

# **Nelson County Comprehensive Plan**

**As Approved by the  
Nelson County Board of Supervisors  
and Nelson County Planning Commission**

**Adopted \_\_\_\_\_, 2012**

Prepared by  
**The Nelson County Planning Commission**  
with the assistance of  
**The Citizens of Nelson County**  
at the request of  
**The Nelson County Board of Supervisors**

Staff support from the  
**Thomas Jefferson Planning District Commission**  
**Design Resources Center, University of Virginia**  
**Nelson County Department of Planning**

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# Nelson County Comprehensive Plan

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**Current Land Use  
Findings From Community Forums and Survey of Residents  
Code of Virginia on Comprehensive Plans  
Growth Management and Planning Implementation Tools**

# Nelson County Comprehensive Plan

## Chapter Five - Transportation

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### Introduction

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As a rural area, Nelson County's transportation needs are concerned with safety, due to mountainous terrain and distances necessary to travel for daily trips to work, shopping and recreation. This chapter addresses these and other transportation concerns in the County. It documents the roads, bridges and services that make up Nelson's transportation system. It also provides guidance to the Planning Commission, Board of Supervisors, state agencies, and private developers in providing for the County's future transportation needs.

### Purpose

The transportation chapter is an important tool for County officials and is intended to serve as a resource to local citizens. The County developed this chapter to meet Virginia State Code requirements but also to:

- Assist with identifying important transportation projects and provide guidance for their implementation;
- Help County staff and officials assess the new developments and policy proposals from a transportation perspective;
- Aid with proffers that involve transportation improvements;
- Aid the development of Nelson County's Capital Improvements Program;
- Protect the public's health, safety and welfare;
- Ensure the safe and efficient movement of people, goods and services throughout the County;
- Meet the existing demand for transportation and meet future needs;
- Serve as a resource for citizens, to inform them of the community's transportation system and empower them in the public process;
- Serve as a resource for the development community as they prepare development proposals;
- Provide guidance for decisions on the location and intensity of land development in the County; and
- Help to ensure that the transportation system will not become obsolete or overburdened.

## **Background**

After the 1990s, the Virginia General Assembly has devoted more attention to transportation issues across the State. This focus led to several amendments to the State Code, including the requirement for a locality to develop a detailed transportation plan, which may be included as a chapter in its comprehensive plan.

## **Existing Plans and Studies**

There are several existing plans and studies that directly address or indirectly influence transportation in Nelson County. These include planning documents from the State, bordering counties, and within Nelson County. Considering these existing plans and studies is critical because they:

- Set conditions on what the County can do,
- Lead to potential impacts on Nelson's transportation system, or
- Identify existing roadway data and project recommendations.

### VTRANS 2035 – (2010)

The Code of Virginia directs the Commonwealth Transportation Board to create an inventory of all construction needs for all transportation systems to be used in the development of Virginia's Statewide Multimodal Transportation Plan, also known as VTRANS. This chapter is consistent with the recommendations in that plan.

### Rural Long Range Plan – RLRP (2010)

VDOT and their consultants prepared the Rural Long Range Plan (RLRP). The planning process included partnerships with the TJPDC and coordination with officials from Nelson and the region's other counties. The plan includes the Nelson's Primary Road Priority List, as set by the County Board of Supervisors. The recommendations from the RLRP will be integrated into the State Highway Plan. Nelson County's transportation recommendations in this chapter are consistent with the RLRP.

### Route 29 Corridor Study (2010)

VDOT funded the Route 29 Corridor Study to make short and long-term recommendations for the entire US Route 29 Corridor from Interstate 66 to the North Carolina border. The plan reports the existing conditions for the Nelson County section of this roadway:

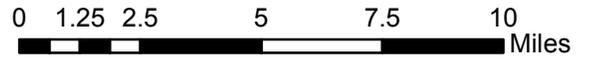
- The Nelson County portion of US Route 29 has the lowest traffic volume of the entire corridor, with between 2,814 and 15,827 trips per day.
- Between 2005 and 2007, there were 110 crashes in the Nelson County section of US Route. 29, resulting in 112 injuries or fatalities.
- There are many intersections and driveways along the route. There are thirteen intersections with four or more approaches, and approximately 170 smaller

T-intersections or driveways. These points can be safety hazards and cause congestion, particularly in hilly areas.

The following recommendations from this study pertain to Nelson County (see the following map for illustrations):

- **Upgrade the southern portion of US Route 29 in Nelson County** to a parkway with grade-separated interchanges and the northern portions to a parkway with at-grade intersections. This includes widening lanes to 12 feet and shoulders to 8 feet.
- **Four new interchanges should be constructed south of Lovingston to the county border.**
- **Access points should be limited to (the existing) thirteen (intersections) in Nelson County** with shared access points for multiple driveways. This requires access roads and parallel networks.
- **Land use planning should be continued in line with the Nelson County Comprehensive Plan**, including economic development in designated growth corridors and preservation of rural agricultural lands.
- **Norfolk Southern rail lines should be improved to double tracks with expanded service.**
- **Expand Park and Ride options** in the vicinity of Route 6 West and US Route 29.
- **Transit service through JAUNT and proposed passenger rail service will become an important feature of the corridor.** Sidewalk networks should be expanded in certain growth areas.

# Nelson County Route 29 Corridor Study



**Legend**

-  Route 29
-  Existing Intersection
-  Proposed Interchange
-  Primary Routes
-  Secondary Routes
-  Railroad



Prepared by the Thomas Jefferson Planning District Commission.  
Source: US Census Tiger Data Winter 2010

## Bordering Counties

Nelson has six bordering counties, Albemarle, Buckingham, Appomattox, Amherst, Augusta and Rockingham. Each of these counties has its own comprehensive plan, influencing transportation in Nelson County.

To the north of Nelson is Albemarle County. The Albemarle plan recommends improvements to the US Route 29 corridor, to create a parkway style road. This roadway design would include grade-separated intersections, which reduces the number of turning vehicles. Albemarle's plan designates its southern borders as Rural Areas. It recommends that rural roads in these areas remain in their current state, except for safety improvements.

Buckingham County shares a border with Nelson County along the James River. There are two bridges spanning the river between the counties: Route 602/Howardsville Road and Route 56 near Wingina. The Buckingham Comprehensive Plan calls for a gateway plan to ensure that entrances into the county are unique and attractive. The bridge near Howardsville is singled out for a potential increase in traffic flow, due to a new development, although no capacity improvements are recommended. The plan notes that neither of the bridges spanning the James River are structurally deficient, and there are no plans for significant repair.

Appomattox County shares a four-mile border with Nelson County along the James River. US Route 60 is the only bridge crossing between the counties. The Appomattox Comprehensive Plan does not address any specific future plans for this transportation connection.

Amherst County borders Nelson County to the south, sharing the US Route 29 corridor that connects both counties with Lynchburg to the south and Charlottesville to the north. The Amherst County Comprehensive Plan considers this corridor "critical to the County's economic health and quality of life." The plan calls for access management for all new development along the corridor so as not to impede traffic flow. This requires minimizing the number of new driveway entrances and traffic signals. One strategy is to amend the zoning code to require service roads for new development along the corridor. The plan also calls for signage and landscaping requirements to enhance the aesthetic experience of entering the county. The plan recommends the installation of a traffic signal at the intersection of US Route 29 and Route 151, about four miles south of Nelson County. The Comprehensive Plan also calls for the promotion of passenger rail service between Lynchburg and other metropolitan areas.

Augusta County shares a border with most of the western edge of Nelson County. The Augusta County Thoroughfare Plan does not address the area bordering Nelson

County directly. It is sparsely populated with very little projected growth, so no proposed transportation improvements are included in the plan for the area.

Rockbridge County shares a short border with the southwest corner of Nelson County in the Blue Ridge Mountains. The two counties are connected by Route 56 near Montebello. The Rockbridge County Comprehensive Plan does not address transportation connections with Nelson County.

### Lovingston Safety Study (2005)

Conducted by the TJPDC and funded by VDOT, the purpose of this plan is to enhance the small town, pedestrian-oriented character of historic Lovingston and to achieve a safer, more efficient connection between historic Lovingston and the growth occurring on the western side of US Route 29. This Study is designed to achieve a balanced, multi-modal system that allows pedestrians, bicyclists, and drivers to safely travel in the greater Lovingston area while maintaining and improving the capacity of US Route 29 for regional through-traffic. The Nelson County Board of Supervisors formally adopted this plan in 2005.

The key transportation recommendations in the Lovingston Safety Study are:

- **Achieve the goal of the VDOT “Route 29 Corridor Development Study” to upgrade US Route 29 to a restricted access Parkway** by upgrading existing turning lanes from US Route 29 to local streets, eliminating median breaks (the ability to make left turns to and from US Route 29), and providing landscaping consistent with a parkway and small town.
- **Enhance the access between both sides of US Route 29** by constructing several grade-separated facilities that will offer greater roadway capacity and safer connections.
- **Extend Route 56 from its current Front Street connection west to a new interchange with US Route 29** that will continue westward to provide primary access to the future growth areas of western Lovingston. This will achieve better access between Route 56 and 29, better access between historic Lovingston and US Route 29, and more controlled growth in western Lovingston.
- **Reinforce the traditional grid street network of historic Lovingston** in order to better achieve the County goals of economic development and downtown revitalization. Recommended improvements include traffic calming features and streetscape enhancements.
- **Extend Front Street south to US Route 29** consistent with the downtown pedestrian oriented feel of existing Front Street and create a gateway to historic Lovingston. Expand the traditional gridded street pattern to accommodate future development.

- **Establish a two-lane roadway parallel to US Route 29 on the western side of Lovington.** This will enhance access to and from US Route 29 and support internal circulation through a grid system of roads consistent with historic Lovington.
- **Enhance Lovington as a walkable** community with sidewalk upgrades in historic Lovington, bulbouts and pedestrian crosswalks at key intersections, streetscape enhancements, and a pedestrian and bike trail along the east side of US Route 29.

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## **Existing Roadway Inventory**

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An inventory of existing roads and services is a first step in the development of a transportation plan. The inventory describes current conditions, assets and challenges. Roadways represent the bulk of the County's transportation system, with most residents relying on their vehicles for daily travel to work, school and other destinations. The following inventory provides a detailed inventory and review of the major roadways in the County, in order to:

- Provide a comprehensive analysis of traffic counts and conditions in the existing roadway network.
- Assist County officials in considering the transportation impacts of development proposals.
- Help identify the need for future road projects and improvements, providing the foundation and rationale behind the goals, objectives and recommendations in this chapter.

### **Interstate 64**

Interstate 64 crosses the entire State, from Hampton Roads to West Virginia, and links several cities including Norfolk, Richmond, Charlottesville, and Staunton. The interstate also links I-95 and I-81, with Nelson County located between these two north/south corridors. From Nelson County, the closest access point to the interstate is exit 99, on the western side of Afton Mountain in Augusta County. The next closest is exit 107, where one can enter onto I-64 from US Route 250 in Albemarle County.

### **Primary Routes**

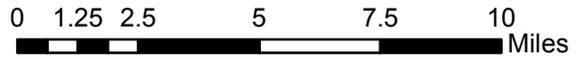
In the hierarchy of highways, the next category after interstates is the state primary system. These are roads that have regional or statewide significance and serve to connect cities, towns and other communities. Some of these routes may have national importance, functioning as major thoroughfares and corridors for several states. In Nelson County, there are seven primary routes, which account for 124 miles of roadway. These include Routes 29, 6, 48 (the Blue Ridge Parkway), 56, 60, 151 and 250.

In the more rural areas of Nelson County, there are significant changes in terrain for many road sections with poor vertical and horizontal alignment. These roads usually have only two lanes. Several of these lanes are relatively narrow, 10 feet wide or less. Under these conditions there are frequent "no passing" zones. County Ordinances lack coordinated access management, leading to additional turning movements, as motorists try to access roadside properties. These conditions can severely limit road capacity and safety.

