

Making Connections: New River Valley Bikeway-Walkway-Blueway Plan Update 2005

Introduction

The 2000 New River Valley Bikeway-Walkway-Blueway (BW-WW-BW) Plan identifies regional connections and local networks to support non-motorized transportation. Regional interconnections were a major component of the 2000 Plan and are viewed as the key ingredient to the continued development of the tourism economy of the region.

One regional connection examines connecting local trails to the existing New River Trail (NRT) State Park. This link provides the users of the Park an opportunity to experience historical and metropolitan cities in the region. The NRT has already received considerable attention. Reports indicate that the Park receives approximately 2 million visitors per year who utilize some portion of the NRT and a potential link to the trail would encourage their movement to other areas in the New River Valley.

The proposed connections to link the NRT to the region between Pulaski, Montgomery, Giles and Floyd Counties, creates the potential for outdoor enthusiasts to not only bike the New River Trail but to truly enjoy what our area has to offer. From visiting our historic communities to a relaxing float down the river, a visitor or a resident can enjoy the cultural and physical beauty that the New River area has to offer.

For example, the proposed trails would allow a biker to head south toward Floyd, biking the Crooked Road, Blue Ridge Parkway and visiting local wineries along the way. Although, a southern extension of the New River Trail to the Blue Ridge Parkway is not within the scope of this project, it may be a potential future link that would create a loop back to the New River Trail from Floyd.

Another example of a regional trail a visitor or resident could potentially enjoy entails canoeing the Blueway from Radford through Giles County. A canoeist would be able to visit the towns of Pembroke, Pearisburg, Narrows, Rich Creek, and Glynn Lynn with the option to camp or stay in a B&B along the way. The tourists' route could deviate from the Blueway in Pearisburg or Bluff City to pick up the Appalachian Trail to hike down to North Carolina outside of Boone, and then link back to Virginia by bike via the Blue Ridge Parkway to the New River Trail, the Virginia Creeper Trail, or Floyd.

The New River area has already been billed an outdoors paradise; the establishment of this green infrastructure would capitalize on the tourist economy. The proposed trial connections have the potential to develop and tie in existing small businesses such as restaurants, lodging (B&B's, inns, campgrounds), outfitters (bike, canoe, hiking), shops (gift, artisan, craft), u-pick-

em businesses, wineries, etc. to make this area one of the most exciting vacation destinations in the southeast.

Furthermore, the potential exists to incorporate the BW-WW-BW plan into other regional economic development strategies such as the Crooked Trail (music trail) and the newly formed 'Round the Mountain development project (This project targets a tourist trail for artisans in southwest Virginia).

Localities could coordinate among one another to host a wide range of existing (and new events) in their parks and venues that focuses on music, arts, community, and historic festivals that tie into the tourist seasons as well as create destinations during a time of year (i.e. leaf-change) for multi-recreational routes (Bike, Canoe, Hike). The perfect outdoor enthusiast adventure of a lifetime.

The establishment of a network of bike and walkway trails across counties creates infrastructure for not only tourism, but also to improve the quality of life among current and future residents/companies. Among the major benefits, these proposed trails provide a safe form of alternative transportation for commuting purposes, create areas that support conservation-greenway-flood control benefits, as well as promote healthy lifestyle benefits. Overall, an interconnected regional pathway system has many benefits that are a desired community amenity among residents and local planners.

The Regional BW-WW-BW Plan Overview

The regional BW-WW-BW plan is an ongoing effort to develop a long-range regional BW-WW plan that will incorporate the planning and development of the localities in Giles, Montgomery, Floyd and Pulaski Counties with the proposed regional BW-WW-BW and greenways for the New River Valley. This process began with the development of the 1990 Bikeway-Walkway plan for the area. In recent years, it has evolved into a set of planning Phases.

Phase 1

The first phase of this current project updated the 1990 regional BW-WW Plan for the aforementioned Counties. Local BW-WW Plans for the communities are represented in this planning effort and are summarized in the Bikeway Walkway Planning document produced in the year 2000.

Phase 2

The second phase of the project, and the subject of this document, seeks to evaluate the plausibility of connecting the two major existing BW-WW Trails in the region, specifically, the New River Trail in Pulaski County to the Huckleberry Trail in Montgomery County. A series of community meetings were held to incorporate public comments into the planning process.

Phase 3

The third phase of the project will establish a long-term committee for the regional BW-WW-BW planning process. This regional planning committee will help to establish and maintain communication on BW-WW-BW and greenway issues among the localities within the New River Valley and to help coordinate planning with regional economic development efforts. The committee will also be responsible for defining future Phases of BW-WW-BW plan for the New River Valley. A major goal of this phase is to have participating localities draft resolutions of support for the Regional BW-WW Plan (2000), in order to facilitate future grant applications.

Phase 3 will also ask localities to review the results from Phase 2 (this report) and to begin evaluating and applying for grants for the implementation of specific regional BW-WW links.

New River BW-WW Community Meeting Project

Community meetings held in the spring of 2005 within Pulaski and Montgomery Counties gathered public opinion concerning potential BW-WW connections between the Blacksburg-Christiansburg, Radford, and Pulaski areas. The meetings were a part of an ongoing effort to continue to develop a long-range regional BW-WW plan that will incorporate the planning and development of local bikeway routes/paths with the proposed regional trails for the New River Valley.

