3.1	N/A
	Little Laurel Trail	Pulaski Co.	O15	Boy Scout Reservation	36° 59' 29.6" N	80° 34' 35.7" W	3.54	Advanced	No	0/17/7	N/A
	Little Macks Trail	Pulaski Co.	M16	Boy Scout Reservation	36° 57' 54.5" N	80° 40' 17.2" W	0.85	Intermediate	No	0/13.4/3	N/A
	Locust Thicket Trail	Pulaski Co.	O16	Boy Scout Reservation	36° 57' 46.4" N	80° 38' 1.3" W	1.45	Advanced	No	0/26.9/6.6	N/A
	Mack Mountain Trail	Pulaski Co.	N18	Boy Scout Reservation	36° 56' 33.5" N	80° 36' 22.1" W	2.84	Intermediate	No	0/17.4/1.9	N/A
	Maple Branch Trail	Pulaski Co.	M15	Boy Scout Reservation	36° 59' 30.2" N	80° 37' 41.5" W	4.28	Advanced	No	0/21/4.8	N/A
	Matheny Hollow Trail	Pulaski Co.	O15	Boy Scout Reservation	36° 57' 47" N	80° 38' 8.5" W	1.93	Intermediate	No	0/19.7/3.9	N/A
	North Ridge Trail	Pulaski Co.	O15	Boy Scout Reservation	36° 59' 53.3" N	80° 34' 54.9" W	4.91	Intermediate	No	0/21.3/3.7	N/A
	Oak Hollow Trail	Pulaski Co.	P15	Boy Scout Reservation	36° 59' 4.5" N	80° 36' 13.1" W	1.44	Intermediate	No	0/16.7/3.7	N/A
Peak Trail	Pulaski Co.	O14	Boy Scout Reservation	36° 59' 29.4" N	80° 37' 45.5" W	1.38	Intermediate	No	0/28.6/4.4	N/A	
Puncheon Camp Junction Trail	Pulaski Co.	N17	Boy Scout Reservation	36° 57' 6.2" N	80° 38' 37.4" W	1.51	Intermediate	No	0/8.6/4.9	N/A	
R-Dot/Moose Trail	Pulaski Co.	P17	Boy Scout Reservation	36° 57" N	80° 36' 17.3" W	0.78	Intermediate	No	0/9.7/3.6	N/A	
Shelby's Dream Trail	Pulaski Co.	N15	Boy Scout Reservation	36° 58' 22.3" N	80° 39' 22.2" W	1.98	Intermediate	No	0/12.6/3.7	N/A	
Webb's Trail	Pulaski Co.	M16	Boy Scout Reservation	36° 57' 43.8" N	80° 40' 31.5" W	1.18	Intermediate	No	0/13.7/4.2	N/A	
<i>Summary</i>							73.85	Intermediate	No	0/16.6/3.9	N/A
Multipurpose	New River Trail	Pulaski Co.	K12	1, State Park	37° 2' 45.4" N	80° 44' 59.7" W	13.59	Intermediate	Yes	0/12/2	N/A
	NRCC Walkways	Pulaski Co.	L8	6, On-campus facilities	37° 6' 18.9" N	80° 41' 50" W	N/A	Beginner	Yes	0/5.6/1.6	N/A
	Dora Trail	Pulaski Town	J11	2, Pulaski Train Station to NRT	37° 2' 42.9" N	80° 46' 22.7" W	1.41	Beginner	Yes	0/4/2/5	N/A
	Lion's Club Walking Trail	Dublin	L8	8, Loop along Old Bagging Plant Road	37° 6' 10.8" N	80° 40' 30.4" W	0.51	Beginner	Yes	0/5.2/1	N/A
	Randolph Park Loop	Dublin	M9	11, Trail Around Ball Fields	37° 5' 24.4" N	80° 41' 53.5" W	0.49	Beginner	Yes	0/2.3/0.8	N/A
<i>Summary</i>							15.00	Beginner	Yes	0/13.4/2.1	N/A
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Bike Route 76	Pulaski Co.	G15	Pulaski Co. Line - Route 11	36° 58' 46" N	80° 50' 8.6" W	21.53	Advanced	No	0/21/2.4	N/A
	Dora Highway	Pulaski Co.	J11-K12	Washington Ave - Rt 99	37° 2' 43.7" N	80° 46' 47.9" W	2.27	Advanced	No	0/20.1/2.5	N/A
<i>Summary</i>							23.80	Advanced	No	0/21/2.4	N/A
Waterway	New River	Pulaski Co.	I17-K17	County Line - Allisonia Access	36° 56' N	80° 47' 26.1" W	3.49	Intermediate	No	N/A	N/A
			K17-N11	Allisonia Access - DeHaven Park Access	36° 56' 45" N	80° 43' 57.3" W	12.38	Intermediate	No	N/A	N/A
			N11-O10	DeHaven Park Access - Dublin Access	37° 3' 18.6" N	80° 39' 52.9" W	2.44	Intermediate	No	N/A	N/A
			O10-R5	Claytor Dam Access - Whitethorne Access	37° 5' 22.7" N	80° 34' 45.3" W	18.56	Intermediate	No	N/A	N/A
			R5-P1	Whitethorne Access - County Line	37° 11' 55.6" N	80° 33' 57.3" W	6.60	Intermediate	No	N/A	N/A
<i>Summary</i>							43.46	Intermediate	No	N/A	N/A