The following inventory of primary routes in Nelson County includes a general narrative on each road, along with detailed figures on traffic counts, level of service and other conditions. *Please note that all traffic counts are from 2010.*

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# Nelson County Roadway Inventory



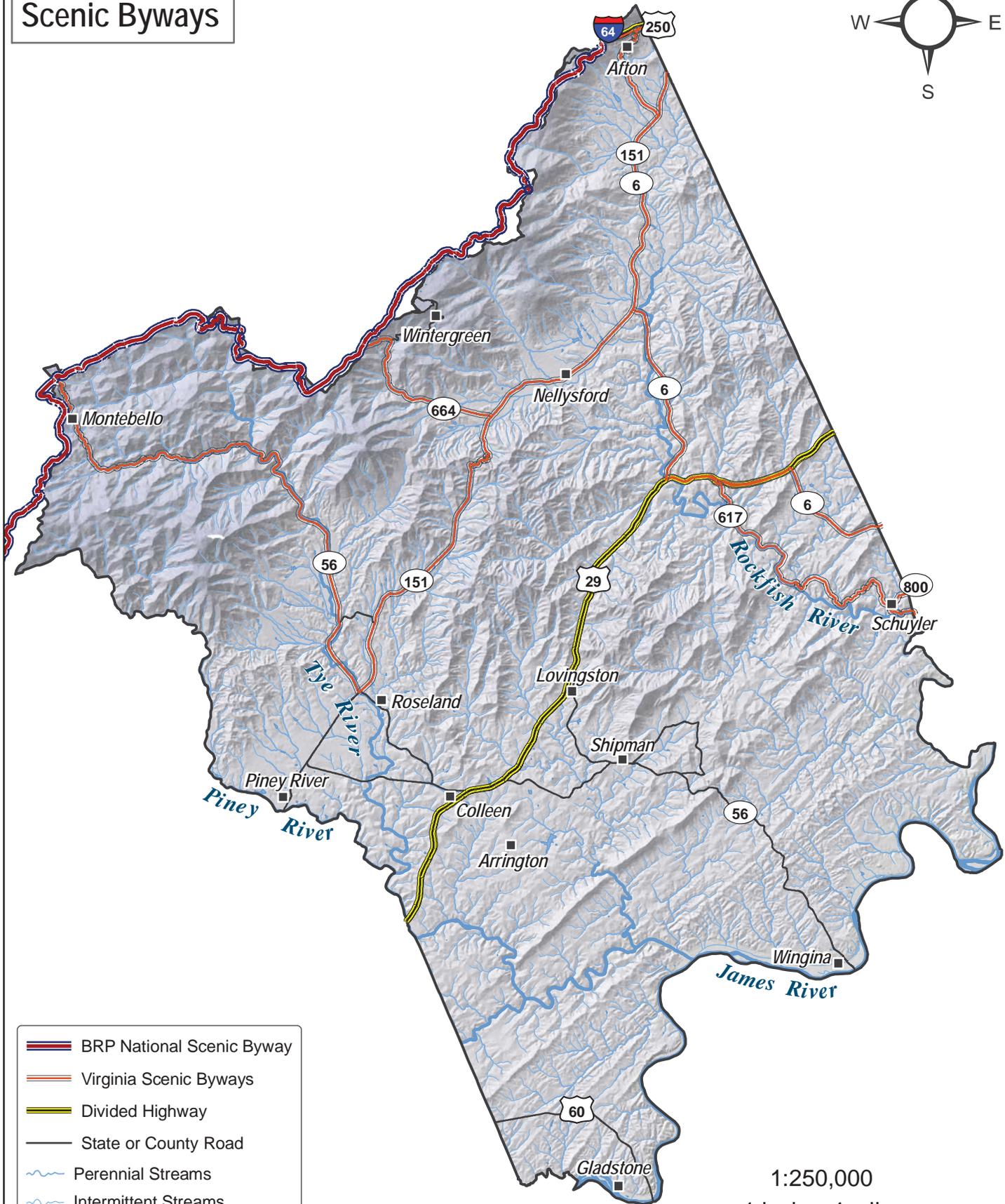
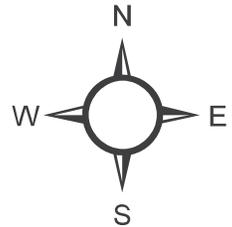
**Legend**

-  Route 29  
Corridor of Statewide Significance
-  Primary Routes
-  Secondary Routes
-  Railroad



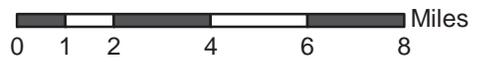
Prepared by the Thomas Jefferson Planning District Commission.  
Source: US Census Tiger Data Winter 2010

# Nelson County: Scenic Byways

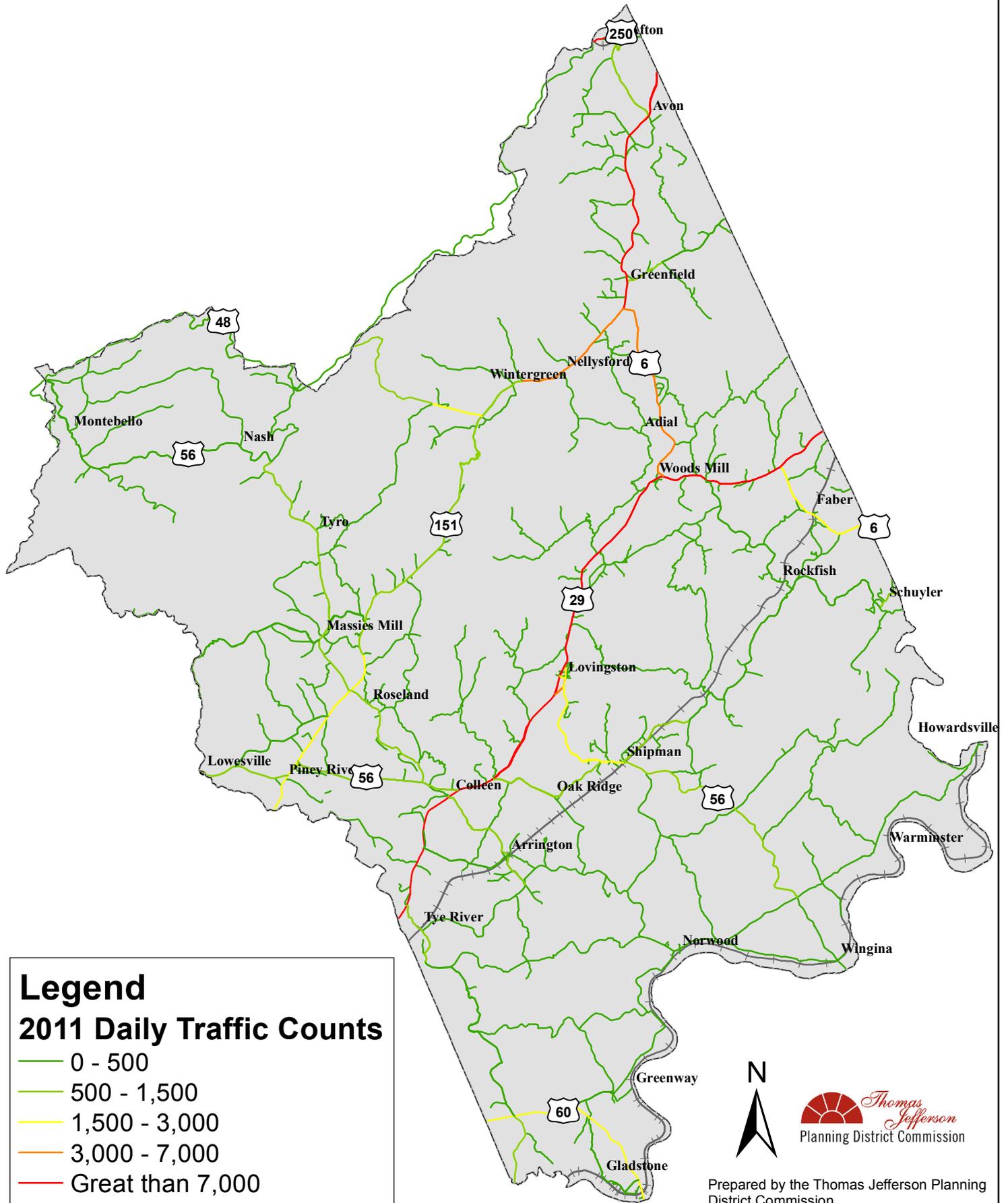
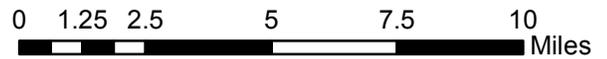


-  BRP National Scenic Byway
-  Virginia Scenic Byways
-  Divided Highway
-  State or County Road
-  Perennial Streams
-  Intermittent Streams
-  Rivers

1:250,000  
1 inch = 4 miles



# Nelson County Roadway Inventory



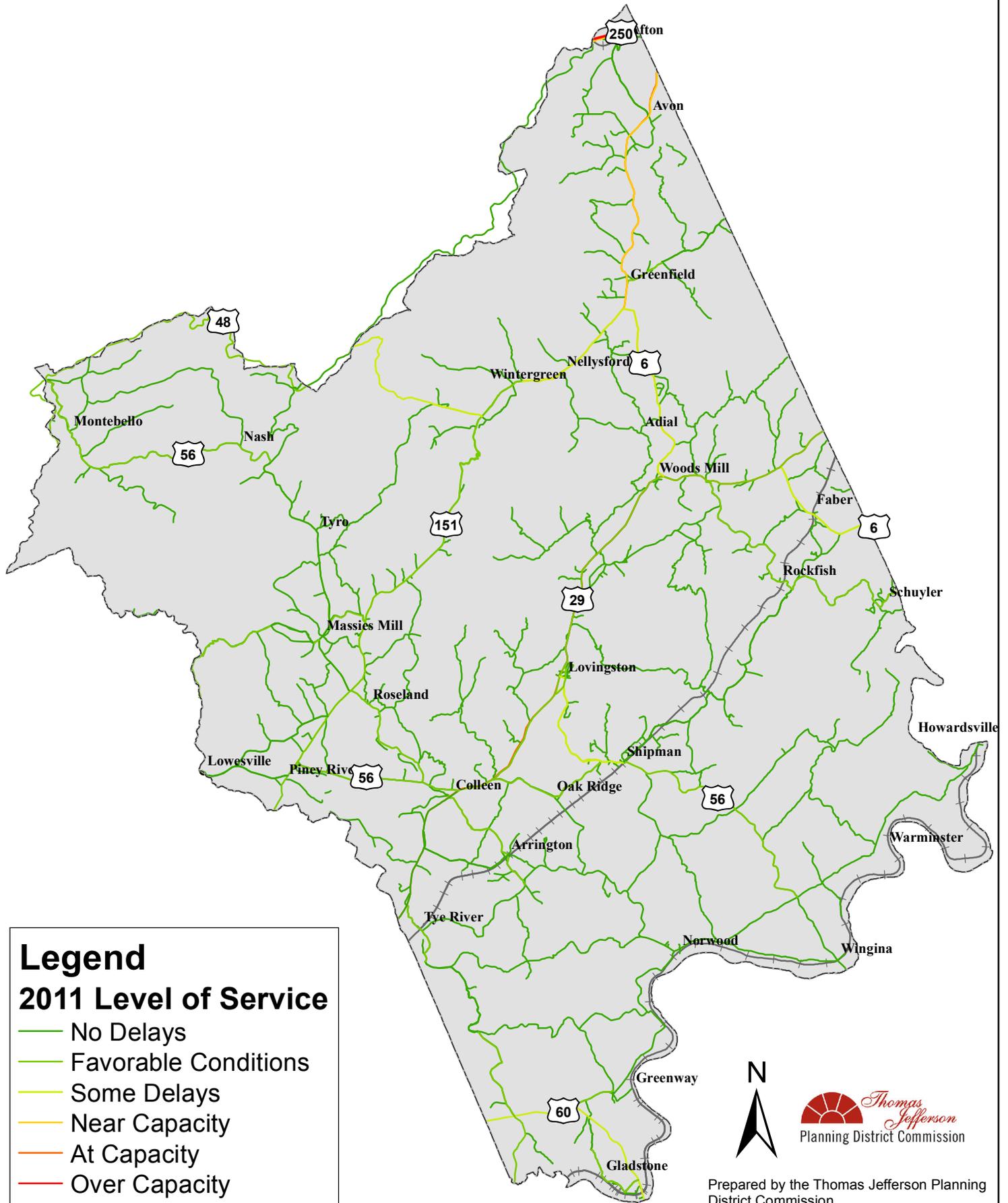
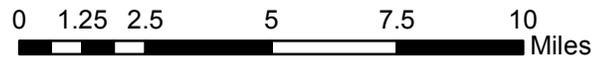
**Legend**  
**2011 Daily Traffic Counts**

- 0 - 500
- 500 - 1,500
- 1,500 - 3,000
- 3,000 - 7,000
- Great than 7,000
- Railroad



Prepared by the Thomas Jefferson Planning District Commission.  
 Source: US Census Tiger Data Winter 2010

# Nelson County Roadway Inventory



**Legend**

**2011 Level of Service**

- No Delays
- Favorable Conditions
- Some Delays
- Near Capacity
- At Capacity
- Over Capacity
- Railroad



Prepared by the Thomas Jefferson Planning District Commission.  
Source: US Census Tiger Data Winter 2010

### US Route 29:

Named Thomas Nelson Highway, this route makes up 23 miles of the County's road network. At its northern end, US Route 29 crosses the Albemarle County border, passing through Nelson and then Amherst to the south. Thomas Nelson Highway carries the highest traffic volumes of any road in the County, with sections averaging between 12,600 and 16,000 trips per day. The next highest counts in the County are along sections of Route 151, with fewer than 8,500 daily trips.

The County uses US Route 29 as a critical component of local transportation and land use policies. The County's Future Land Use Plan shows Thomas Nelson Highway connecting growth areas around the Lovingson area. This includes land uses such as Rural Residential, Rural Small Town, and Light Industrial/Mixed Commercial. In the County plan, the road also acts as the artery for Industrial and Mixed Use Commercial to the south, near Colleen and towards Amherst.

The following are additional facts and data on US Route 29:

- It is designated as a Rural Principal Arterial by VDOT.
- US Route 29 has four-lanes, each being 12 feet wide, plus paved shoulders.
- The speed limit is 60 mph, except for the 45 mph limit near Lovingson.
- US Route 29 has good sight distances, both horizontally and vertically, allowing motorists to clearly see any other vehicles or unexpected obstacles in the road.
- The intersection at Lovingson has the only traffic light in the County.

US Route 29 is also identified as a Corridor of Statewide Significance (CoSS). The Commonwealth's Statewide Transportation Plan identified eleven of these corridors. The CoSS include the major roadways, rail lines, airports, ports and transit services across Virginia.