Several potential routes were developed to link the two trails. Each of the proposed routes were selected using the following considerations (not in any specific order):

- 1) Feasibility. (Presence of infrastructure such as existing roads or future road projects, existing easements along corridors, geography, etc.).
- 2) Connection of nearby communities or proposed future residential development.
- 3) Recreational/aesthetic potential.
- 4) Commuting feasibility.
- 5) Economic development potential.
- 6) Regional development considerations.

Routes

Please reference the accompanying map in Figure 1. Potential routes are as follows:

Route A Corridor (Crab Creek)

The Crab Creek corridor incorporates a number of potential locations, which could include a RT.114 bike lane, or a trail along Crab or Slate Branch Creeks. Generally the trail would connect from the end of the Huckleberry Trail at the NRV mall in Christiansburg, to run west alongside Crab Creek/Slate Branch/ Rt. 114 to the New River connecting to trails at Radford.

Route B Corridor (Plum Creek)

This connection begins at the Huckleberry following an extension south through Christiansburg to a run alongside the Rt.11 and Plum Creek west to Radford.

Route C Corridor (Bike Route 76 Christiansburg to Radford)

From the Huckleberry Trail this proposed route would utilize connections into Christiansburg to tie into a shared road designation where it connects into Bike Route 76 within Christiansburg going west to Radford. It could connect up with trails in Bisset Park in Radford.

Route D Corridor (Bike Route 76 Radford to Newbern)

This route would tie the communities of Radford and Newbern using the designated Bike Route 76 (Hazel Hollow/Wilderness Road). Potentially there may be a stronger argument for funding on this connection because it is a part of an established Bike Route (Bike Route 76), and it follows a historic route (Wilderness Trail) through the area. The Wilderness Trail allows visitors to “go west” as the forefathers might have followed the Wilderness Road as they made their way West during Westward Expansion.

Route E Corridor (Newbern to Dublin- Randolph Park)

This route would connect the Route D (Bike Route 76) to the Town of Dublin. This crossing would have to go over I-81 via Cleburne Blvd. This connection is necessary in order to connect the Route D (Newbern community) to Dublin.

Route F Corridor (Radford Trestle over New River to Fairlawn)

Connects Routes A and B over New River at the peninsula to Fairlawn using an old railroad trestle. It then connects to Route G (Fairlawn to Dublin). This would serve as an alternative path to Dublin without crossing I-81.

Route G Corridor (Bisset Park –Radford to Dublin)

This route would connect to Bisset Park, crossing over the New River at the Memorial Bridge, then following Route 11/Old Route 11 into Dublin. A sewer easement runs along this route between the two highway alignments.

Route H Corridor (Newbern to Pulaski -New River Trail via Bike Route 76)

This link continues from Route E south toward the New River Trail near Draper utilizing Bike Route 76.

Route I Corridor (Dublin to Pulaski- New River Trail)

The route links Route G via Route 11 to Pulaski where the New River Trail begins. Several potential locations exist in this corridor (see survey comments below).

Route J (Radford Riverway)

Links Routes A and B from where they hit the New River by bringing them south through the Radford trail system.

Meetings

Once the proposed trail corridors (described above) were developed, citizen's and local official's opinions were then collected. Residents were presented with a series of proposed bike corridors between the two established trails and then were asked to vote for the corridors that they felt were most important. They were also asked to provide comments and to identify other potential corridors that were not listed in the survey (further detail is provided in the section below).

Three community meetings were held on the following dates and locations where participants reviewed the potential corridors. A total of 77 participants attended the three-community meetings or the planning district commission meeting.

- March 3, 2005: Radford Public Library, Radford, 4:00 - 7:00 p.m. Total number of participants=22
- March 16, 2005: Montgomery County Government Center, Christiansburg, 4:00 - 7:00 p.m. Total number of participants=21
- May 4, 2005: New River Community College, Dublin, 4:00-7:00 p.m. Total number of participants=19

And one meeting was held for the New River Valley Planning Commission:

- March 24, 2005: New River Valley Planning Commission, Radford. Total number of participants=15

Meetings were advertised in the Southwest Times and/or the NRV Current supplement to the Roanoke Times on February 19, March 5 and 6, April 21 and 28, and May 1, 2005.

Survey Design

At Station 1, participants were first shown a map of Montgomery-Radford-Pulaski area with existing recreational facilities and BW-WW plan route information (Figure 2) and asked to review it keeping in mind the question of priority regional links for them.

At the next station (Station 2), participants were shown another map of same area with some key links, landmarks, and communities indicated (Figure 1). It was at this station, that participants were able to vote for the generalized corridors. They were asked to identify what they believed to be the most important connections. This was done by placing a sticker on the map at or near the desired link. Participants were given three stickers and allowed to vote more than once for a single link.

At the third station, participants were asked to list any potential links that were not represented on the map at Station 2 that they would like to see and then they were offered the opportunity to place a voting dot beside this link on the pad.