Pulaski County, Proposed

General					Access Point		Profile					
Facility Type	Name/Route	Location	Grid Location	Map Key; Description	Latitude	Longitude	Length	Difficulty	ADA Accessible	% Slope (min/max/avg)	AADT (avg.)	
Mountain Biking or Hiking	Draper Mountain Connector	Pulaski	I12	Draper Mountain - Town	37° 1' 35.6" N	80° 46' 45.9" W	3.16	Intermediate	No	0/22.9/5	N/A	
	Draper Mountain Trail System	Pulaski Co.	I12	11, Draper Mountain Network	37° 1' 6.8" N	80° 47' 2" W	2.36	Advanced	No	0/21.4/6	N/A	
<i>Summary</i>							5.52	Intermediate	No	0/22.1/5.6	N/A	
Multipurpose	NRT Dublin Extension	Dublin	J12	3, NRT Trailhead - Randolph Park	37° 2' 45.4" N	80° 45' W	6.01	Beginner	Yes	0/7.5/1.4	N/A	
	NRT Christiansburg Extension	Dublin-Cburg	M8	10, Park - Riverway - Huckleberry	37° 5' 42.5" N	80° 41' 23.3" W	13.10	Beginner	Yes	0/33.9/2.5	N/A	
	Randolph Ave. Connector	Pulaski	I10	6, Parallel Road Improvement	37° 2' 53.6" N	80° 47' 5" W	4.17	Beginner	Yes	0/12.8/1.5	N/A	
	Alum Springs Connector	Pulaski Co.	J7	1, Parallel Road Improvement	37° 3' 31.4" N	80° 44' 13.7" W	11.02	Beginner	Yes	0/33/2.1	N/A	
	Route 11 Connector	Pulaski	J10	7, Parallel Road Improvement	37° 2' 52" N	80° 46' 47.8" W	7.53	Beginner	Yes	0/7.6/2	N/A	
	Mid-Pulaski Connector	Pulaski Co.	K10	8, Parallel Road Improvement	37° 4' 36.4" N	80° 45' 6.8" W	2.11	Beginner	Yes	0/10.4/2.3	N/A	
	Cougar Trail Connector	Pulaski Co.	L9	4, Parallel Road Improvement	37° 4' 9.6" N	80° 42' 24.8" W	4.37	Beginner	Yes	0/5.6/1.3	N/A	
	NRCC Connector	Dublin	L8	5, Parallel Road Improvement	37° 6' 2.1" N	80° 41' 43.9" W	1.92	Beginner	Yes	0/8.6/1.4	N/A	
	East-West Connector	Pulaski Co.	K8	2, Parallel Road Improvement	37° 5' 58" N	80° 43' 16" W	5.81	Beginner	Yes	0/9.7/1.4	N/A	
State Park Road Connector	Pulaski Co.	O10	12, Parallel Road Improvement	37° 5' 1" N	80° 38' 57.1" W	2.69	Beginner	Yes	0/7/1.4	N/A		
Exit 101 Connector	Pulaski Co.	N9	9, Parallel Road Improvement	37° 5' 1" N	80° 38' 57.1" W	4.47	Beginner	Yes	0/11.4/1.5	N/A		
<i>Summary</i>							63.20	Beginner	Yes	0/11.6/1.7	N/A	
Shared Right-of-Way (SHARROW, widened travel lane, paved shoulder, or bike lane)	Gatewood Reservoir Rd	Pulaski Co.	H11	Local Road Network	37° 3' 9.2" N	80° 49' 3.6" W	7.26	Intermediate	No	0/25.6/3.6	N/A	
	Rt 600	Pulaski Co.	P5	Rt 114 - Gate Ten Rd	37° 9' 3.6" N	80° 34' 55.4" W	1.22	Intermediate	No	0/10.9/2.1	3200	
			P5	Gate Ten Rd - Highland Rd	37° 9' 58.7" N	80° 35' 16.7" W	1.58	Intermediate	No		2000	
	Rt 601	Pulaski Co.	J4	Alum Springs Rd - SR 100	37° 10' 23.2" N	80° 46' 11.5" W	5.48	Intermediate	No	0/32.3/3.3	330	
			O13	Lead Mine Rd - 619	37° 1' 10.4" N	80° 37' 44.8" W	1.62	Intermediate	No		290	
	Rt 605	Pulaski Co.	O12	619 - Grayson-wn Rd	37° 1' 43.1" N	80° 36' 48.3" W	3.54	Intermediate	No	0/13.6/2.1	470	
			P11	Grayson - N Shelburne Rd	37° 3' 3.9" N	80° 35' 20.6" W	1.83	Intermediate	No		1100	
			Q12	N Shelburne Rd - Mont. Co. Line	37° 4' 25" N	80° 34' 21.5" W	0.41	Intermediate	No		2000	
	Rt 611	Pulaski Co.	L10	Wurno Rd - Old Rt 100	37° 3' 49.1" N	80° 43' 34.7" W	1.54	Intermediate	No	0/19.6/1.9	6200	