### Route 6:

As Route 6 crosses Nelson County, its name changes several times. In the northern corner of the County, it begins as Afton Mountain Road, then becomes Rockfish Valley Highway, River Road, Thomas Nelson Highway and finally Irish Road as it heads into Albemarle County. Over this stretch in Nelson County, the road accounts for approximately 13 miles. The Future Land Use plan shows Route 6 as an important road that accesses rural residential uses, between the areas of Avon and Greenfield. While this is a major road, its design and capacity are not suited for higher volumes of traffic.

The following are additional facts and data on Route 6:

- The road segments located northwest of US Route 29 are designated as a Rural Minor Arterial.
- The segments that are southeast of US Route 29 are designated as a Rural Major Collector.
- This is a two-lane road, with 10-foot travel lanes.
- There are limited shoulders, ranging from 1 to 2 feet, enough to provide a small buffer between traveling vehicles and the roadside ditches.
- The speed limit varies from 45 to 55 mph. As it overlaps with US Route 29, the speed limit is 60 mph.

### Blue Ridge Parkway (Route 48):

The Blue Ridge Parkway, Route 48, has regional and national significance. In Nelson County, the Blue Ridge Parkway runs parallel to the western border with Augusta and Rockbridge Counties, along the mountains. Approximately 14 miles of the road are within Nelson County. There are challenges to maintaining the Parkway, due mostly to the mountainous terrain and weather. The roadway is not open in the winter, and sections which pass over especially high elevations and through tunnels are often impassable and closed from late fall through early spring. Weather is extremely variable in the mountains, so conditions and closures change rapidly.

The following are additional facts and data on Route 48:

- It is designated as a National Parkway, National Scenic Byway, All-American road and a Virginia Scenic Parkway.
- Route 48 functions as a Rural Minor Arterial.
- This is a two lane road, with each lane 10 feet wide, along with 4-foot shoulders.

### Route 56:

Route 56 runs northwest/southeast across Nelson County. Its western end begins in the George Washington National Forest and the eastern end spans the James River into Buckingham, connecting with Route 60. Route 56 goes by several different names. To the west, Route 56 is called Crabtree Falls Highway. It then merges with Route 151, where it becomes Patrick Henry Highway. From that point to US Route 29, the name changes to Tye Brook Highway. Finally, Route 56 becomes James River Road, between Lovingson and the James River. These segments equate to a total of 38 miles of Nelson County's road system. It connects Montebello, Nash, Tyro, Massies Mill, and Colleen, along with Shipman and Wingina to the east. Route 56 is also one of the few roads that cross the mountains, connecting with the Blue Ridge Parkway and accessing destinations in the George Washington National Forest, such as Crabtree Falls.

With speed limits of 55 mph, traffic moves relatively quickly on straight stretches. The exception is the far western end of the County, between Rockbridge County and Route 151, where the road includes several challenging curves and poor sight distances as it climbs through the foothills and mountains. In these areas, the speed limit is appropriately reduced to 45 mph. Regardless, these western sections can be difficult to navigate, particularly in poor weather.

The following are additional facts and data on Route 56:

- In the segment that merges with Route 151, the road is defined as a Rural Major Collector.
- On average, the road has 9 to 10-foot lanes. In addition, there are usually 1 to 2-foot shoulders.
- There are 11-foot lanes and wide shoulders east of Lovingson, between Route 772 and the Buckingham County line – except for the Eagle Mountain area, where the roadway is narrower.
- There is no commercial truck traffic allowed near Montebello.

### Route 60:

Route 60 has a 6-mile segment in Nelson County, in its southeastern corner of Gladstone, which is shown in the Future Land Use Plan as rural and farming. Route 60 is called Richmond Highway and serves as one of Nelson's two major crossings over the James River.

The following are additional facts and data on Route 60:

- The state categorizes this road as a Rural Minor Arterial.
- It is a 2-lane road with 10 to 11-foot lanes and 2-foot shoulders.
- The Speed limit is 55mph.

### Route 151:

Route 151 starts in the northern end of Nelson County, where it connects with US Route 250 in Albemarle County. It runs parallel to US Route 29 and later enters Amherst County, as it heads south. Route 151 accounts for 28 miles and holds two names, Rockfish Valley Highway and Patrick Henry Highway. It serves as the primary access to Beech Grove Road (Route 664), which connects with the Wintergreen resort. It also connects Piney River, Nellysford, Greenfield and Avon.

The following are additional facts and data on Route 151:

- This is a 2-lane road with 10-foot travel lanes, along with 1 to 2-foot shoulders.
- The road widens near Albemarle County with 11 to 12-foot travel lanes and 2 to 3-foot shoulders.
- The speed limit is 55mph, with a section where the speed limit is 45 mph.

### US Route 250:

US Route 250 passes through the northernmost tip of Nelson, at the top of Afton Mountain. This 2-mile section is also referred to as Rockfish Turnpike. The road is designed to allow for higher traffic capacity to the surrounding rural area. While only a small section is within the County, this road does have significant influence on Nelson by providing access to and from its northern areas.

The following are additional facts and data on US Route 250:

- The state designates US Route 250 as a Rural Minor Arterial.
- This is a two-lane road with shoulders, making up 30 feet of pavement. There is a section on Afton Mountain where there are two lanes going westbound, almost to the top of the mountain.
- The speed limit is 55 mph.

## Secondary Routes

The remaining public road network consists of state secondary routes. The main function of these roads is to serve local travel. Secondary roads are generally narrower than primary roads and commonly have poor horizontal and vertical alignment.

Additional issues facing many secondary roads include:

- Limited right-of-way.
- Natural or constructed obstacles located close to the right-of-way, making improvements to the road expensive with numerous design challenges.
- Mountainous terrain that make road improvements challenging
- Rural secondary roads that are increasingly being used to carry subdivision development.

The following table provides detailed descriptions of several of the more significant roadways.

Rte #	Name	Category	Daily Trips	Description
617	-Rockfish River Road	- Rural Minor Collector - Scenic Byway - State Birding Trail	138 – 340	Route 617 intersects with US Route 29, north of Lovingson, and runs generally parallel with Route 6 to the east, where it enters Albemarle County. The 2-lane road is about 9 miles long, with 8-foot travel lanes and 1 to 3-foot shoulders.
622	-Allens Creek Road	- Rural Minor Collector	141	Route 622 is located in the southeastern tip of Nelson, in the Gladstone area. The northern end begins with Norwood Road (Route 626). Heading south, it crosses US Route 60 and enters the corner of Amherst County. This is a narrow road, with 9-foot travel lanes and 1-foot shoulders. One section with several sharp turns can be challenging for motorists.
626	-Norwood Road -Union Hill Drive -Cabell Road	- Connector Route to scenic road - Rural Minor Collector	155	Route 626 runs parallel with the James River. The southern end starts at US Route 60, before it passes over Route 56 and heads northeast into Albemarle County. This is a narrow 2-lane road with 7-foot travel lanes and 1-foot shoulders.
635	-Greenfield Road -Cold Creek Lane	- Rural Major Collector - Rural Minor Collector - Rural Local	353 – 972	Route 635 is in the northern portion of Nelson, connecting Route 6 and 151 in the Greenfield areas and Albemarle County. There is a small segment also on the west side of Route 6, which dead ends. This is a 2-lane road with 8 to 9-foot lanes and 1-foot shoulders.

639	-Nelson Avenue -CraigTown Road -Laurel Road	- Rural Major Collector	212 – 498	Route 639 runs parallel with US Route 29, connecting Routes 56 and 6 to the east. It passes through the Shipman towards Schuyler. This is a narrow and occasionally winding road, with 7 to 8-foot lanes and 1-foot shoulders.
650	-Oak Ridge Road -High Peak Lane	- Rural Major Collector - Rural Local	896	Route 650 runs parallel with US Route 29, just east of Lovingston. It connects Route 653 with Route 56, from the Oak Ridge to Shipman areas. It is a 2-lane road with 9 –foot travel lanes and 1-foot shoulders.
653	-Freshwater Cove Lane -Oak Ridge Road -Wilson Road	- Rural Major Collector - Rural Local	886	Route 653 is roughly parallel with Route 56. To the south of Lovingston, it connects Routes 655, 650 and US Route. 29. To the west it dead ends as Freshwater Cove Lane. The 2-lane road has 10 –foot travel lanes and 1-foot shoulders.
655	-Roseland Road -Colleen Road -Arrington Road -Variety Mills Road	- Rural Major Collector	840 – 1,141	Route 655 winds across the southern part of the County, running east/west. The western end begins at Route 151/56, in the Roseland area. Heading east, it crosses US Route 29 at Colleen and into the Arrington area. On the far eastern end, it dead ends into the Norwood area, at Route 626. There are two 9-foot lanes for this entire stretch, with 1 to 2-foot shoulders.
656	-Gladstone Road	- Rural Major Collector	149	Route 656 passes through the Gladstone area of Nelson. It connects Route 60 with 622. This is a very narrow 2-lane road. There are 7-foot travel lanes and 1-foot shoulders.
657	-Tye River Road -Piedmont Road	- Rural Minor Collector - Rural Major Collector	310 – 782	Route 657 is located in the southeastern corner of Nelson, running parallel to the Amherst County line. It begins just east of US Route 29 and passes over US Route 60, before heading into Amherst. The northern end is narrower, with 8-foot lanes and 1-foot shoulders. As it winds to the south, Route 657 widens to 10-foot lanes with 2-foot shoulders.
661	-Phoenix Road	- Rural Major Collector	993	Route 661 is in the southeast quadrant of Nelson, beginning in the Arrington area before it heads south for about 4 miles. While the traffic counts are relatively low, VDOT identifies this road as having issues with Level of Service. There is “unstable flow at or near capacity” for sections of this route. The travel lanes are narrow, at 9 feet with 1-foot shoulders.

664	-Beech Grove Road	- Rural Major Collector - Virginia Byway	1,786 – 2,481	Route 664 begins in the Wintergreen area, at Route 151. To the west, it climbs into the mountains, crossing the Blue Ridge Parkway and leading into Waynesboro. There are relatively high levels of traffic, creating issues with LOS. Near the Augusta County line, there is “high density flow”, though this 2-lane road is wide, with 10 to 12-foot lanes.
665	-Old Rose Mill Road -Wilson Hill Road	- Rural Minor Collector - Rural Major Collector	405	Route 665 crosses east/west, over Nelson’s southern part of the US Route 29 corridor. This road is split into two segments. The west side connects Amherst with US Route 29 and the eastern half is flanked by US Route 29 and the Arrington area. This is a narrow two lane road, with 8-foot lanes and 1-foot shoulders.
666	-Jonesboro Road -Dickie Road -Woodson Road	- Rural Minor Collector - Rural Major Collector	37 – 273	In the south-central part of Nelson, Route 666 connects Routes 151 and 56. It then hugs the Amherst County line and enters the Lowesville area. In this southern segment, the road is wider, with 9-foot lanes and 2-foot shoulders. Further north it narrows to 7-foot lanes and no shoulders in some areas, though it widens again to 9 feet at the northern end.
676	-Clay Pool Road -Buffalo Mines Road	- Rural Minor Collector	145	Route 676 branches off from the southern portion of Route 151. From there it goes south, towards the Amherst County line and Lowesville. This is a very narrow 2-lane road. There are 7-foot lanes and 1-foot shoulders.
679	-Level Green Road -Castle Creek Lane	- Rural Local	15	In the Massies Mill area, Route 679 is a short stretch of road near the confluence of Routes 151 and 56. The road is very narrow, with 7-foot lanes and no shoulders. With such little traffic, this width is sufficient.
710	-Oak Ridge Road	- Rural Major Collector	899	Route 710 is less than 2 miles long, but carries relatively high level of traffic. Located in the Oak Ridge area, it connects Routes 653 and 650. It has 9-foot lanes and 2-foot shoulders.
739	-Tye River Road -Boxwood Farm Road -Napier Loop	- Rural Minor Collector - Rural Local	724	Near the Amherst County line, Route 739 intersects with US Route 29 and leads east, along the Tye River and into Amherst. With 8-foot lanes and 2-foot shoulders, the road is relatively narrow.
750	-Old Turnpike Road	- Rural Local	152	In the northern tip of Nelson, Route 750 creates another connection between Routes 250 and 6. The 8-foot lanes are narrow, but there are few daily trips along this stretch.

778	-Lowesville Road	- Rural Major Collector	616	Route 778 is located near the Amherst County line, west of Route 151. It connects the Piney River area with Lowesville. With 9-foot lanes and 2-foot shoulders, the road is sufficient to handle the existing traffic.
800	-Schuyler Road	- Rural Local - Scenic Byway	678	Near the eastern county line, Route 800 passes through the Schuyler area into Albemarle. This road is relatively wide, with 10-foot lanes and a foot of shoulder on either side.
814	-Campbells Mountain Road -Love Road	- Rural Local	119	Route 814 is located in the western end of Nelson. From the Nash area, it connects with Route 56 and leads north, into the mountains. After crossing the Blue Ridge Parkway, it enters Augusta County. This is a narrow road with 8-foot lanes and several sharp turns as it winds into the mountains. With limit shoulders and poor sight distances, this can be a challenging road for motorists.
1001	-Main Street -Court Street -Ridge Lane	- Rural Local	1,999	Route 1001 functions as the main entrance to the village of Lovingston.
B. 29	-Front Street	- Rural Major Collector	2,783	The street is flanked by small town development and ushers drivers through this small community.