At the final station (Station 4), detail comments were collected about specific routes that the participants believed should be considered. The following list of questions were asked:

- What/where is a good corridor to link the City of Radford with Montgomery County/Blacksburg-Christiansburg?
- What/where is a good corridor to link the City of Radford with the Town of Pulaski and other points in Pulaski County?
- Where should these links cross into the City of Radford and tie into the City's BW-WW system?
- Does Bike Route 76 provide the best regional linkage for a bicycle route?

Results

The summarized results for all meetings are presented below. To view results and comments broken down by each individual meeting, please reference Appendix A-D for voting results. Results for the individual BW-WW links are sorted by links with the highest number of votes.

Note: For comparison purposes, corridors between areas are labeled in the following manner (CRC=Christiansburg-Radford Connection (Connection 1); NRC= New River-Radford Connection (Connection 2); RDC= Radford-Dublin Connection (Connection 3 verses 3a); DNC=Dublin-New River Trail Connection (Connection 4). The corridor with the most votes for each connection route is marked with “*”:

BW-WW Links	# Votes	Comparable BW-WW link between areas have same letters
*Route A- Crab Creek	72	CRC (Connection 1)
*Route G- Radford to Dublin (Rt.11)	65	<u>RDC (Connection 3)</u>
*Route E- Dublin to Newbern (Randolph Park)	61	<u>RDC (Connection 3a)</u>
*Route F- Trestle to Fairlawn	52	NRC (Connection 2)
*Route H- Newbern to Draper	43	DNC (Connection 4)
Route I- Dublin to Pulaski	38	DNC (Connection 4)
Route J- Radford Riverway	33	NRC (Connection 2)
Route D- Radford to Newbern	32	<u>RDC (Connection 3a)</u>
Route B- Plum Creek	19	CRC (Connection 1)
Route C- Bike Route 76	8	CRC (Connection 1)

Potential routes listed by participants at Stations 3 and 4 not represented on the maps but nonetheless voted for included:

BW-WW Routes	# Votes
Huckleberry to Mid-County Park to Ellet Valley Loop to Cambria to Plum Creek to Radford	7
Using the Old Curved Bridge Foundation over the New River in Radford	4
East-West Connector-Blacksburg to Dublin	4
Huckleberry to Ellet Road	4
Route 11 (Routes G and I)	3
Route as identified above with Cedar Run Connection	3
Bike Route 76 (Routes C, D, and H)	2
New River Trail to Blacksburg	1
Exit 105 to Selu (Route 232)	1
Plum Creek NS Windmill Hills-Belmont Farms	1
Huckleberry to Slate Branch to RFAAP to F-G-I	3
Newbern to Pulaski via Bob White Blvd.	4

Blacksburg-Christiansburg-Radford Connection

Route A had the most support with a total of 72 votes out of a possible 231 votes (77 participants*3 votes per participant) (31% of total votes), showing that the Crab Creek Corridor was more preferred in comparison to Routes B-Plum Creek (19 votes, 8% of total votes), and C-Bike Route 76 (8 votes, 3% of total votes).

When evaluating the comment section there was additional support for the Plum Creek Corridor (+11 votes) and the Bike Route 76 Corridor (+2 votes) when routes were incorporated together at the regional level. The additional votes still did not provide enough support for Routes B and C to be comparable to the support received for the Crab Creek Corridor for connecting the Blacksburg/Christiansburg area to the City of Radford.

Radford-New River Crossing-Pulaski Co.

Two potential connections that would link the trails across the City of Radford area are Routes F and Route J. Route F had the most support with 52 votes followed by Route J the connection along the Radford Riverway with 33 votes. Although, support remained strongest for the railroad trestle on Route F, landowners along the proposed route have voiced opposition to it (Heron’s Landing Community), and therefore, this route may take awhile to implement verses Route J that runs along the Radford University side of the New River. Please see below for utilizing the Memorial Bridge Crossing.

Radford-West (Dublin-Newbern-Pulaski)

Route G, utilizing the Route 11 Corridor from Radford to Dublin using the Memorial Bridge (65 votes) had approximately two times more public support than Route D, which utilizes the portion of Bike Route 76 that runs along Wilderness Road (32 votes) to Newbern. Please note that the Fairlawn connection does intersect with Route G above Memorial Bridge (at Route 114/Rt. 11 intersection), so results do not conflict.

When evaluating the comment section there was additional support for the Route 11 Corridor (+3 votes) and the Bike Route 76 Corridor from Radford to Newbern (+2 votes) when routes were incorporated together at the regional level. The additional votes still did not provide enough support for Route D to be comparable to the support received for the Route 11 Corridor from Radford to Dublin.

Another consideration to the Bike 76 (Route D) Route is it's strong tie to the history and culture of the New River Valley (Wilderness Rd) it may be a strong candidate for not only BW-WW funding (previously established Bike 76 Route) but historical funding as well.

Dublin to New River Trail

The final link compares one connection, Route I (Dublin to NRT in Pulaski) to two connections Routes E (Dublin to Newbern) and H (Newbern to the NRT in Draper). Route E (61 votes) and H (43 votes) received the most support for a total of 104 votes for this connection, compared to the alternative final link of Route I through Pulaski with 38 votes.

The additional suggested routes by the public are shown in Figure 3. More detailed descriptions are listed below.