	Rt 617	Pulaski Co.	O6	US 11 - 1062	37° 6' 53.4" N	80° 40' 13.2" W	0.90	Intermediate	No	0/13.6/2.1	1200	
			O6	Rt 1062 - Highland Rd	37° 6' 53.4" N	80° 40' 13.2" W	3.43	Intermediate	No		640	
	Rt 627	Pulaski Co.	M5	Rt 100 - Ruebush Rd	37° 10' 24.9" N	80° 36' 39" W	3.80	Intermediate	No	0/13.6/1.7	870	
			O5	O5; Ruebush Rd - Belspring Rd	37° 9' 35" N	80° 41' 34.3" W	1.67	Intermediate	No		850	
	Rt 636	Pulaski Co.	J10	NCL Pulaski - Loving Field Rd	37° 4' 1.4" N	80° 46' 21.1" W	1.51	Intermediate	No	0/11.6/1.5	1100	
			J9	Loving Field Rd - Lavender Rd	37° 5' 18" N	80° 46' 26.7" W	1.78	Intermediate	No		840	
			I8	Lavender Rd - Alum Spring Rd	37° 6' 30" N	80° 47' 6.2" W	1.17	Intermediate	No	0/12.4/1.6	590	
	Rt 639	Pulaski Co.	K8	Alum Spring Rd - SR 100	37° 7' 15.5" N	80° 47' 2.7" W	6.27	Intermediate	No		260	
			J9	Robinson Tract Rd - Alum Springs Rd	37° 5' 16.7" N	80° 46' 28.3" W	0.83	Intermediate	No	0/4.2/0.7	1300	
	Rt 643	Pulaski Co.	L9	Rt 611 - Meadow Way	37° 4' 10.1" N	80° 42' 24.7" W	0.77	Intermediate	No		2500	
			L9	Meadow Way - Rt 683	37° 4' 43.1" N	80° 42' 17.9" W	0.26	Intermediate	No	0/32/2.4	3700	
	Rt 645	Pulaski Co.	L10	Rt 683 - US 11	37° 4' 55" N	80° 42' 28.2" W	1.58	Intermediate	No		6400	
			J9	Alum Spring Rd - US 11	37° 4' 57.5" N	80° 46' 16.4" W	1.22	Intermediate	No	0/5.6/1.1	1200	
	Rt 654	Pulaski Co.	G14	FR 44 - SR 100	36° 58' 56.2" N	80° 49' 45.7" W	2.80	Intermediate	No	0/10.6/1.6	350	
			I15	SR 100 - Delton Rd	36° 58' 33.5" N	80° 47' 22.5" W	2.11	Intermediate	No		170	
	Rt 658	Pulaski Co.	K13	Old Baltimore Rd - Brown Rd	36° 59' 18.6" N	80° 45' 22.5" W	1.28	Intermediate	No	0/8.7/1.8	620	
			K12	Brown Rd - Old Rt 100	37° 0' 3" N	80° 44' 31.5" W	0.45	Intermediate	No		1000	
	Rt 664	Pulaski Co.	Q11	Rt 605 - Montgomery Co. Line	37° 9' 42.9" N	80° 34' 59.5" W	1.26	Intermediate	No	0/14.8/4	530	
	Rt 672	Pulaski Co.	K12	Kirby Rd - Lead Mine Rd	37° 1' 47.9" N	80° 43' 32.3" W	3.65	Intermediate	No	0/15/3.8	110	
			L13	Rt 693 - Lead Mine Rd	37° 1' 6.7" N	80° 42' 28" W	2.09	Intermediate	No	0/15/2.6	30	
	Rt 682	Pulaski Co.	M9	M9; Rt 611 - SR 100	37° 5' 32.1" N	80° 41' 15.3" W	0.82	Intermediate	No	0/4.2/0.9	3000	
	Rt 690	Pulaski Co.	Q11	Q11; Rt 605 - Rt 605	37° 3' 2.8" N	80° 35' 19.8" W	2.56	Intermediate	No	0/10.3/1.8	670	
	Rt 693	Pulaski Co.	M14	Rt 672 - Rt 669	37° 0' 3.4" N	80° 40' 34.8" W	1.28	Intermediate	No		1100	
			M13	Rt 669 - Rt 619	37° 0' 36.4" N	80° 39' 33.8" W	0.63	Intermediate	No		850	
			N13	Rt 619 - Rt 605	37° 0' 51.3" N	80° 38' 51.5" W	1.12	Intermediate	No	0/19.4/3.1	820	
			O13	Rt 605 - Rt 665	37° 1' 9.1" N	80° 37' 44.2" W	3.78	Intermediate	No		570	
	Rt 738	Pulaski Co.	Q12	Rt 665 - Mont. Co. Line	37° 1' 53.4" N	80° 33' 55.4" W	0.73	Intermediate	No		730	
			I10	Town of Pulaski Line - Rt 639	37° 3' 57.1" N	80° 47' 6.5" W	1.04	Intermediate	No	0/12.4/1.7	1100	
	Rt 746	Pulaski Co.	M8	Rt 11 - Rt 100	37° 7' 10.6" N	80° 41' 51.8" W	1.56	Intermediate	No	0/9.6/1.6	2700	
	<i>Summary</i>							76.83	Intermediate	No	0/15.3/2.2	1389
	Waterway						N/A					
	<i>Summary</i>							N/A	N/A	No	N/A	N/A