## **Rural Transit and Carpooling**

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A commute is defined as a home-to-work or work-to-home trip, and is one of the main functions of a transportation network. Commuting patterns are consistent, predictable and make up a major portion of roadway traffic. Assessing these travel patterns is a vital exercise in understanding a community and how its transportation system functions.

While some people commute into Nelson County for work, the major traffic pattern involves trips out to employment centers in the surrounding areas. According to 2008 American Community Survey data (U.S. Census), there are 4,607 people who live in Nelson, but work outside of the County. Conversely, there are 1,558 workers who work in Nelson but who live in the surrounding jurisdictions. This equates to a net out commute that is three times larger than the number of people commuting into the County for work. Another group, those who live and work in the County, make up 1,741 of the labor force.

According to the U.S. Census, approximately 40 percent of all Nelson County workers travel to the Charlottesville/Albemarle County area for their employment. This is the dominant commuting pattern, with people traveling along the US Route 29 corridor and surrounding roadways. This commuting pattern contributes to the traffic counts along Route 29 and 151. Smaller numbers of commuters travel to Augusta County, Amherst, Lynchburg, Waynesboro, and places beyond.

Most people in Nelson typically have to rely on automobiles for these trips and other travel. The costs of repair, expansion and new construction of roads are high and commonly come with logistical obstacles, such as obtaining additional right-of-way. Transportation Demand Management (TDM) services, such as rural transit and carpooling, are a way of maximizing the existing road infrastructure.

### **Rural Transit**

Nelson County's relatively low population density does not make an extensive fixed-route transit system economical. On-demand or rural transit is a reasonable alternative for Nelson County from a financial and logistical perspective.

On-demand public transportation is characterized by flexible routes and schedules, typically using small buses to provide shared occupancy, doorstep, or curbside personalized transportation service. For Nelson County, JAUNT provides this service with over 16,000 trips in fiscal year 2011. Its eighty-vehicle fleet makes over 270,000 trips annually within their service area, including commuter, health service, and general

errand trips. Most trips are scheduled by the passenger, but some fixed routes are available that allow access to urbanized areas. JAUNT buses are all equipped with computers that plan the most effective pick-up and drop-off routes. Federal, state and local funding supplement the agency payments and passenger fares help to keep the cost of service low for those who use it.

In Nelson County, JAUNT offers four separate services: commuter routes to Charlottesville, a Wintergreen route, midday service to Charlottesville and intra-county service. The Commuter routes to Charlottesville include a Lovington Express Route, which makes stops along US Route 29 and in the UVA area. The second commuter route under this service is the Roseland Route. These passengers arrive in Charlottesville in the morning, with drop offs in the downtown and UVA areas. The Wintergreen route provides service from the resort to areas throughout the County and to and from Charlottesville. The midday service to Charlottesville is a door-to-door service that is available in all of Nelson County, requiring riders to contact JAUNT to schedule a pickup. Finally, the intra-county service offers trips to various destinations within the County, also requiring appointments. Passengers are encouraged to call JAUNT at (434) 296-3184 or toll-free at 800-36JAUNT. Updated information on JAUNT services are also found at their website: <http://www.ridejaunt.org/nelson.asp>.

### **Carpooling**

Another way for communities to maximize their existing road capacity is to encourage carpooling services. In this region, the RideShare program (housed by the TJPDC) plays a key role in these strategies. The program helps residents identify and ride with others who are traveling along the same routes. People can save on gas, car maintenance and parking by sharing rides. For groups of seven or more people who want to carpool together, RideShare has a vanpool program. Riders lease vans from a designated agency and pay a fee to cover the cost of the lease and gas. Maintenance, license and insurance costs are included in the lease.

RideShare also offers a Guaranteed Ride Home program to provide free rides in an emergency. The idea is to encourage residents to ride public transit or carpool at least twice a week. If they do so, and must get home when transit or a carpool is unavailable, the agency will pay for their taxi or rental car. People can take advantage of this service up to five times per year.

Another RideShare initiative is SchoolPool, designed to help parents transport their children to and from school and after-school activities. The program acts as a liaison to link parents to others who live within a convenient distance and whose children attend the same school. As with RideShare's carpool programs, the purpose of SchoolPool is

to save families money. It can also help reduce congestion during morning and afternoon pick-up times in school parking and entrance areas. A school must apply to be part of the program; at this time no Nelson County schools are participating.

Employers can also take advantage of RideShare. The program will help companies encourage their employees to carpool or vanpool or ride JAUNT buses. RideShare also provides education to employers on how to take advantage of tax breaks for encouraging transit or carpooling.

In Nelson County, RideShare services a portion of the commuters that carpool in the community. While there are 45 people registered, many more carpool informally by sharing trips with friends, colleagues and other acquaintances. The latest figures from the American Community Survey indicate that over 16 percent of Nelson commuters carpool to work, making up a significant share of commutes. This is noticeably higher than the carpooling rates for the state, which are approximately 10.6 percent.

### **Park and Ride Lots**

Park and ride Lots go hand and hand with transportation options like on-demand transit and carpooling. Particularly in rural areas, these facilities are critical for these alternate modes of travel.

In Nelson County, there are three informal park and rides, along with one that is officially designated. One lot is located at the intersection of US Route 29 and Route 6 East, providing 6 spaces and JAUNT service. The second informal lot is located at the intersection of US Route 29 and Route 6 West, with 15 parking spaces and JAUNT service. A third is located at US Route 29 at Freshwater Cove. The only official park and ride facility is along US Route 29 South, at Route 1001 in Lovingston. The lot is behind the volunteer fire department building, offering users with 20 spaces and pickup from JAUNT.

Given the high rates of carpooling in the County and the importance of JAUNT, there is a need for expanded park and ride lots in Nelson. New or expanded lots may encourage these alternative transportation choices, helping to take additional traffic off local roadways. Providing additional facilities would also further encourage service to those with limited means of transportation, such as those who are elderly and those with disabilities. There are logistical and legal obstacles to establishing new park and ride facilities. By working with the RideShare program, Nelson County may be able to find ways to address those issues and provide for these amenities.

## **Rail and Freight Plan**

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One of the major functions of the transportation system is moving goods. This is usually done with rail cars or trucks, as businesses receive and ship out raw materials and finished products. The following sections outline the current character and capacity of rail and freight in Nelson County.

### **Freight Generators and Destinations**

Nelson County has several employers that may require freight service. Wintergreen Resort and Food Lion are the major freight destinations, followed by Central Virginia Electric Cooperative, and California Side Car. Each of these employers receives freight via truck from locations outside of Nelson County.

### **Rail Facilities**

Nelson County has three rail lines: Norfolk Southern Railroad, CSX Railroad and Buckingham Branch. The Norfolk Southern line cuts through the middle of the county, passing Faber, Rockfish, Shipman, and Arrington. CSX follows the Tye River along Nelson County's southern border, and passes through Howardsville, Warminster, Wingina, Norwood, Greenway and Gladstone. Buckingham Branch runs through the Afton area, across the northern tip of the County. These lines service a number of rail carriers that transport goods cross-country; however, none of them stop in Nelson County. The majority of goods that travel in and out of Nelson are moved via truck.

### **Freight**

Across the country, trucks are the single most-used mode to move freight, especially for distances less than 500 miles. In 2007, trucks moved 69 percent of the weight and 65 percent of the value of freight throughout the United States.

In Nelson County, the primary trucking routes are US Route 29, Route 151 and 6. US Route 29 is the most used road for freight. Long distance truck traffic predominantly uses this road to pass through Nelson County. The majority of local truck traffic is also on US Route 29.

By 2040, annual average daily truck traffic (AADTT) is expected to increase dramatically on US Route 29, carrying well over 2,500 trucks per day. The Federal Highway Administration (FHA) predicts that average truck trips will increase on Route 6. This increase on Route 6 is most likely due to trucks feeding onto US Route 29. FHA also expects that long distance truck traffic will no longer use portions of Route 151 by 2040. These projections indicate that businesses requiring freight, or wishing to capture trucking business, should ideally locate along US Route 29.

## Recommendations and Vision

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The following goals and principles state the long-term expectations for the County's transportation system. Under each goal, principles are stated. Principles are a more specific statement of the actions intended to achieve the broad goal.

**Goal** – Promote a safe, efficient and diverse transportation system to serve both local and regional traffic.

**Principle** – Emphasize the importance of safety on county roads and publicize the negative affects of speeding.

**Principle** – Ensure that through truck traffic is meeting state standards.

**Principle** – Encourage the use of the county's existing rail lines for the movement of commercial and industrial goods and for passenger service, including tourists.

**Principle** – Increase the mobility of the general public, and especially the elderly, handicapped and economically disadvantaged, by encouraging walking, bicycling, bus and van services, park and ride lots, and carpooling.

**Goal** – Enhance the internal and external flow of traffic within designated development areas.

**Principle** – Promote internal vehicular, pedestrian, and bicycle connections within development areas.

**Principle** – Encourage a network of streets for internal traffic flow within development areas that limit "cut through" traffic.

**Principle** – For large scale industrial and commercial park development off US Route 29, limit access to specific locations established in the US Route 29 Corridor Development Study, when possible.

**Principle** – Support improvements to designated roadways that include facilities for bicyclists, following the Regional Bicycle and Pedestrian Plan.

## Long Range Project List

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The following list identifies 45 transportation projects for Nelson County. These projects are listed in the State's 2011 Rural Long Range Plan. This list includes a Map Key of the project or how the project is labeled on the accompanying map. Beside each key is a description, including the location of the project and whether that project is an intersection improvement or a segment improvement. The project description also indicates the system deficiency, the timeline and the recommendation for the planned improvement. *Refer to the key on the map for color meaning – circles are intersection improvements and squares are road segments.*

### Road Projects

- 10** US 29/VA 655  
Short-term improve signage; Mid-term lengthen turn lanes. (Local Priority)
- 16** US 60 (Richmond Hwy.)/VA 622 (Allen's Creek Rd.)  
Mid-term improve intersection to address site distance deficiency. (Local Priority)
- 20** VA 151 (Rockfish Valley Hwy.)/VA 627 (Spruce Creek Lane)  
Long-term reconstruct intersection to improve horizontal and vertical curves. (Local Priority)
- 22** VA 151 (Rockfish Valley Hwy.)/VA 613 (Rodes Farm Dr.)  
Mid-term improve intersection to address sight distance deficiency. (Local Priority)
- 26** VA 151 (Rockfish Valley Hwy.)/VA 635 (Greenfield Rd.)  
Short-term study intersection to identify safety improvements. (COMPLETED)
- 10** VA 635 (Cold Creek Rd.)/VA 6/VA 151 to VA 633  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

35

**VA 6 West (River Rd.)/VA 634 (Old Roberts Mt. Lane)**

Short-term improve signage; Mid-term add turn lanes.( Top Local Priority)

1

**VA 666 (Dickie Rd.)/VA 827 to VA 679 West**

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

2

**VA 676 (Clay Pool Rd.)/VA 778 to VA 151**

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

3

**VA 705/VA 676 to 0.5 mi. North of VA 676**

Mid-term repave roadway.

4

**VA 780/VA 674 to End State Maintenance**

Mid-term repave roadway.

5

**VA 666 (Jonesboro Rd.)/VA 679 East to VA 56 South**

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

6

**VA 681/0.1 mi. North of VA 666/VA 769**

Mid-term repave roadway.

7

**VA 151 (Patrick Henry Hwy.)/VA 56 (Tye Brook Hwy.)**

Mid-term improve intersection to address sight distance deficiency.

8

**VA 151/VA 151 to VA 56**

Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

Reduction of the speed limit in the Nellysford area from 45 to 35 miles per hour – the introduction of a series of median islands, and signage to warn of pedestrian crossings