Slate Branch Corridor

This would connect to the Huckleberry Trail at the railroad trestle along Slate Branch and follow it west. An exact route has not been worked out for this option.

Selu Conservancy

This destination, located off Dry Valley Road in Montgomery County, was identified as a bicycle facility destination in the Rt. 177 Corridor Study Update (2000).

Southern Connector

A connector along the New River south of Radford to potential destinations such as Little River, the Selu Conservancy, and to the south side of Claytor Lake. In the Claytor Lake vicinity, potential destinations include Harry DeHaven Park, the

Boy Scout Camp, and the NRT. Some of this Corridor is already incorporated into the proposed routes presented.

Ellet Valley –Plum Creek Connector

Create a connector that runs from the Huckleberry Trail potentially utilizing Airport Rd (or potential new road construction) via Cedar Run to Ellet Valley Rd. The bike trail would then travel through Christiansburg via Cambria St. to the proposed Plum Creek Connector. An alternative route is to connect to the end of the Huckleberry Trail drop down to Rt. 114 and head east to link up to the Mid-County Park on the service road alongside VA 460.

East – West Connector

Follow the proposed East-West Connection Corridor (Pulaski/Dublin to Blacksburg), using Rt. 412 to Rt.114 west from Blacksburg and then follow the proposed route on Rt. 11 to Dublin.

Newbern-Pulaski (Rt.611)

Use Rt. 611 from Pulaski (Bob White Blvd./Newbern Rd.) to connect to the Newbern area. Have it cross over I-81 (on Rt. 611) and when bridge is improved, place bike lanes.

Crossing New River in Radford

Using the Old Curved Bridge Foundation near Glencoe Museum and the New River Depot cross over the New River in Radford then connect with the Wilderness Rd into the Pulaski Co. area.

Discussion

The results of this report will be incorporated into Phase 3 of this project, the planning and implementation stage of the Corridors outlined. A meeting set on August 31, 2005 will facilitate communication among the localities on current progress made on local bikeway-walkway plans. One outcome from this meeting will be the identification of the members for the regional steering committee defined in phase 3. This committee will consist of members from the localities (Radford, Christiansburg, Dublin, Pulaski, Blacksburg, Floyd, and the Counties of Floyd, Giles, Montgomery and Pulaski) as well as representation from local bike clubs, other citizen organizations, Norfolk Southern Railroad, etc. connected to the project.

A separate meeting with participating localities will be held after the regional meeting to develop alternative locations for links between Blacksburg-Christiansburg and Radford. The first order of business will be to identify members of a smaller steering committee (see above) for this project.

BW-WW-BW Future Planning

As mentioned earlier, the formation of a regional BW-WW-BW committee will occur this fall in order to facilitate and coordinate trail activities among the localities within the New River Valley (Phase 3). It is not intended to compete with existing trail/bike facility plans, only to incorporate and evaluate the plans for their potential contribution to interconnectivity among community facilities regionally.

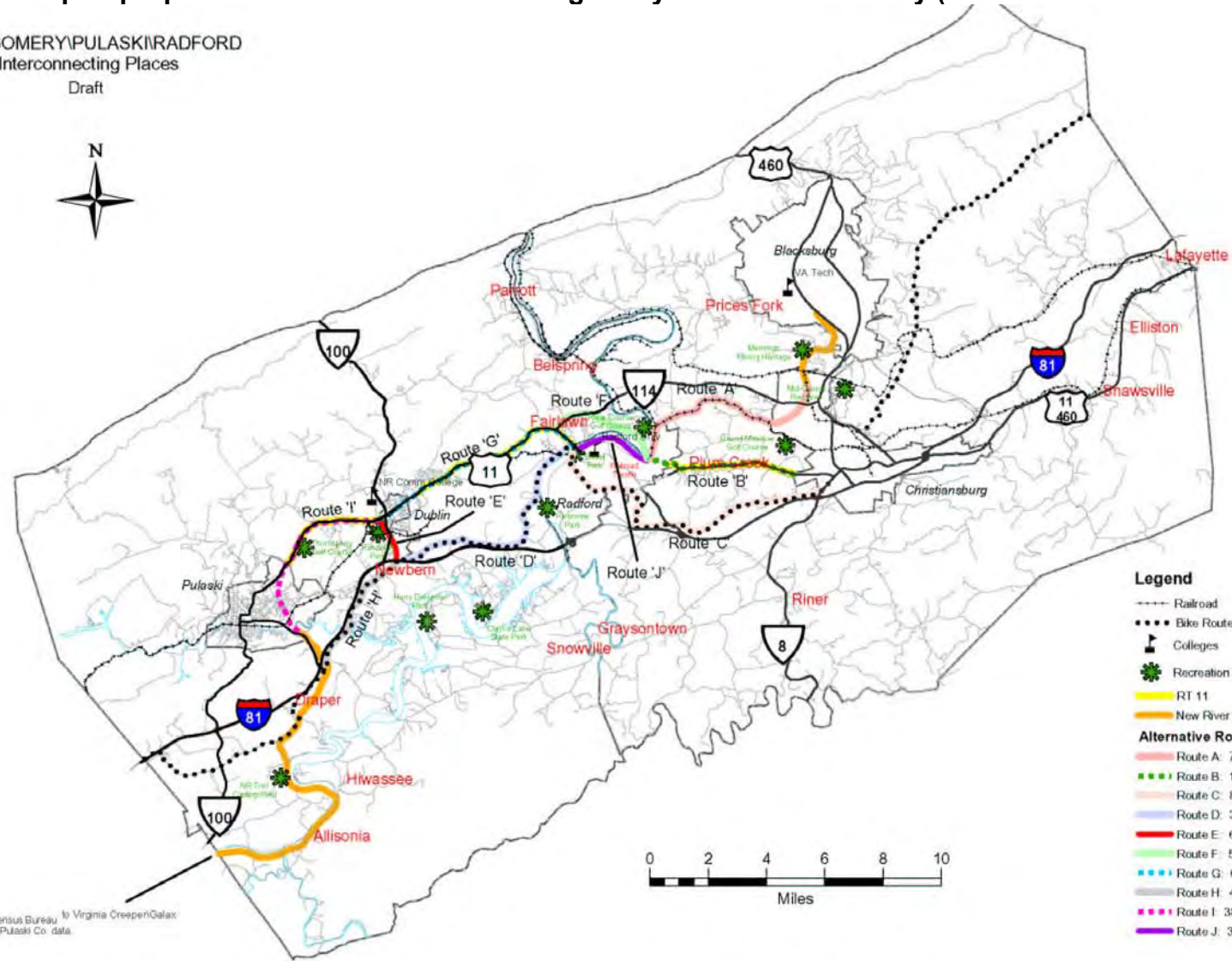
The condition of the local, state and the national budgets require closer evaluation with regards to how these trail systems can be built. The establishment and support of a well thought out regional bikeway-walkway plan across all the localities is imperative if the region is to be successful in it's implementation of an interconnected system of trails. The regional BW-WW plan (1990, 2000) has been identified in the original Vision 2020 Plan and the 1996 and 2002 editions of the Virginia Outdoors Plan. Resolutions of support by the localities as well as its incorporation into local comprehensive plans are important steps toward the plan's implementation. Furthermore, although the BW-WW-BW Plan was updated in 2000, the localities within the New River Valley have experienced significant growth, and therefore the 2000 plan should incorporate these changes.