Regional

2011 Plan Objectives

The 2011 Plan provided the PDC an opportunity to work closely with local and regional partners. Because of this close partnership and interaction, the plan has a higher level of detail than previous plans. The final product provides the flexible framework needed to develop facilities based on local needs – while being aware of adjacent jurisdictions plans. Common interests may create opportunities for multiple stakeholders to work collaboratively on similar efforts.

This information sharing resource is intended to provide better communication with local, state, regional, and federal partners. The Plan simply adds to the framework that has been ongoing for over 40 years in the New River Valley, and will continue to improve with each plan update.



Photo by: B. Mayo

Hierarchical priorities for the Region include:

1. Projects that connect towns, villages, and community centers to existing Regional Assets (listed on pages 3-5).
2. Projects that connect more than 1 community or region.
3. Projects that provide connections to other modes of transportation (public transit, park and ride lots, public parking areas, etc.)
4. Projects that connect residential areas to a school, library, or historical place of interest.
5. Projects that connect residential areas to community assets (grocery store, employment center, etc.)
6. Projects that utilize local resources and environmental friendly practices.
7. Projects that provide access to waterways – partner with VDOT to provide access near bridges.
8. Projects that establish attractive wayfinding signage for existing and proposed assets.
9. Projects that promote the education of bikeways, walkways, and blueways.