9

**VA 56/VA 151 to US 29**

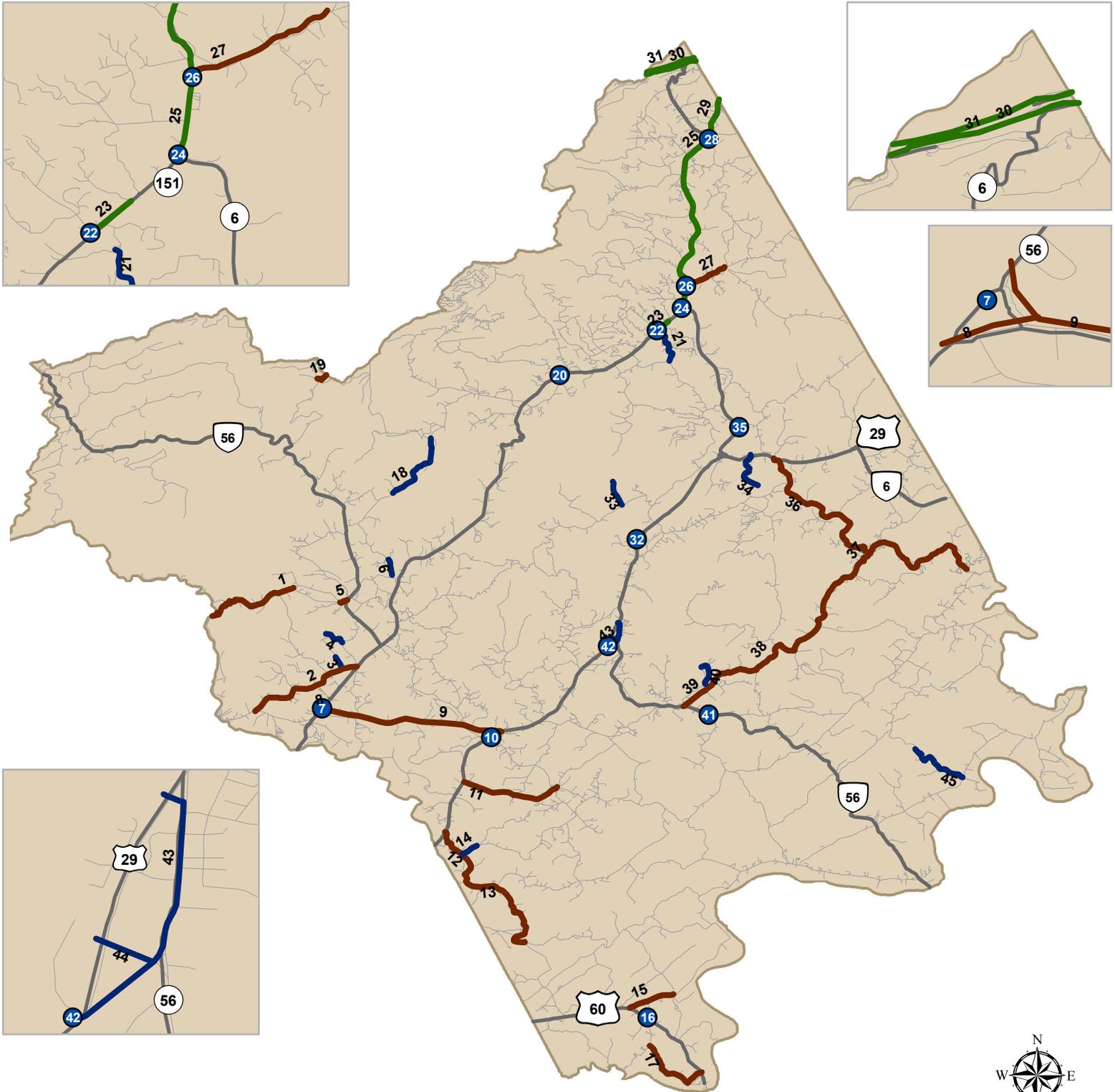
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

- 11** **VA 665 (Wilson Hill Rd.)/US 29 North to VA 655**  
 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 12** **VA 739/VA 657 to US 29 South**  
 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13** **VA 658 (Tye River Rd.)/VA 721 to VA 739**  
 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 14** **VA 622/VA 739 to 0.5 mi. North of VA 739**  
 Mid-term repave roadway.
- 15** **VA 626 (Cabell Rd.)/US 60 to VA 606 South**  
 Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 17** **VA 656/US 60 to VA 622**  
 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18** **VA 680/0.515 mi. North VA 699 to 3.043 mi. North VA 699**  
 Mid-term repave roadway.
- 19** **VA 814/Blue Ridge Pkwy. to Augusta County Line**  
 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21** **VA 613/VA 612 to 1.0 mi. South of VA 612**  
 Mid-term repave roadway.
- 23** **VA 151/VA 613 to 0.050 mi. N. VA 613**  
 Mid-term reconstruct road to address geometric deficiencies.
- 24** **VA 151/VA 6**  
 Deficiency with low priority; Continue to monitor for potential improvements.

- 25** **VA 6/VA 6 South to VA 6 North**  
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).
- 28** **VA 151 at VA 6/VA 638**  
Deficiency with low priority; Continue to monitor for potential improvements.
- 29** **VA 151/VA 6 North to Albemarle County Line**  
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).
- 30** **VA 250/Augusta County Line to Albemarle County Line**  
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).
- 31** **I-64/Augusta County Line to Albemarle County Line**  
Long-term widen road to six lanes to increase capacity and accommodate existing and future travel demand.
- 32** **US 29 (Thomas Nelson Hwy.)/VA 775 (Anderson Lane/Lewis Lane)**  
Short-term improve signage; Long-term consider closing median opening and installing rumble strips.
- 33** **VA 756/VA 623 to End State Maintenance**  
Mid-term repave roadway.
- 34** **VA 828/US 29 to End State Maintenance**  
Mid-term repave roadway.
- 36** **VA 617 (Rockfish River Road)/VA 639 South to US 29**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 37** **VA 639 (Laurel Rd./Rockfish River Rd.)/VA 643 to VA 800**  
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 38** **VA 639 (Laurel Rd.)/VA 719 to VA 643**  
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

- 39** **VA 639 (Craigtown Rd.)/VA 56 East to VA 719**  
Long-term reconstruct road to address geometric deficiencies (including full width-lanes and shoulders).
- 40** **VA 694/VA 649 to End State Maintenance**  
Mid-term repave roadway.
- 41** **VA 56 (James River Rd.)/VA 647 (Findlay Mt. Rd.)**  
Mid-term improve intersection to address sight distance deficiency.
- 42** **US 29 (Thomas Nelson Hwy.)/Bus. 29 (Callohill Dr./Front St.)**  
Short-term modify signal timing and improve signage and pavement markings.
- 43** **US 29 Bus. (Front St.)/US 29 North to US 29 South**  
Mid-term improve intersection to address sight distance deficiency and install sidewalks. (Town of Lovingston)
- 44** **VA 56 Extension**  
Mid-term study extension of Rt. 56 to Rt. 29 to create safer intersection. (Town of Lovingston)
- 45** **VA 604/VA 626 to 2.0 mi. West of VA 626**  
Mid-term repave roadway.

# Nelson County: Rural Long Range Transportation Plan Projects



0 3 6 12 Miles

- Safety Deficiency Intersection
- Operation Deficiency
- Safety Deficiency
- Both Deficiencies

MAP KEY	LOCATION INFORMATION	RECOMMENDATION -- PLAN DOCUMENT TEXT	LENGTH (mi)	EST. PLANNING LEVEL COSTS	EST. PE & ROW COSTS	EST. CN COSTS	BASE ESTIMATE	NOTES	VDOT Notes
1	VA 666 (Dickie Road) from VA 827 to VA 679 West	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	3.02	\$ 15,125,670.00	\$ 3,921,470.00	\$ 11,204,200.00	\$ 3,710,000.00		Agree
2	VA 676 (Clay Pool Road) from VA 778 to VA 151	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	3.51	\$ 17,579,835.00	\$ 4,557,735.00	\$ 13,022,100.00	\$ 3,710,000.00		Agree
3	VA 705 from VA 676 to 0.5 Mi. North of VA 676	Mid-term repave roadway.	0.5	\$ 2,146,500.68	\$ 556,500.18	\$ 1,590,000.50	\$ 3,180,001.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree
4	VA 780 from VA 674 to End State Maintenance	Mid-term repave roadway.	0.56	\$ 2,404,082.27	\$ 623,280.59	\$ 1,780,801.68	\$ 3,180,003.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree
5	VA 666 (Jonesboro Road) from VA 679 East to VA 56 South	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	0.2	\$ 1,360,800.00	\$ 352,800.00	\$ 1,008,000.00	\$ 5,040,000.00		Agree
6	VA 681 from 0.1 Mi. North of VA 666 to VA 769	Mid-term repave roadway.	0.4	\$ 1,717,200.00	\$ 445,200.00	\$ 1,272,000.00	\$ 3,180,000.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree
7	VA 151 (Patrick Henry Hwy) at VA 56 (Tye Brook Hwy)	Mid-term improve intersection to address sight distance deficiency.	intersection	\$ 100,000.00		\$ 100,000.00	\$ 100,000.00	Unsure what 'address sight deficiency' entails.	
8	VA 151 from VA 151 to VA 56	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	0.23	\$ 1,977,885.00	\$ 512,785.00	\$ 1,465,100.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
9	VA 56 from VA 151 to US 29	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	5.03	\$ 43,255,485.00	\$ 11,214,385.00	\$ 32,041,100.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
10	US 29 at VA 655	<b>Local Priority.</b> Short-term improve signage; Mid-term lengthen turn lanes.	intersection	\$ 370,000.00		\$ 370,000.00	\$40,000 signage; \$330,000 Left Turn Lane	Unsure of 'Lengthening Turn Lane' Costs	
11	VA 665 (Wilson Hill Road) from US 29 North to VA 655	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	2.65	\$ 22,788,675.00	\$ 5,908,175.00	\$ 16,880,500.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
12	VA 739 from VA 657 to US 29 South	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	2.14	\$ 18,402,930.00	\$ 4,771,130.00	\$ 13,631,800.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
13	VA 658 (Tye River Road) from VA 721 to VA 739	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	3.65	\$ 24,834,600.00	\$ 6,438,600.00	\$ 18,396,000.00	\$ 5,040,000.00		Agree
14	VA 622 from VA 739 to 0.5 Mi. North of VA 739	Mid-term repave roadway.	0.5	\$ 2,146,501.35	\$ 556,500.35	\$ 1,590,001.00	\$ 3,180,002.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree
15	VA 626 (Cabell Road) from US 60 to VA 606 South	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	1.1	\$ 5,509,350.00	\$ 1,428,350.00	\$ 4,081,000.00	\$ 3,710,000.00		Agree
16	US 60 (Richmond Hwy) at VA 622 (Allen's Creek Road)	<b>Local Priority.</b> Mid-term improve intersection to address sight distance deficiency.	intersection	\$ 100,000.00		\$ 100,000.00	\$ 100,000.00	Unsure what 'address sight deficiency' entails	
17	VA 656 from US 60 to VA 622	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	2.36	\$ 20,294,820.00	\$ 5,261,620.00	\$ 15,033,200.00	\$ 6,370,000.00	Assuming Full-width lanes mean 24'	Agree
18	VA 680 from 0.515 Mi. North VA 699 to 3.043 Mi. North VA 699	Mid-term repave roadway.	2.528	\$ 21,739,536.00	\$ 5,636,176.00	\$ 16,103,360.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	

MAP KEY	LOCATION INFORMATION	RECOMMENDATION -- PLAN DOCUMENT TEXT	LENGTH (mi)	EST. PLANNING LEVEL COSTS	EST. PE & ROW COSTS	EST. CN COSTS	BASE ESTIMATE	NOTES	VDOT Notes
19	VA 814 from Blue Ridge Parkway to Augusta County Line	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	0.37	\$ 3,181,815.00	\$ 824,915.00	\$ 2,356,900.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
20	VA 151 (Rockfish Valley Hwy) at VA 627 (Spruce Creek Lane)	<b>Local Priority.</b> Long-term reconstruct intersection to improve horizontal and vertical curves.	intersection	\$ 100,000.00		\$ 100,000.00	\$ 100,000.00	Unsure what 'improve horizontal and vertical curves' entails	Agree
21	VA 613 from VA 612 to 1.0 Mi. South of VA 612	Mid-term repave roadway.	1	\$ 8,599,500.00	\$ 2,229,500.00	\$ 6,370,000.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	
22	VA 151 (Rockfish Valley Hwy) at VA 613 (Rodes Farm Drive)	<b>Local Priority.</b> Mid-term improve intersection to address sight distance deficiency.	intersection	\$ 100,000.00			\$ 100,000.00	Unsure what 'address sight deficiency' entails	Agree
23	VA 151 from VA 613 to 0.050 miles N. VA 613	Mid-term reconstruct road to address geometric deficiencies.	0.05	\$ 429,975.00	\$ 111,475.00	\$ 318,500.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	
24	VA 151 at VA 6	Deficiency with low priority; Continue to monitor for potential improvements.	intersection	No Current Estimate	STUDY	STUDY	STUDY	Assuming no costs associated	Agree
25	VA 6 from VA 6 South to VA 6 North	Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).	6.22	\$ 68,603,490.00	\$ 17,786,090.00	\$ 50,817,400.00	\$ 8,170,000.00	Assuming widening to four lanes.	Agree
26	VA 151 (Rockfish Valley Hwy) at VA 635 (Greenefield Road)	<b>Local Priority.</b> Short-term study intersection to identify safety improvements.	intersection	No Current Estimate	STUDY	STUDY	STUDY	Assuming no costs associated	Agree
27	VA 635 (Cold Creek Road) from VA 6/VA 151 to VA 633	<b>Local Priority.</b> Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	1.34	\$ 11,523,330.00	\$ 2,987,530.00	\$ 8,535,800.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
28	VA 151 at VA 6/VA 638	Deficiency with low priority; Continue to monitor for potential improvements.	intersection	No Current Estimate	STUDY	STUDY		Assuming no costs associated	Agree
29	VA 151 from VA 6 North to Albemarle County Line	Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).	1.4	\$ 15,441,300.00	\$ 4,003,300.00	\$ 11,438,000.00	\$ 8,170,000.00	Assuming widening to four lanes.	Agree
30	VA 250 from Augusta County Line to Albemarle County Line	Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).	1.27	\$ 14,007,465.00	\$ 3,631,565.00	\$ 10,375,900.00	\$ 8,170,000.00	Assuming widening to four lanes.	Agree
31	I-64 from Augusta County Line to Albemarle County Line	Long-term widen road to six lanes to increase capacity and accommodate existing and future travel demand.	1.36	\$ 16,560,720.00	\$ 4,293,520.00	\$ 12,267,200.00	\$ 9,020,000.00	R6D figure, not accounting for interstate	Agree
32	US 29 (Thomas Nelson Highway) at VA 775 (Anderson Lane/Lewis Lane)	Short-term improve signage; Long-term consider closing median opening and installing rumble strips.	intersection	\$ 110,000.00		\$ 110,000.00	\$40,000 signage; \$60,000 Median Closure; \$1 per linear foot rumble strips	Unsure of costs for 'median closure' and 'rumble strips'	
33	VA 756 from VA 623 to End State Maintenance	Mid-term repave roadway.	0.96	\$ 4,121,280.00	\$ 1,068,480.00	\$ 3,052,800.00	\$ 3,180,000.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree
34	VA 828 from US 29 to End State Maintenance	Mid-term repave roadway.	1.95	\$ 8,371,352.63	\$ 2,170,350.68	\$ 6,201,001.95	\$ 3,180,001.00	Unsure of what 'mid-term repave roadway' entails	Agree
35	VA 6 West (River Road) at VA 634 (Old Roberts Mountain Lane)	<b>Local Priority.</b> Short-term improve signage; Mid-term add turn lanes.	intersection	\$ 1,610,848.00	\$ 275,032.00	\$ 1,092,296.00	\$40,000 signage;	Assuming just 2 left turn lanes on four lane road	Agree