The focus of the committee will be to develop a consensus for routes that will interconnect the community trail systems into a regional alternative transportation network. This network of local and regional trails will serve not only the purpose of providing alternative transportation options for commuting residents, but it will also facilitate connections among various regional recreational opportunities (New River Trail, New River Blueway, Appalachian Trail, etc.). By collaborating with other economic development projects occurring in the area (Round the Mountain, Crooked Road, Wilderness Trail, etc.), this proposed regional recreation network can be enhanced for residents and visitors, making the New River Valley area a chosen tourist destination for the southeast.

Therefore, an overall goal of the committee is to incorporate local development plans, green infrastructure (greenways, parks, storm water retention areas, Blueway, etc.), and regional economic development efforts with the development of the regional bikeway-walkway plans.

Figure 1: Map of proposed BW-WW routes for Montgomery and Pulaski County (Station 2 at community mtgs.).

MONTGOMERY/PULASKI/RADFORD
Interconnecting Places
Draft

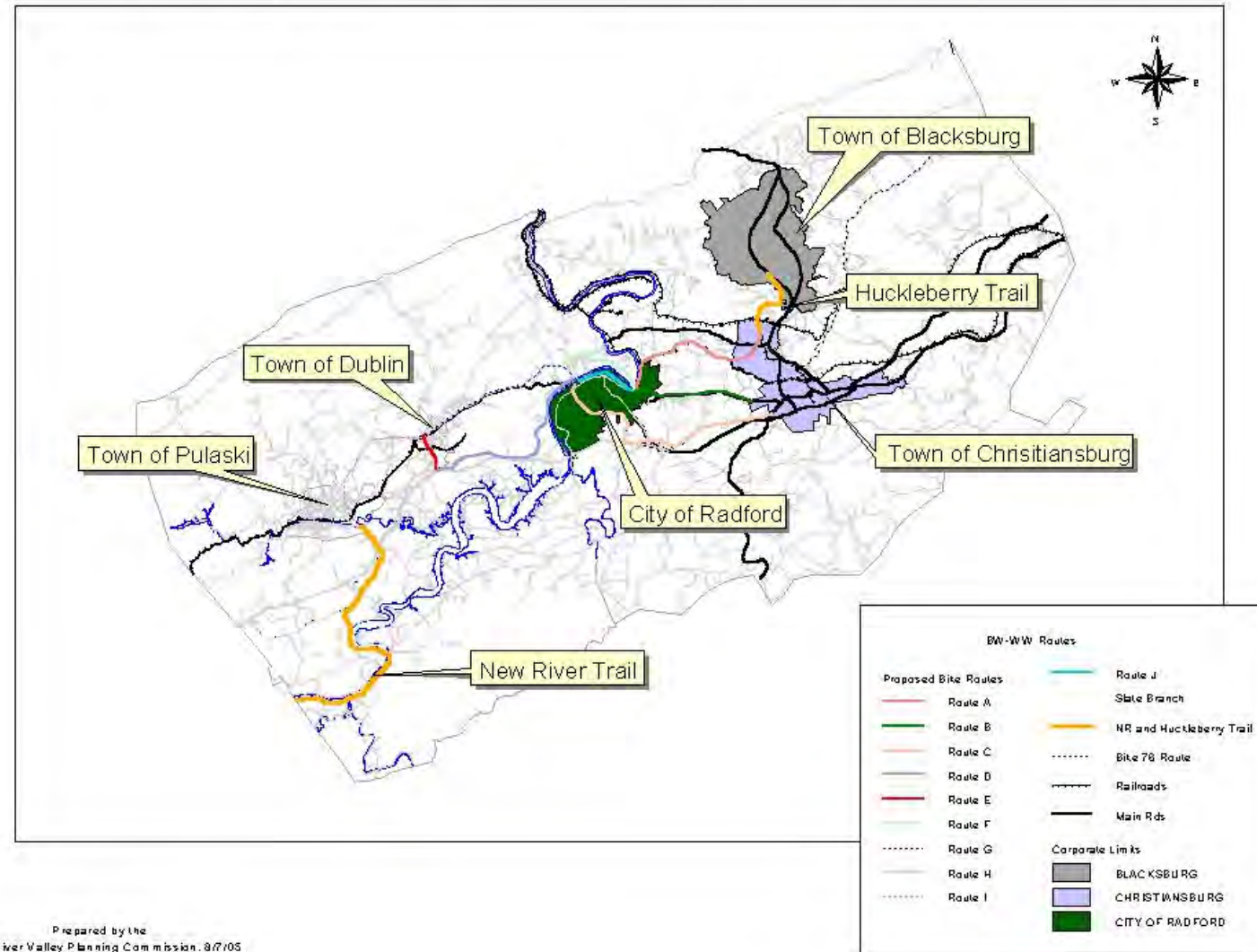


- Legend**
- Railroad
 - Bike Route 76
 - 🏫 Colleges
 - 🌳 Recreation Facility
 - 🛣️ RT 11
 - 🛣️ New River Trail/Huddleberry
- Alternative Routes**
- Route A: 72 votes
 - Route B: 19 votes
 - Route C: 8 votes
 - Route D: 32 votes
 - Route E: 61 votes
 - Route F: 52 votes
 - Route G: 65 votes
 - Route H: 43 votes
 - Route I: 38 votes
 - Route J: 33 votes

Source: US Census Bureau, Virginia Creeper/Calax 2000 data and Pulaski Co. data.

Figure 2: Map shown at Station 1 at all community meetings.

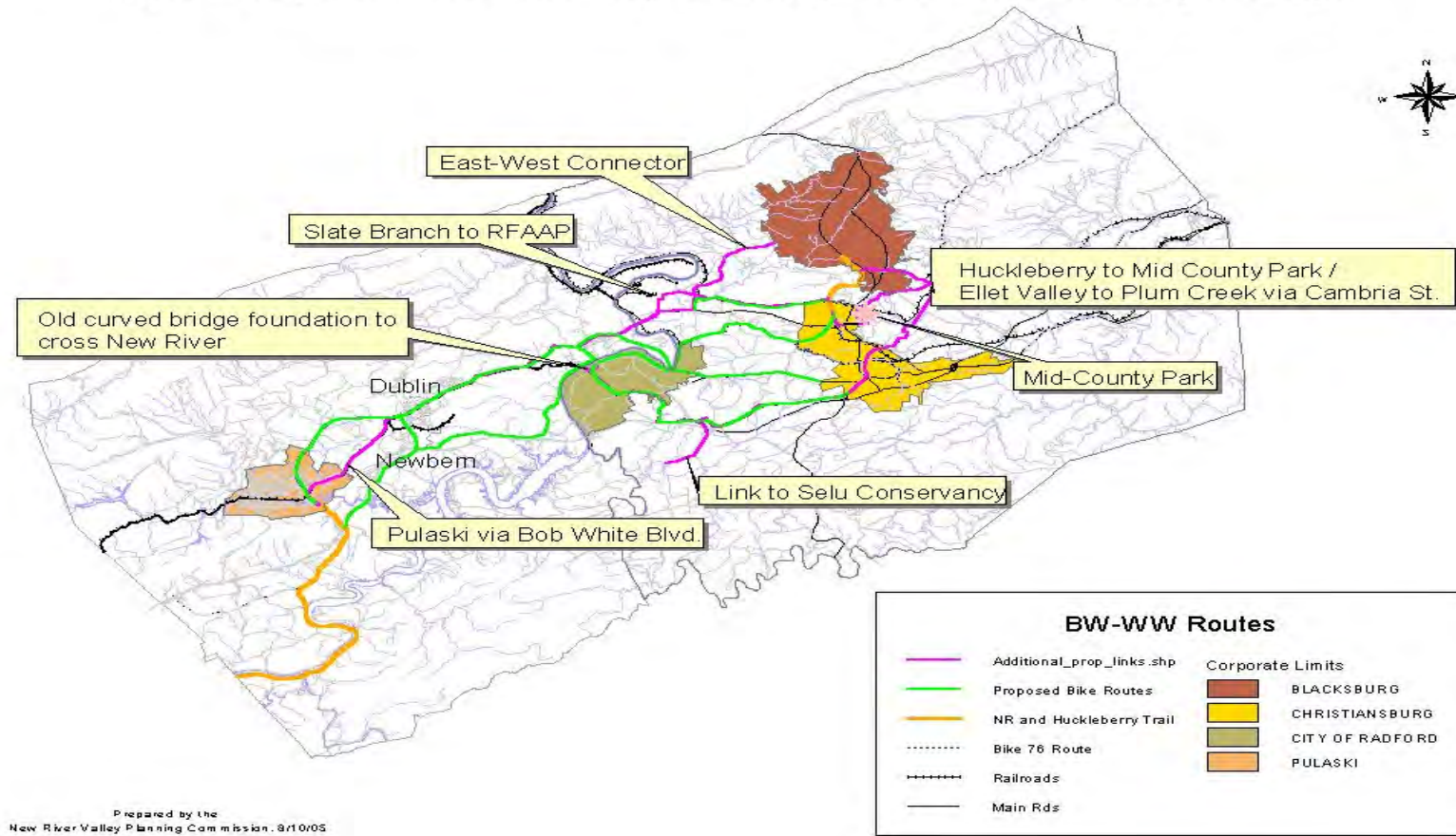
Station 1: Regional Map of Proposed Bikeway - Walkway Links for Pulaski-Montgomery County