Mapping Assistant

There is a lot of information provided on each map! To begin, the facilities identified in the plan are classified into four general categories:

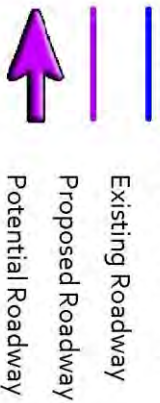
1. **Hiking and Mountain Biking Trails:** Combines natural surfaced facilities that are predominately used for recreation and tourism. These facilities are shown on the map as:



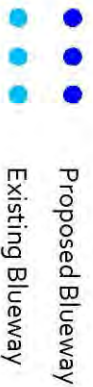
2. **Multipurpose Paths:** Combines facilities that are physically separated from motorized traffic by an open space or barrier. These facilities are shown on the maps as:



3. **Shared Roadways:** Combines facilities that are intended to accommodate bicyclist within the existing right-of-way. Typically these facilities are comprised of paved shoulders, wide travel lanes, designated bicycle lanes, or a marked SHARROW. These facilities are shown on the maps as:



4. **Blueways:** Combines facilities that are intended to accommodate the variety of waterway users. These facilities are shown on the map as:



The illustrations are intended to generalize the planning elements so that a range of solutions can be explored by each community. In addition to the lines and arrows indicating the category, labels are provided to indicate the point of access for each facility. The access labels are intended to reflect the permitted uses of each facility and pin-point areas to access the facilities for that specific use. The graphic below illustrates the labels used in the 2011 Plan:



The maps also identify existing school locations, park and ride lots, hospitals, jurisdictional boundaries, and elevation. Labels correspond numerically with the trail system's legend and school's legend. Trail labels indicate existing (●) and proposed (■) facilities.

The tables provide additional information for each existing and proposed facility. A grid borders each of the maps and aligns with the information provided in the tables. The tables also provide a map key, location description, access point latitude and longitude, length, difficulty, ADA accessibility, slope ratings, and traffic volumes.

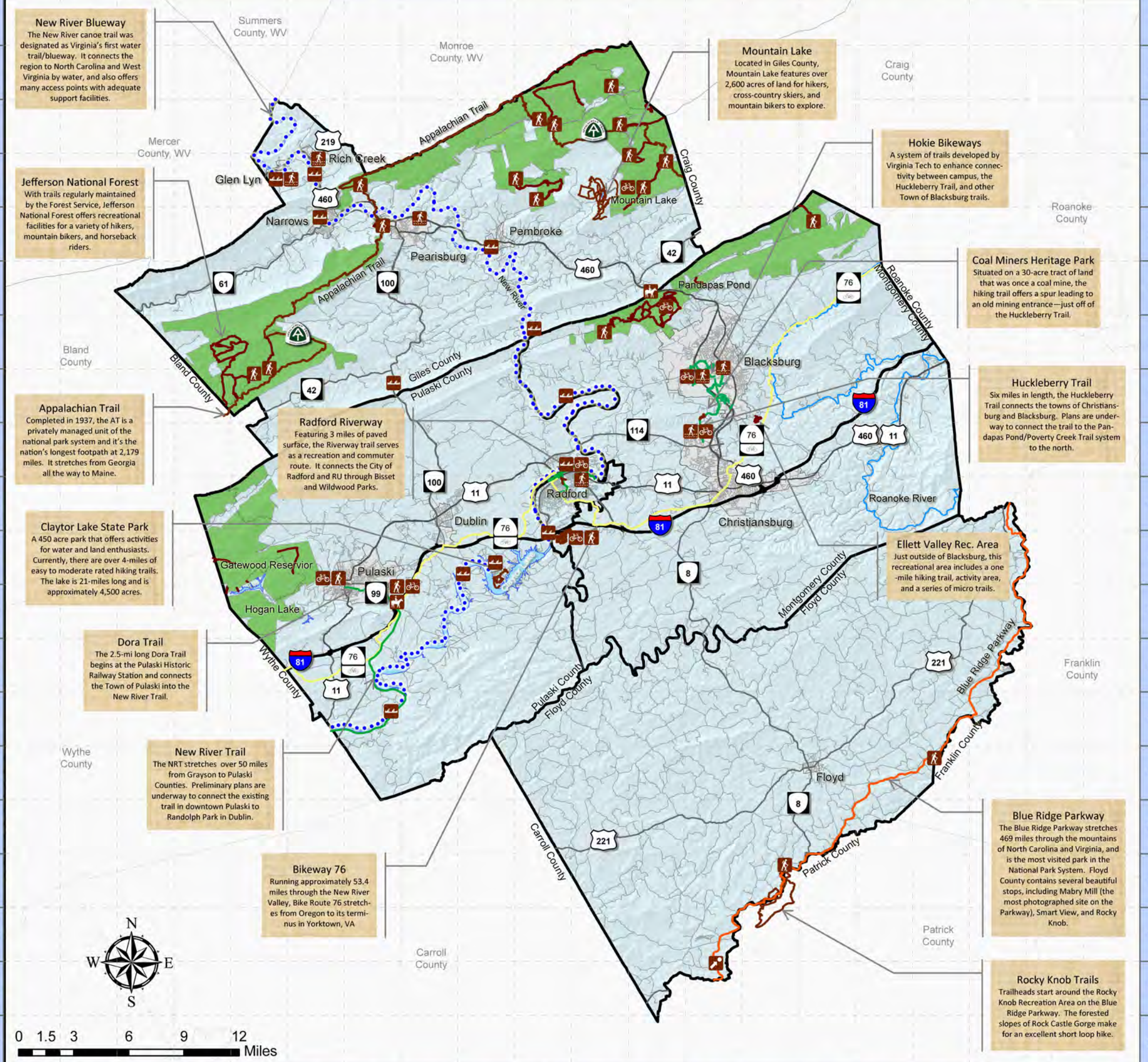
The information within this plan will be amended annually online, and updated every five years under the direction of the Regional Bikeway-Walkway Committee.