36	VA 617 (Rockfish River Road) from VA 639 South to US 29	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	5.33	\$ 45,835,335.00	\$ 11,883,235.00	\$ 33,952,100.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
<b>MAP KEY</b>	<b>LOCATION INFORMATION</b>	<b>RECOMMENDATION -- PLAN DOCUMENT TEXT</b>	<b>LENGTH (mi)</b>	<b>EST. PLANNING LEVEL COSTS</b>	<b>EST. PE &amp; ROW COSTS</b>	<b>EST. CN COSTS</b>	<b>BASE ESTIMATE</b>	<b>NOTES</b>	<b>VDOT Notes</b>
37	VA 639 (Laurel Road/Rockfish River Road) from VA 643 to VA 800	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	4.22	\$ 36,289,890.00	\$ 9,408,490.00	\$ 26,881,400.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
38	VA 639 (Laurel Road) from VA 719 to VA 643	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	2.65	\$ 18,030,600.00	\$ 4,674,600.00	\$ 13,356,000.00	\$ 5,040,000.00		Agree
39	VA 639 (Craigtown Road) from VA 56 East to VA 719	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	2.41	\$ 20,724,795.00	\$ 5,373,095.00	\$ 15,351,700.00	\$ 6,370,000.00	Assuming full-width lanes mean 24'	Agree
40	VA 694 from VA 649 to End State Maintenance	Mid-term repave roadway.	0.96	\$ 4,121,281.30	\$ 1,068,480.34	\$ 3,052,800.96	\$ 3,180,001.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree
41	VA 56 (James River Road) at VA 647 (Findlay Mountain Road)	Mid-term improve intersection to address sight distance deficiency.	intersection	\$ 100,000.00		\$ 100,000.00	\$ 100,000.00	Unsure what 'address sight deficiency' entails	Agree
42	US 29 (Thomas Nelson Highway) at Business 29 (Callohill Drive/Front Street)	Short-term modify signal timing and improve signage and pavement markings.	intersection	\$ 445,500.00	\$ 115,500.00	\$ 330,000.00	\$40,000 signage; \$130,000 signal improvements; \$160,000 restriping	Assuming 'Parking Restriping' is reasonable estimate for standard restriping	Agree
43	US 29 BUS (Front Street) from US 29 North to US 29 South	Mid-term improve intersection to address sight distance deficiency and install sidewalks.	0.92	\$ 472,500.00	\$ 122,500.00	\$ 350,000.00	\$250,000 sidewalk; \$100,000 sight distance	Unsure what 'address sight deficiency' entails	Agree
44	VA 56 Extension	Mid-term study extension of Rt 56 to Rt 29 to create safer intersection.	segment	No Current Estimate	STUDY	STUDY	STUDY	Assuming no costs associated	Agree
45	VA 604 from VA 626 to 2.0 Mi. West of VA 626	Mid-term repave roadway.	2	\$ 8,586,005.40	\$ 2,226,001.40	\$ 6,360,004.00	\$ 3,180,002.00	Unsure of what 'mid-term repave roadway' entails. Assuming 18' lane costs.	Agree

# Appendix

## Glossary of Terms

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**Access Management** – Limiting the number of points a roadway can be accessed, in order to improve traffic flow and safety.

**Agricultural** – Land that is, or has been, used or would be suitable for agricultural activity and has not been developed for higher intensity uses.

**Affordable Housing** – Housing units where the occupant is paying no more than 30 percent of gross income for housing costs, including taxes and utilities. Affordable housing strategies usually account for households with low- and very low-incomes, meaning those below 80 percent of the area median income.

**All-American Road** – A designation of the most scenic roads found on the *National Scenic Byways* program (*see definition below*). An All-American Road has unique features with national significance and is scenic enough to be a tourist destination unto itself.

**American Community Survey (ACS)** – An ongoing survey under the U.S. Census Bureau that provides data on an annual basis, to give communities current information needed to plan investments and services. The ACS collects data on: age, sex, race, family and relationships, income and benefits, health insurance, education, veteran status, disabilities, where individuals work, where they live and how they commute.

**BikeCentennial 76** – A national, east-west bicycling route that travels from Oregon to Virginia, also known as the TransAmerica Trail.

**Blueway** – A water trail or path, consisting of rivers, streams or other navigable waters. State or local governments may formally designate blueways and typically develop recreational facilities along the waterway.

**Bulbout** – A circular curb extension that extends into a roadway to calm traffic and enhance pedestrian safety (*See Traffic Calming*).

**Civic** – Publicly owned property developed for public uses.

**Capital Improvements Program** - A five-year plan recommending capital improvement projects based on the comprehensive plan.

**Commercial** – A land use involving the sale of goods or services for financial gain.

**Comprehensive Plan** - A guide used for decision-making about the built and natural environment required by the State of Virginia for all localities.

**Conservation Easement** – A property owner voluntarily sells or defers their right to develop a defined piece of his or her land. The intention is to preserve the natural features of that site for the purpose of establishing rural preservation, storm water management, recreational trails or some other public good.

**County** – When not specified, this refers to Nelson County.

**Daily Trips** – A trip from an origin to a destination or destination to an origin. For the purposes of this plan, a round-trip would count as two trips.

**Dark Sky Lighting** – A term that refers to shielded light fixtures that cast light downward and generally conform to the specifications endorsed by the International Dark-Sky Association (IDA).

**Ecotourism** – A form of economic development that utilizes a community’s green infrastructure assets. This sector of the tourism industry includes hiking, camping, bicycling, canoeing, kayaking, wildlife viewing, photography, agritourism, and other outdoor activities.

**Fixed-Route Transit** – Public transportation service that follows a specific route according to a specific schedule known in advance to transit users.

**Freight** – Goods, merchandise, materials, and commodities of any kind that are transported from one place to another by air, rail, or motor-carrier.

**Freight Generator** – A land use activity that requires a constant supply of goods, thus generating demand for freight into and out of the area.

**Future Land Use Map** – A map of the locality that illustrates its *Future Land Use Plan* and serve as one of the primary elements of the local *Comprehensive Plan*. The map divides the community into separate land use designations to help guide future growth.

**Future Land Use Plan** – The local plan for accommodating and managing expected future growth. This is the primary component of a *Comprehensive Plan*.

**Geometric Deficiencies** – A term used to describe the alignment or design of a road segment or an intersection has issues that hinder the efficiency and/or safety of that facility.

**Grade-separated Interchange** – The intersection of two or more roads at different heights (grades), where one passes under the other, so that the roads will not disrupt traffic flow as they cross each other.

**Greenway** – An off-road corridor, either paved, unpaved, or both, used for transportation or recreation by bicyclists, pedestrians, equestrians, or other non-vehicular modes of travel.

**Grid Street Network** – A traditional highly connected street network of mostly square or rectilinear blocks.

**Highway** – A term used to describe any public road.

**Horizontal Alignment** – A transportation engineering term for the shape of the roadway within the horizontal plane (i.e. its curviness)

**Industrial** – Enterprises engaged in the processing, manufacturing, compounding, assembly, packaging, treatment or fabrication of materials and products, from processed or previously manufactured materials.

**Infill Development** – The development or redevelopment of parcels in areas that are already built out or developed.

**Level of Service (LOS)** – A grade system that ranges from “A” to “F”, used to measure the average daily traffic flow and capacity on a given roadway. With a rating of “A”, there is little to no traffic on the road. A rating of “F” would signify a traffic jam. A grade of “C” is considered ideal for rural highways during peak hours.

**Median Island** – An area in the approximate center of a road that separates the directional flow of traffic. In rural areas, medians are typically planted with grass and other vegetation, without a curb. They can also serve to prevent left hand turns onto and off of the roadway.

**Mixed-Use** – A type of development that may be a combination of different land uses in a logical, coordinated, well planned project or series of projects. This combination of

uses may include single-family and multifamily residential, commercial, civic or small scale industrial.

**Multifamily** – Two or more housing units located in a single building.

**National Parkway** – This is a federal designation given to scenic roadways and the protected corridor of surrounding parkland. National Parkways often connect cultural or historic sites.

**National Scenic Byway** – A roadway designated by the Federal Highway Administration as scenic based on archeological, cultural, historic, natural, recreational and scenic qualities.

**Parallel Road Network** – A system of secondary roads that follow a primary corridor to carry local traffic and reduce traffic volumes and conflict points.

**Park-and-Ride** – A parking lot or area where commuters leave their automobiles, so they can carpool or transfer onto a transit service.

**Parkway** – A divided *highway* with limited access, in order to provide for free flowing mobility of traffic. These roads typically have landscaped *medians* and *grade separated interchanges* that help limit turning movements.

**Planning Commission** - A citizen advisory board authorized by the Virginia State Code to promote the orderly development of the locality and its environs by advising the Nelson County Board of Supervisors on land use matters. When not specified, this refers to the Nelson County Planning Commission.

**Primary Road** – A road of regional or statewide significance that serves to connect cities, towns, and other communities.

**Regional-Scale Commercial** – Commercial uses intended to serve the larger community, including adjacent counties.

**Residential** – Activities within land areas used predominately for housing.

**Right-of-Way** – Land that is publically owned or otherwise granted public access for transportation purposes.

**Road Capacity** - The level of traffic volume that a road can safely and efficiently carry.

**Road Segment** – A defined length of roadway. VDOT divides roads into segments, to provide more detailed information on *traffic counts* and *level of service*, along with other data.

**Rumble Strips** – A series of thin strips installed across a roadway. The strips have a defined height and spacing, to create a rumble sound as motorists pass over them. The intention is to get the motorist's attention at points along the roadway that require greater awareness, such as school zones, reduced speed limits, or intersections.

**Rural Major Collector** – A state designation for *highways* which provide service to larger towns and developed areas. These roads serve as the more important intra-county travel corridors.

**Rural Minor Collector** – A state designation for *highways* which collect traffic from local roads. The minor collectors provide service to the remaining smaller communities and link local traffic generators with their surrounding rural areas.

**Rural Minor Arterial** – A road that links cities and towns, with a higher capacity than rural collectors or local road systems.

**Rural Local Road** – A state designation for roads that primarily serve to provide direct access to adjacent land. These roads provide service to travel over relatively short distances as compared to collectors or other higher systems.

**Rural Principal Arterial** – A state designation for corridors of substantial statewide or interstate travel.

**Secondary Road** – Roads of lesser importance than the primary road system, usually used for local travel.

**Share the Road** – The use of a single roadway for automobile and bicycle traffic, often indicated by signage.

**Sight Distance** – The distance that a motorist can see before the line of sight is blocked by a hill crest, or an obstacle on the inside of a horizontal curve or intersection. Insufficient sight distance can have implications for the safety or operations of a roadway or intersection.

**Single-Family Residential** – A single dwelling unit located on a single parcel of land. These units are not physically connected to any other dwellings and the sole use on the property is residential.

**T-intersection** – An intersection at which one roadway ends forming a T shape.

**Thoroughfares** – Any *highway* intended to connect destinations.

**Transportation Demand Management (TDM)** – The use of policy techniques or incentives to reduce the demand for transportation on existing infrastructure.

**Vertical Alignment** – A transportation engineering term for the shape of the roadway within the vertical plane (i.e. its hilliness)

**Virginia Scenic Byway** – A state designation for roads that provide important scenic values and experiences. These routes link together or provides access to scenic, historic, recreational, cultural, natural and archeological elements.

**Wildlife Management Area** - The Virginia Department of Game and Inland Fisheries maintains 39 management areas totaling more than 201,000 acres for the benefit of all citizens for a variety of outdoor recreational opportunities. Many management areas are open for some type of hunting. These lands are purchased and maintained with hunting, fishing, and trapping license fees and with Wildlife Restoration Funds.

## State Code Requirements - Transportation

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The Code of Virginia requires that all localities adopt a transportation plan or a transportation chapter in their comprehensive plan. It also identifies several items that must be included in the document. There are two relevant sections in the State Code that are related to local transportation plans. As of July 1, 2007 each locality in Virginia must have transportation plans that meet the following requirements:

### § 15.2-2223

*Each Locality shall develop a transportation plan that designates a system of transportation infrastructure needs and recommendations that may include the designation of new and expanded transportation facilities and that support the planned development of the territory covered by the plan and shall include, as appropriate, but not be limited to, roadways, bicycle accommodations, pedestrian accommodations, railways, bridges, waterways, airports, ports, and public transportation facilities. The plan should recognize and differentiate among a hierarchy of roads such as expressways, arterials, and collectors. The Virginia Department of Transportation shall, upon request, provide localities with technical assistance in preparing such transportation plan.*

*The plan shall include a map that shall show road improvements and transportation improvements, including the cost estimates of such roads and transportation improvements as available from the Virginia Department of Transportation, taking into account the current and future needs of residents in the locality while considering the current and future needs of the planning district within which the locality is situated.*

The Nelson County Comprehensive Plan conforms to the State Code requirements listed above. The Existing Roadway Inventory of Chapter 5 (*Transportation*) includes language on roadway classifications that gives a detailed review of roadway hierarchies. It also identifies transportation infrastructure needs. Chapter 5 includes a project list that lists road improvements, along with cost estimates for construction. This includes a map, which illustrates the proposed improvements. Chapter 5 and the appendix refer to the Bicycle and Pedestrian Plan, address roads, rural transit, bicycle and pedestrian accommodations, recreational access to waterways, and public transportation facilities. VDOT supplied technical assistance in reviewing this inventory and all plan amendments. This chapter includes recommendations that support the County's Future Land Use Map.