Prepared by the
New River Valley Planning Commission, 8/7/05

Figure 3: Map of additional routes proposed in Community Meetings that were held Spring 2005.

Regional Map of Additional Bikeway - Walkway Links from Community Meetings



**Appendix A: Voting results for New River Valley Planning Commission meeting.
Number of Attendees: 15.**

Bikeway - Walkway Links	Votes
A - Crab Creek	12
B - Plum Creek	1
C - Bike Route 76	2
D - Radford to Newbern	9
E - Newbern to Randolph Park	1
F - Trestle to Fairlawn	2
G - Memorial Bridge to Dublin	6
H - Newbern to Draper	7
I - Dublin to Pulaski	1
J - Radford Riverway	7

Appendix B: Voting results from Radford community meeting. Number of Attendees: 22.

Bikeway - Walkway Links	Votes
A - Crab Creek	12
B - Plum Creek	1
C - Bike Route 76	2
D - Radford to Newbern	11
E - Newbern to Randolph Park	4
F - Trestle to Fairlawn	22
G - Memorial Bridge to Dublin	8
H - Newbern to Draper	7
I - Dublin to Pulaski	6
J - Radford Riverway	4

Bikeway - Walkway Routes	Votes
Route 11	3
Bike Route 76	2
New River Trail to Blacksburg	1
Old Curved Bridge	4
Exit 105 to Selu	1

Detailed Comments Summary:

Connect Blacksburg, Christiansburg and Radford through the Huckleberry Trail
Loop Radford trails using the two train trestles
Connect Newbern to golf course trail
Link to Huckleberry to Christiansburg to Radford through High Meadows to Vickers Switch then under/over Rt 114 to Huckleberry
Connect Radford trails with connection at Exit 105
Bike Route 76 is a draw - should have connecting spurs
Radford to East Main to High Meadows to abandoned rail bed-tunnel under Rt 114 to Huckleberry
Radford to Bike Route 76 to Draper with spurs to Claytor Lake S.P. to Dublin to Randolph Park
Widen MudPike Road to include bike lanes
Add bike lanes to Exit 105 overpass to connect to Montgomery Co. side in anticipation of Heritage Park
Priority connection - Radford (RU) to Christiansburg/Blacksburg (VT) area using Radford/High Meadows/vacant rail bed/Vickers Switch; Radford to Pulaski and New River Trail
Dedmon Center-Bisset park to Pulaski County using stone piers as a crossing
Link New River Trail to Bob White Blvd to Hazel Hollow to Radford
Connect Radford to Pulaski County via trestle
Incorporate use of rail to trails and trestle
Bike Route 76 unsafe for families/children - would like safer routes available
Use existing bikeway and connect to trestle
Loop Radford to Snowville to Hiwassee/Allisonia to Pulaski to Radford
Add camping (primitive) at Pulaski end of New River trail and bikeway from Radford
Like a bike route from Radford Riverway to Huckleberry - add bikelane to Rt.114
Loops are nice but connections are more important to me
Use Bike Route 76 but stressful ride due to non-existent shoulders and difference in speeds
Would like to see trestle route and long loop/route from Huckleberry to New River Trail
Interested in long loop through Snowville/Graysontown to Pulaski to New River Trail to Huckleberry
Loops for recreational purposes; Easy connections to downtown areas
Use existing trestle and supports to get over rivers
Link Radford pathway with New River Trail via Dublin and Pulaski
Connect Newbern with Randolph Park
Market Wilderness Road corridor-build bridge using old curved bridge foundation near Glencoe Museum/New River Depot and follow the Wilderness Road.
Huckleberry to New River Trail to Dedmon Center and Radford's Bike trail to New River Depot (Hazel Hollow)
Best corridor is rail-with-trail option through Vickers Switch
Using Hazel Hollow Road and Wilderness Road in Pulaski County makes good sense
Despite bike lanes on Memorial Bridge converting the trestle is a better and safer solution

Appendix C: Voting results from Pulaski County community meeting. Number of attendees: 19.