New River Valley Bikeway-Walkway-Blueway Plan, 2011

Regional Assets

Legend

-  Equestrian Access
-  Biking Access
-  Hiking Access
-  Walking Access
-  Boating Access
-  National Forest
-  Town Boundaries
-  Hydrography
-  Major Roadways
-  Existing Multipurpose Trails
-  Mountain Biking/Hiking Trails
-  Dedicated Bicycle Route
-  State/National Designation
-  Existing Blueway



Grid #	Description	Grid #	Description	Grid #	Description
E7	Dismal Creek/Sugar Run Trailhead	I11	Dublin Boat Launch	L4	AT/Saratoin Trailhead
E8	White Cedar Campground & Hiking Trail	I11	Claytor Lake State Park	M8	Coal Miners Heritage Park
F4	Rich Creek Boat Launch	J3	Pine Swamp Trailhead	M8	Huckleberry Trail Access
F5	Narrows Boat Launch	J3	Cherokee Flatts/Peters Mountain Trailhead	M9	Huckleberry Trail Access
G4	Rice Field Appalachian Trail Trailhead	J4	Cascades Trail Trailhead	M19	Mabry Mill
G5	Angel's Rest Trailhead	J8	Whitethorne Road Boat Launch	N8	Ellet Nature Trail
G8	Walker Creek Boating Access	J9	Bisset Park	N17	Rocky Knob Recreational Area
G12	Dora Trail Access	J10	Riverview Park	O5	Caldwell Fields Trailhead
G14	Allisonia Boat Launch	J11	Claytor Dam Boat Launch	O15	Floyd County Store
H6	Farley Memorial Wayside	K2	Glen Alton Trailhead	P11	Styles Falls Trailhead
H11	Harry DeHaven Park Boat Launch	L6	Pandapas Pond Recreational Area	Q9	Poor Mountain Trailhead
H12	New River Trail Access	K3	Wind Rock Trailhead	Q10	Bottom Creek Gorge Trailhead
I4	Butt Mountain Overlook Trailhead	K4	Mountain Lake	Q15	Smart View
I5	Snidow Park Boat Launch	K7	Boley Fields Trailhead		