The State requires that localities consider the needs of all citizens in their long range plans. As of July 1, 2008 each locality must address the needs of the elderly and persons with disabilities.

§ 15.2-2223

*In the preparation of a comprehensive plan, the commission shall make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of its territory and inhabitants. The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, including the **elderly and persons with disabilities**.*

Nelson County's Comprehensive Plan addresses special needs under chapter 3 (*Goals and Principles*). Chapter 5 also covers discussions on para-transit and carpooling, which is related to the transportation needs of those with limited mobility. The plan includes the needs of those with financial limitations and people with disabilities. It also provides guidance for meeting the needs of the County's elderly citizens.

The Code of Virginia also requires that each locality with a Corridor of Statewide Significance (CoSS), "note such corridor or corridors on the transportation plan map included in its comprehensive plan for information purposes at the next regular update of the transportation plan map" (15.2-2232). The plan fulfills this requirement in Chapter 5.

# **Bicycle and Pedestrian Plan**

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## **Introduction**

This chapter of the Comprehensive Plan provides information and guidance on development of facilities and other accommodations to enhance safe bicycle and pedestrian travel. It will also satisfy the Virginia Department of Transportation requirement that a roadway be included in an adopted bicycle or pedestrian plan before improvements are made. This proposed bicycle and pedestrian plan is included in the Comprehensive Plan to enable the county to consider support for the plan. Any bicycle or pedestrian facilities would rely on agreement with landowners before such facilities would cross private property.

## **Existing Conditions**

### Bicycle

This rural region offers miles and miles of tranquil country roads winding past meadows, orchards, and streams. With gentle rolling hills near the James River and challenging terrain in the Blue Ridge Mountains, Nelson County has something for all skill levels.

The physical terrain, which makes Nelson Country attractive to the recreational bicyclists, also makes bicycle transportation between population centers more difficult. The mountains and the limited number of passes between them have channeled all transportation onto the few possible routes, and these routes have become the primary road system for Nelson County. The primary roads must be used in any bicycle transportation plan because there are generally no alternative routes. The possible exception is part of Route 6 east of Route 29.

The Blue Ridge Parkway is a major bike route along the western edge of Nelson County. Between 56 and 250 it is part of the Bike Centennial Route 76 across the country, which continues down 250, through Afton on 151, and into Albemarle on 750. There are recreational routes (paved and unpaved) that connect with and sometimes overlap the primary and secondary roads used for bicycle transportation. Besides the Parkway routes, the Nelson County Tourism office promotes the Oak Ridge Loop, the Walton's Mountain Museum Loop and the Woodson's Mill Loop on their web site and in brochures. Bed and breakfast inns and bicycle groups have developed other unofficial recreational routes.

None of these routes have been improved for bicycle travel nor have they been officially approved as bicycle routes, with the exception of the BikeCentennial Route 76. This plan is to designate the routes to be part of the planned bicycle routes of the future so that as opportunities arise and funding is available, the routes can be improved to accommodate bicyclists in a safe, economical and efficient manner.

## Pedestrian

The size and rural nature of Nelson County make pedestrian travel between population centers a rare occurrence. There are sidewalks in Lovingston and Gladstone and trails across private lands, but generally speaking, there is little in the way of public pedestrian infrastructure in the county. When people do walk long distances, they do so along the road or its shoulder. Depending on the speed and occurrence of cars, which varies across the county, conditions range from potentially pleasant to positively dangerous.

## **Local Plans and Ordinances**

### Area and Special Plans

The Route 29 Corridor Development Study recommends bicycle lanes along the proposed parkway section between Lovingston and Charlottesville and sidewalks or trails in urbanized areas.

### Suggested Ordinance and Code Improvements

Consideration should be given to incorporation of this Bicycle and Pedestrian Plan in the county's Zoning and Subdivision ordinances.

## **Proposed Network and Facilities**

### Bicycle Plan

The first task in developing a bicycle plan for the county is to identify the highways and routes that are now being used as well as others needed for a comprehensive system of routes to meet transportation and recreation needs. This plan in no way implies that these routes are now safe for bicycling. It does identify the routes that the county would like to be improved in the future to enhance the safety of users, drivers and

cyclists, and notifies the Virginia Department of Transportation of the county's intention and desires.

## Transportation Routes

Primary Bicycle Routes: Routes 29 and 151 are the primary north-south routes through Nelson County, between Albemarle and Amherst counties, and with minor exceptions, there are no reasonable alternative routes available. These routes must be used to approach the two largest commercial areas of the county: Lovingston and Nellysford. Through Lovingston, both Business 29 and the by-pass should be treated for bicycle use.

Routes 6 and 56 are the primary east-west routes through the county connecting the Blue Ridge Parkway to Albemarle, Buckingham and Appomattox counties in the east. A section of Route 6 north of Afton is part of the BikeCentennial Route 76. Because of the large mountains in the middle of the county, Route 6 and 56 are the primary links between the north-south routes of 151 or 29. Route 60 crosses east-west across the southern tip of the county.

Not only are the primary roads necessary for any bicycle transportation between the communities of Colleen, Oak Ridge, Arrington, Lovingston, Shipman, Wingina, Schuyler, Piney River, Massies Mill, Montebello, Wintergreen, Nellysford, Woods Mill, Avon, and Afton, they are often required for even short trips within the communities because there are no alternative routes. The majority of county public facilities are along these corridors as well.

These roadways should be improved with paved shoulders when reconstructed, according to VDOT policy, to make regular travel possible. Spot improvements should be made at the areas of most concern as soon as possible

Share the Road signs should be installed on Route 6 from 250 to 29, on Route 151 from 250 to Amherst County, on Route 56 from the Blue Ridge Parkway to Buckingham County and on route 250 between the Blue Ridge Parkway and Route 6 (part of the Bike Centennial 76 Route).

Secondary Bicycle Routes: Nelson County's secondary bicycle network roads will allow more residents to access the primary network, as well as improving conditions for recreational riders. This network includes the 750 (BikeCentennial Route 76) in the Afton area, 636 (to Albemarle) and 638 in the Avon area, 635 in the Greenfield area (to Batesville), 634 in the Nellysford area, 664 in the Wintergreen area, 655 connecting

Roseland, Colleen and Arrington, 665 in the Arrington area, 739 between Route 29 and Amherst (a possible Route 29 alternate), 622 through Gladstone, 650, 710, 653, and 647 in the Shipman area, 639 between Shipman and Schuyler, and 617, 693 and 800 (to Albemarle) in the Schuyler area. These routes should be treated as transportation corridors and improved accordingly (including pull-outs and climbing lanes) for use at more than a recreational level.

## Recreation Routes

The Blue Ridge Parkway runs along the western border of the county, and between 56 and 250 is part of the BikeCentennial Route 76, which descends the mountain on 250, 151 to Afton and 750 into Albemarle. These are nationally known bicycle routes. Nelson Tourism, local bed and breakfast inns and the Nelson Bicycling Alliance also promote recreational rides within Nelson County. These routes tie into and often use both the secondary and primary routes, and provide access to recreational areas. These additional routes would be added to the plan to include the best known and promoted recreational routes: 631 and 840 in the Afton area; 611 crossing Ennis Mountain; 633 (Taylor Creek Rd.); 680, 685(part), 686(on both sides of 56), 687 and 814 in and around the George Washington National Forest; 699, 724, 666, 778, 676, 673 and 672 are used in the Massies Mill, Lowesville and Piney River area; 778 and 675 to Piney River would connect with the Virginia Blue Ridge Rail Trail being built along the Piney and Tye Rivers; at the eastern end of the trail 739, 657, 654, and 655 would connect to the James River, and 657 would connect to Route 60 to access the James near Gladstone; 626 and 647 follow the James River between Gladstone and Norwood; 626 would follow the James to Howardsville and Albemarle County; 722 between Shipman and Schuyler and into Albemarle; 617 along the Rockfish River; 639 between the Rockfish River and Route 6; 651, 718, 766, 624 and 623 in the Lovingston area and 613, 619, 634, and 776 (part) in the Woods Mill area.

The Virginia Blue Ridge Rail Trail along the Piney and Tye Rivers will eventually connect cyclists from the Blue Ridge Parkway down the mountains to the James River. A proposed Rockfish River Trail will also offer some recreational opportunities for cyclists in Nelson County and would connect 617, one of the most beautiful, paved and level bike routes in the county along the Rockfish River, to Schuyler.

## **Pedestrian Plan**

### **Intra-Community Facilities**

Sidewalks and trails will provide for safe and convenient access to services for residents

in existing and future community areas in Nelson County. Lovington, Nellysford, Schuyler, Colleen, Shipman, and Arrington, are areas that may benefit from sidewalks, while trails and improved shoulders can service pedestrians in less dense communities. Signs warning about pedestrian activity may be placed at village approaches, but care must be taken to avoid creating clutter or disrupting scenic views. Commercial centers and public facilities should have internal pedestrian circulation systems that provide safe travel from the street to the entryway, especially where vehicular parking areas are large or busy.

Lovington: A crossing of Route 29 between Lovington's downtown and developments on the west side of highway 29 is necessary for safety, especially with a large grocery store across the highway. The Route 29 Corridor Development Study recommends an overpass at this location. The existing sidewalk network can be completed by adding walks along Court Street, extending Main Street walks to all services, and possibly reaching down Front St. to 29. Improvements should include removing street sign obstacles and burying utilities. Trees should be planted along all streets to create a pleasant walking environment in Lovington.

Nellysford: Sidewalks should be installed along 151, or connecting to various store walkways in the village center. Walks should be integrated into any new service roads or developments in the village area. Nellysford should have at least one well-marked crossing of 151.

### **Inter-Community facilities**

Paved shoulders along many primary and secondary roads would offer an easier surface for pedestrians traveling between communities in the county. High-speed traffic along these roads will always exist, and pedestrians will not be completely safe as long as they travel in close proximity to automobiles.

Greenway trails should be utilized to connect communities where the opportunity exists. Trails are the most appropriate pedestrian right-of-way in rural settings. They offer safety from automobiles, pleasant views and sounds, and have far fewer environmental impacts than paving roads and laying sidewalks. Nelson County communities are often found in valleys and streambeds, which lend themselves well to trails. Schools, commercial and service districts and residential areas should be linked with trails wherever possible. Cul-de-sacs can be connected with foot trails to create a continuous pedestrian path while restricting automobile traffic.

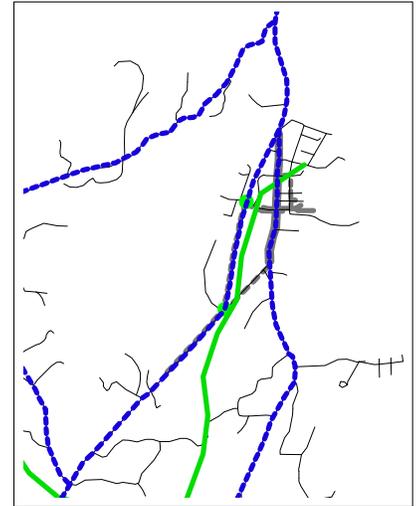
The Blue Ridge Trail, currently under planning and development, will offer a pedestrian path from Piney River to the Norfolk-Southern rail line east of Highway 29 on an abandoned railroad along scenic river corridors. A similar trail could be developed along the Rockfish River, and James River, creating a diamond of trails encircling the county (when the Appalachian Trail is considered) and connecting most major communities. For descriptions of planned off-road facilities and trails that may connect rural communities, please see the Thomas Jefferson Regional Greenways Plan.

The following map depicts proposed bicycle routes and includes as an insert a pedestrian plan for Lovingston.