Bikeway - Walkway Links	Votes
A - Crab Creek	28
B - Plum Creek	5
C - Bike Route 76	4
D - Radford to Newbern	4
E - Newbern to Randolph Park	12
F - Trestle to Fairlawn	30
G - Memorial Bridge to Dublin	31
H - Newbern to Draper	12
I - Dublin to Pulaski	19
J - Radford Riverway	6

Bikeway - Walkway Routes	Votes
Newbern to Pulaski via Bob White Boulevard	4

Detailed Comment Summary:

Map should reflect Calfee Park, Train Station and partial trail completion from Train Station to Cool Springs
Focus of first trails should be areas off highways, streets.
Radford to Herons Landing should happen
Trails should follow best topography for all types of riders
The I-G route would accommodate Rt 76 people (treacherous)
Old trestle (piered) next to current trestle could be used to bring users to Hazel Hollow Road then to bike route 76 then to C.L. and Old Rt 100
I would suggest the trails are kept away from the main thoroughfares as possible
Connect Pulaski-Dublin-Radford-Cburg/BBurg with a "bikes only" trail system
Look at connecting retail & recreation investments with trails, I.e. Randolph Park, Calfee Park, Bissett, RU, Tech,
NR Trail, Pulaski Train Station to create a quality of life upgrade to lure prospective citizens to our community
It would be great to travel to Tech games, Pulaski Blue Jays games, a great restaurant and other places by bike
The corridor along the RR tracks (unused leg side of RR) should be the highest priority to tie the Huckleberry
To Radford, then connect to NR Trail. Potential to make a 80+ mile trail corridor and make a tourist destination
similar to Damascus and C&O Canal
Multi modal transportation needs to be made a priority for the 21st century especially with the rise of petroleum
and no energy policy in place
There needs to be a corridor across the river from Blacksburg

Appendix D: Voting results from Montgomery County community meeting. Number of attendees: 21.

Bikeway - Walkway Links	Votes
A - Crab Creek	20
B - Plum Creek	12
C - Bike Route 76	0
D - Radford to Newbern	8
E - Newbern to Randolph Park	8
F - Trestle to Fairlawn	12
G - Memorial Bridge to Dublin	20
H - Newbern to Draper	17
I - Dublin to Pulaski	12
J - Radford Riverway	16

Bikeway - Walkway Routes	Votes
Huckleberry to Mid County Park to Ellett Valley Loop to Cambria to Plum Creek to Radford	7
Route as identified above with Cedar Run connection	3
East West Connector - Blacksburg to Dublin	4
Huckleberry to Ellett Road	4
Plum Creek NS Windmill Hills -Belmont Farms	1
Huckleberry to Slate Branch to RFAAP to F-G-I	3

Detailed Comment Summary:

Strongly support the creation of hiking and bike trails in Ellett Valley and maintain area as a natural park
Connect Heritage Park area off of Glade Road to Huckleberry Trail
Separate bike trails not shared roads
Radford to Christiansburg Mall following railroad from East End Radford to Walton to Vickers Switch to Rt 114
Bike Route 76 not best route - too scary and difficult for many people
In towns- wide bike lanes to allow other low speed vehicles (golf carts, electric mopeds) to use in future
Consider creating loops - out bike path and back the Wilderness Road
Blacksburg and the Huckleberry Trail to Ellett Valley and Cedar Run and Bike Route 76 in Montgomery County.
Cedar Run features waterfalls and joins historic lime kiln. Adding Newbern link includes another historic area.
Ellett Valley loop trail connect with Ellett Valley Nature Trail and become part of "Virginia Birding & Wildlife Trails"
Trails can connect sites on the State Birding Trail
Interested in seeing Blacksburg linked to Cedar Run and Ellett Valley and then to Christiansburg and Radford
Like idea of linking Blacksburg/Christiansburg/Radford/Pulaski but would not ride on a busy road with a bike lane
Link larger trails to areas such as Cedar Run, Ellett Valley and Mid-County Park ,expand green way system
Would like to see railroad beds used as much as possible
Bike Route 76 is nice route - keep supporting it
Proposed Ellett Valley Loop Trail looks good
Concerns about biking out of Ellett Valley on Ellett Road and difficulty getting from near Cambria to Huckleberry.
The two routes seem to be using Rt 460 or carrying bike across railroad tracks at a point that isn't a real pathway
Frequent user of Huckleberry Trail and would enjoy any extensions to it that are possible
Link Christiansburg to Blacksburg- Yellow Sulphur to Peppers Ferry on east side of 460 by pass using existing

Appendix D: Continued

Detailed Comment Summary:

right of way- connection to Huckleberry using bike/walkway bridge over 460
Widen shoulder or add bike lane to 460 from top of Brush Mountain to Newport
Add bike lanes along Peppers Ferry and Prices Fork
Routes should focus on connecting high population zones to outlying areas and less focus on one long trail
The MPO should work with communities to encourage them to develop their own trails
Like trails that travel apart from roads, through parks, areas of natural beauty, waterways
I think may the big picture presented here is more geared to tourists
I like the idea of Blacksburg Ellett Valley along Roanoke River to Shawsville on river to Roanoke