Local Endorsements

- Town of Dublin September 15, 2011
- City of Radford September 26, 2011
- Pulaski County September 26, 2011
- Town of Pulaski October 4, 2011
- Town of Christiansburg October 18, 2011
- Floyd County November 9, 2011
- Town of Floyd November 17, 2011
- Town of Narrows November 21, 2011
- Montgomery County Planning Commission December 7, 2011
- Town of Pearisburg December 13, 2011
- Montgomery County January 23, 2012
- Giles County February 1, 2012



TOWN OF DUBLIN

(540) 674-4731 OFFICE
(540) 674-4803 FAX

P.O. BOX 1066 • DUBLIN, VIRGINIA 24084 • 101 DUBLIN PARK ROAD

MAYOR
Benny P. Skeens

TOWN COUNCIL
Steve F. Crigger
Dallas L. Cox
Edith A. Hampton
Peggy H. Hemmings
Douglas A. Irvin, Sr.
James D. Shrewsbury

TOWN MANAGER
William H. Parker

TOWN ATTORNEY
Thomas G. Baker, Jr.
(540) 674-4081

SUPT. OF UTILITIES
Garnett L. Lyons

TREASURER
Rebecca J. Lineberry

CHIEF OF POLICE
Jay C. Vest
(540) 674-5167

RESOLUTION OF ENDORSEMENT

For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, The Town of Dublin has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that The Town of Dublin endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

Adopted September 15, 2011

Benny P. Skeens
Mayor

RESOLUTION OF ENORSEMENT
For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, The City of Radford has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

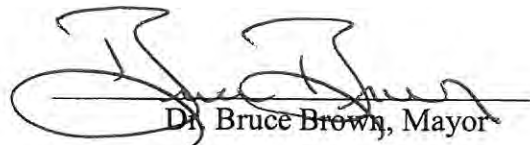
WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the City of Radford endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.


Dr. Bruce Brown, Mayor

ATTEST: 
Melissa Skelton, Deputy City Clerk

Adopted September 26, 2011

RESOLUTION OF ENDORSEMENT

For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, Pulaski County has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that Pulaski County endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

Adopted September 26, 2011



Clerk, Pulaski County Board of Supervisors

Resolution 2011-19

**Resolution of Endorsement
For the 2011 New River Valley Bikeway, Walkway, Blueway Plan**

WHEREAS, Town of Pulaski, Virginia has participated in the development of the 2011 New River Valley's Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Town Council of the Town of Pulaski, Virginia endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;


BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

This resolution is effective upon adoption and is hereby adopted this 4th day of October 2011 by the duly recorded vote of the Town Council of the Town of Pulaski, Virginia as follows:

Morgan P. Welker - Aye
H.M. Kidd - Aye
David L. Clark - Aye

Robert A. Bopp - Aye
Joseph K. Goodman - Absent
Gregory C. East - Aye

THE TOWN OF PULASKI, VIRGINIA

BY: 
Jeffrey S. Worrell, Mayor

ATTEST:


Patricia Cruise, Clerk of Council

Floyd County Board of Supervisors

P. O. Box 218

Floyd, Virginia

24091

RESOLUTION OF ENDORSEMENT

For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, Floyd County has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

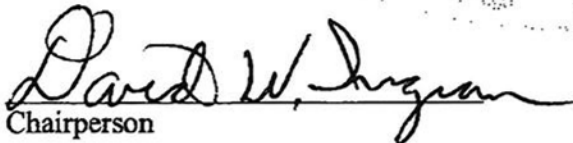
WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Floyd County Board of Supervisors endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan—sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

Adopted November 9, 2011


Chairperson

RESOLUTION OF ENDORSEMENT

For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, The Town of Floyd has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Town of Floyd endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

Adopted November 17, 2011.



William R. Griffin, Mayor

Town Of Narrows

P.O. Box 440
Narrows, Virginia 24124
Tel. 540-726-2423
FAX 540-726-7566

RESOLUTION OF ENDORSEMENT

For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, the Town of Narrows has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

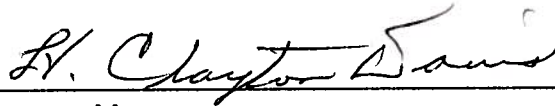
WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE, BE IT RESOLVED, that the Town of Narrows endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

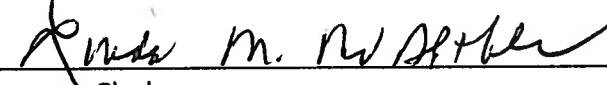
Adopted on this 21 Day of Nov., 2011

I certify that the foregoing is an accurate copy of the Resolution adopted by the Narrows Town Council on Nov. 21, 2011.



Mayor

Attest:



Clerk



MONTGOMERY COUNTY
PLANNING COMMISSION

755 ROANOKE STREET, SUITE 2A, CHRISTIANSBURG, VIRGINIA 24073-3177

**MONTGOMERY COUNTY PLANNING COMMISSION
RESOLUTION OF ENDORSEMENT OF THE NEW RIVER VALLEY
2011 BIKEWAY, WALKWAY, BLUEWAY PLAN**

On a motion by Robert Miller, seconded by Walt Haynes, and carried unanimously,

WHEREAS, Montgomery County has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, the Plan advances the goals identified in the adopted Montgomery County Comprehensive Plan, Village Plans and Village Transportation Links Plan (VITL); and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Montgomery County Planning Commission endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

ENDORSED this 7th day of December 2011 at the meeting of the Montgomery County Planning Commission.

RESOLUTION OF ENORSEMENT
For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, The Town of Pearisburg has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Town of Pearisburg endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

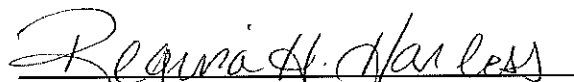
BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

Adopted December 13, 2011



Robert L. Dickerson, Mayor

ATTEST:


Regina H. Harless, Town Clerk

AT AN ADJOURNED MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY OF MONTGOMERY, VIRGINIA HELD ON THE 23rd DAY OF JANUARY, 2012 AT 6:00 P.M. IN THE BOARD ROOM, MONTGOMERY COUNTY GOVERNMENT CENTER, 755 ROANOKE STREET, CHRISTIANSBURG, VIRGINIA:

R-FY-12-80
RESOLUTION ENDORSING THE
2011 NEW RIVER VALLEY
BIKEWAY, WALKWAY, BLUEWAY PLAN

On a motion by Annette S. Perkins, seconded by Mary W. Biggs and carried unanimously,

WHEREAS, Montgomery County, Virginia ("County") has participated in the development of the Regional Bikeway, Walkway, Blueway Plan ("Plan"); and

WHEREAS, The information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, The proposed information within the plan accurately reflects local planning and the input the County provided during the plan development; and

WHEREAS, The Plan advances the goals identified in the adopted Montgomery County Comprehensive Plan, Village Plans and Village Transportation Links Plan (VITL); and

WHEREAS, The County supports the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; and

WHEREAS, The Montgomery County Parks and Recreation Commission endorsed the Plan on December 1, 2011, and the Montgomery County Planning Commission endorsed the Plan on December 7, 2011.

NOW, THEREFORE, BE IT RESOLVED, That the Board of Supervisors of the County of Montgomery, Virginia hereby endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision.

BE IT FURTHER RESOLVED, That this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

ADOPTED this 23rd day of January 2012 at the meeting of the Montgomery County Board of Supervisors.

The vote on the forgoing resolution was as follows:

AYE

NAY

Gary D. Creed

None

Annette S. Perkins

William H. Brown

Mary W. Biggs

Christopher A. Tuck

Matthew R. Gabriele

James D. Politis

ATTEST:



F. Craig Meadows
County Administrator

RESOLUTION OF ENORSEMENT
For the 2011 New River Valley Bikeway, Walkway, Blueway Plan

WHEREAS, Giles County Board of Supervisors has participated in the development of the Regional Bikeway, Walkway, Blueway Plan; and

WHEREAS, the information within the plan accurately reflects existing facilities and access points in our community; and

WHEREAS, the proposed information within the plan accurately reflects local planning and the input we provided during the plan development; and

WHEREAS, we support the development of a multimodal transportation system that interconnects people, destinations, and neighboring communities; now

THEREFORE BE IT RESOLVED, that the Giles County Board of Supervisors endorses the 2011 New River Valley Bikeway, Walkway, Blueway Plan – sharing the common goals and interests identified in the regional vision;

BE IT FURTHER RESOLVED, that this resolution be included within the regional plan to affirm our support to the public, state, and federal agencies.

Adopted ^{February 1} ~~January 19~~, 2012


Chairperson