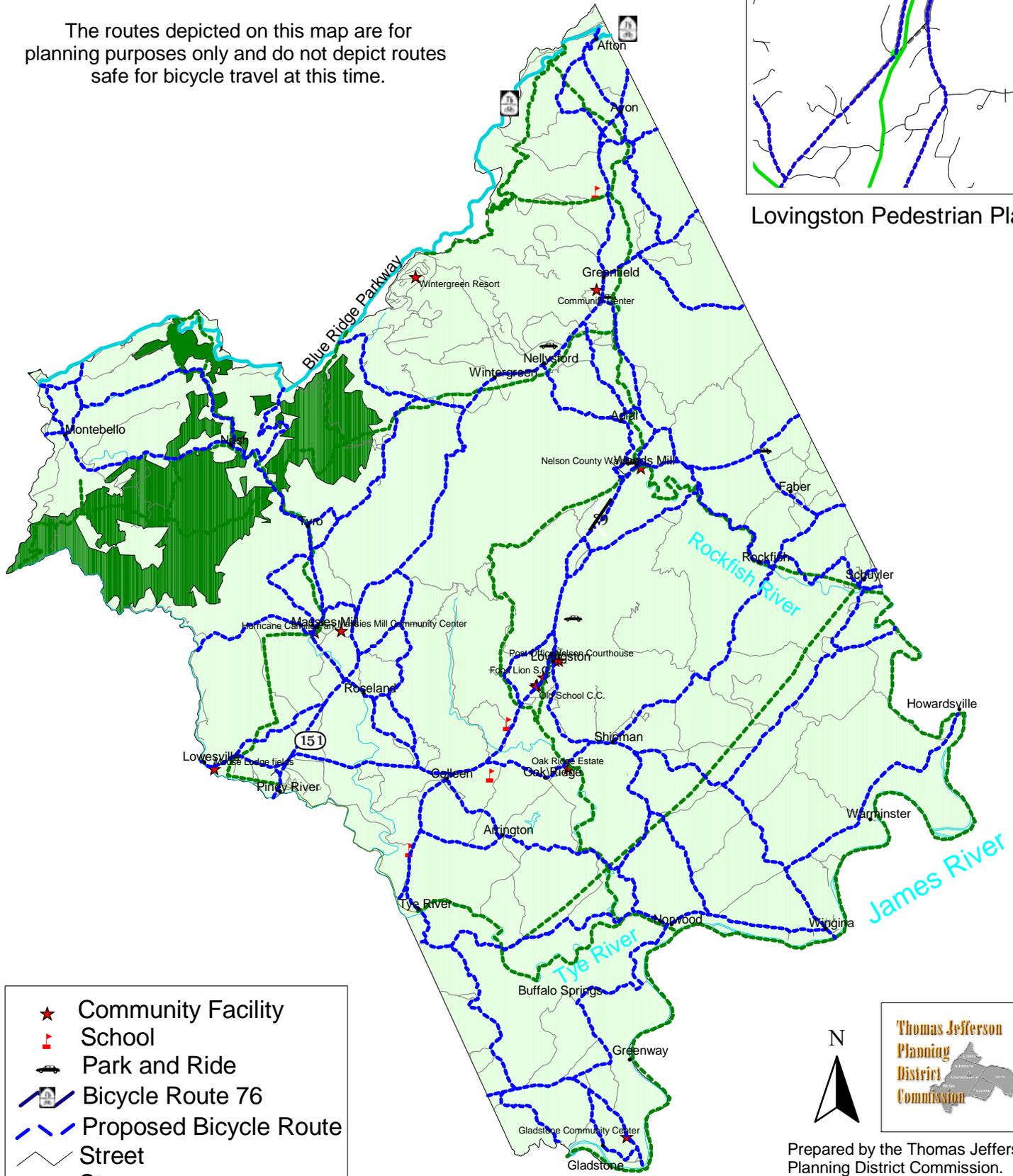
NOTE: This chapter adapted from the Jefferson Area Bicycle and Pedestrian prepared by the Thomas Jefferson Planning District Commission.

# Nelson County 2012 Comprehensive Plan Bicycle and Pedestrian Plan

The routes depicted on this map are for planning purposes only and do not depict routes safe for bicycle travel at this time.



Lovingson Pedestrian Plan



- ★ Community Facility
- 🚦 School
- 🚗 Park and Ride
- 🚲 Bicycle Route 76
- 🚲 Proposed Bicycle Route
- 🛣 Street
- 🌊 Stream



Prepared by the Thomas Jefferson Planning District Commission.  
Source: US Census TIGER data, USGS, TJPDC  
November 14, 2001

# Statewide Planning System

Nelson, County

Roadway Traffic Data (with defaults)

Route	SEQ	Route Type	TMS Linkid	Facility Name	Segment From	Segment To	Len. (mi)	Peak Hour (k) Factor	% Heavy Vehicles (hv)	Direct. Factor (d)	Peak Hour Factor (phf)	% Right Turns	% Left Turns
00006	005		130025	AFTON MOUNTAIN RD	RTE 250	RTE 750	0.56	0.117	2	0.6	0.85		
00006	010		130025	AFTON MOUNTAIN RD	RTE 750	RTE 151 NORTH	3.16	0.117	2	0.6	0.85		
00006	020		130027	RIVER RD	RTE 151 SOUTH	RTE 29 SOUTH	5.79	0.089	11	0.54	0.85		
00006	030		130029	IRISH RD	RTE 29 NORTH	ALBEMARLE CL	3.43	0.103	5	0.84	0.85		
00029	010		030202	THOMAS NELSON HWY	AMHERST CL	RTE 56 SOUTH	4.47	0.076	10	0.61	0.85		
00029	020		130030	THOMAS NELSON HWY	RTE 56 SOUTH	RTE 29 SOUTH BUS	4.28	0.076	10	0.63	0.85		
00029	030	B	030374	THOMAS NELSON HWY	RTE 29 BUS SOUTH	RTE 29 BUS NORTH	0.82	0.08	10	0.62	0.85		
00029	040		030200	THOMAS NELSON HWY	RTE 29 NORTH BUS	RTE 623 NORTH	3.77	0.109	10	0.57	0.85		
00029	050		030200	THOMAS NELSON HWY	RTE 623 NORTH	RTE 6 SOUTH	2.74	0.109	10	0.57	0.85		
00029	055		030375	THOMAS NELSON HWY	RTE 6 SOUTH	RTE 779	3.13	0.079	10	0.67	0.85		
00029	060		030375	THOMAS NELSON HWY	RTE 779	RTE 6 NORTH	0.81	0.079	10	0.67	0.85		
00029	070		030376	THOMAS NELSON HWY	RTE 6 NORTH	ALBEMARLE CL	1.44	0.084	10	0.67	0.85		
00029	080	C	030037	FRONT ST	RTE 29 SOUTH	RTE 56 (JAMES RIVER RD)	0.3	0.094	3	0.66	0.85		
00029	090	C	030377	front st	RTE 56 (JAMES RIVER RD)	MAIN ST	0.3	0.096	3	0.59	0.85		
00029	100	C	030377	front st	MAIN ST	NORTHSIDE ST	0.28	0.096	3	0.59	0.85		
00029	110	C	030377	front st	NORTHSIDE ST	RTE 29 NORTH	0.05	0.096	3	0.59	0.85		
00048	250		787366	BLUE RIDGE PKWY	ROCKBRIDGE CL	RTE 56	0.08	0.1	0	0.6	0.85		
00048	260		787494	BLUE RIDGE PKWY	RTE 56	AUGUSTA CL	1.55	0.1	0	0.6	0.85		
00048	261		787494	BLUE RIDGE PKWY	AUGUSTA CL	AUGUSTA CL	9.44	0.1	0	0.6	0.85		
00048	262		787494	BLUE RIDGE PKWY	AUGUSTA CL	AUGUSTA CL	0.1	0.1	0	0.6	0.85		
00056	010		030044		ROCKBRIDGE CL	RTE 826	3.71	0.118	2	0.65	0.85		
00056	020		030044		RTE 826	RTE 814	6.38	0.118	2	0.65	0.85		
00056	030		030381		RTE 814	RTE 680 NORTH	3.71	0.111	4	0.58	0.85		
00056	040		030381		RTE 680 NORTH	RTE 151 NORTH	4.46	0.111	4	0.58	0.85		
00056	050		030040		RTE 151 SOUTH	RTE 29	5.03	0.101	7	0.62	0.85		
00056	060		030379		RTE 29 BUS	RTE 639 EAST	3.59	0.088	2	0.71	0.85		
00056	070		030378		RTE 639 EAST	RTE 722	4.45	0.109	2	0.61	0.85		
00056	080		030378		RTE 722	RTE 626	3.78	0.109	2	0.61	0.85		
00056	090		030039		RTE 626	BUCKINGHAM CL	2.72	0.118	7	0.58	0.85		
00060	010		030046	RICHMOND HWY	AMHERST CL	RTE 622	3.24	0.086	22	0.52	0.85		

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00060	020		030046		RTE 622	APPOMATTOX CL	3.09	0.086	22	0.52	0.85		
00064	010		980296	I-64	AUGUSTA CL	ALBEMARLE CL	1.36	0.114	10	0.6	0.85		
00151	010	Y	030048		RTE 151	RTE 56	0.23	0.102	12	0.66	0.85		
00151	020		030054	PATRICK HENRY HWY	AMHERST CL	RTE 151 Y	1.46	0.093	10	0.57	0.85		
00151	030		030384		RTE 151 Y	RTE 56 NORTH	2.77	0.094	6	0.5	0.85		
00151	040		030052		RTE 56 NORTH	RTE 806	1.27	0.099	3	0.51	0.85		
00151	050		030383	PATRICK HENRY HWY	RTE 806	RTE 781	3.35	0.108	3	0.65	0.85		
00151	060		030383	PATRICK HENRY HWY	RTE 781	RTE 707	2.71	0.108	3	0.65	0.85		
00151	070		030383	PATRICK HENRY HWY	RTE 707	RTE 751	4.71	0.108	3	0.65	0.85		
00151	080		030050	ROCKFISH VALLEY HWY	RTE 751	RTE 6 SOUTH	3.87	0.092	3	0.52	0.85		
00151	090		030143	ROCKFISH VALLEY HWY	RTE 6 SOUTH	RTE 784	2.38	0.087	8	0.57	0.85		
00151	100		030143	ROCKFISH VALLEY HIGHWAY	RTE 784	RTE 6 NORTH	3.84	0.087	8	0.57	0.85		
00151	110		030382	ROCKFISH VALLEY HIGHWAY	RTE 6 NORTH	ALBEMARLE CL	1.41	0.092	8	0.64	0.85		
00250	005		030282	ROCKFISH GAP TRNPK	AUGUSTA CL	RTE 6	1.27	0.108	4	0.68	0.85		
00250	010		070080	ROCKFISH GAP TRNPK	RTE 6	ALBEMARLE CL	0.13	0.089	6	0.5	0.85		
00617	010		406217	ROCKFISH RIVER RD	RTE 800	RTE 639 SOUTH	4.22	0.125	3	0.7	0.85		
00617	020		406218	ROCKFISH RIVER RD	RTE 639 SOUTH	RTE 29	5.33	0.124	3	0.86	0.85		
00622	010		406219	ALLENS CREEK RD	RTE 656	RTE 60	1	0.144	3	0.54	0.85		
00626	010		406220	CABELL RD	RTE 60	RTE 606 SOUTH	1.1	0.159	4	0.71	0.85		
00635	010		406221	COLD CREEK RD	RTES 6/151	RTE 633	1.34	0.104	2	0.59	0.85		
00635	020		406223	GREENFIELD RD	RTE 633	ALBEMARLE CL	2.45	0.106	2	0.61	0.85		
00639	010		406224	CRAIGTOWN RD	RTE 56 EAST	RTE 719	2.41	0.098	2	0.51	0.85		
00639	020		406225	LAUREL RD	RTE 719	RTE 643	2.65	0.129	2	0.54	0.85		
00639	030		406226	LAUREL RD	RTE 643	RTE 617 SOUTH	3.22	0.113	2	0.62	0.85		
00650	010		755678	HIGH PEAK LANE	RTE 710	RTE 56 WEST	1.64	0.122	4	0.78	0.85		
00653	010		406227	OAK RIDGE RD	RTE 710	RTE 29	1.97	0.114	4	0.73	0.85		
00655	005		406228	VARIETY MILLS RD	RTE 661	RTE 665	0.07	0.108	2	0.75	0.85		
00655	010		406228	VARIETY MILLS RD	RTE 665	RTE 29	2.83	0.108	2	0.75	0.85		
00655	020		406229	VARIETY MILLS RD	RTE 56 WEST	RTE 151	4.02	0.112	2	0.76	0.85		
00656	010		406230	GLADSTONE RD	RTE 60	RTE 622	2.36	0.144	2	0.67	0.85		
00657	010		406231	PIEDMONT RD	AMHERST CL	RTE 60	2.23	0.097	58	0.52	0.85		
00657	020		406233	TYE RIVER RD	RTE 60	RTE 721	3.3	0.112	4	0.65	0.85		

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00657	030		406234	TYE RIVER RD	RTE 721	RTE 739	3.65	0.098	4	0.6	0.85		
00661	010		755706	PHOENIX RD	RTE 662	RTE 655	1.05	0.1	0	0.6	0.85		
00664	010		406235	BEECH GROVE RD	AUGUSTA CL	RTE 680	4.33	0.104	2	0.71	0.85		
00664	020		130018	BEECH GROVE RD	RTE 680	RTE 151	1.48	0.172	2	0.51	0.85		
00665	010		406237	WILSON HILL RD	RTE 29 NORTH	RTE 655	2.65	0.102	6	0.58	0.85		
00666	005		406239	DICKIE RD	AMHERST CL	RTE 827	1.25	0.129	3	0.7	0.85		
00666	010		406240	DICKIE RD	RTE 827	RTE 679 WEST	3.02	0.213	2	0.69	0.85		
00666	020		406243	JONESBORO RD	RTE 679 EAST	RTE 56 SOUTH	0.2	0.104	2	0.66	0.85		
00666	030		406244	WOODSON RD	RTE 56 NORTH	RTE 151	1.35	0.113	2	0.64	0.85		
00676	010		406245	CLAY POOL RD	RTE 778	RTE 151	3.51	0.144	2	0.5	0.85		
00679	010		406246	LEVEL GREEN RD	RTE 666 WEST	RTE 666 EAST	1.5	0.235	14	0.5	0.85		
00710	010		406247		RTE 653	RTE 650	0.18	0.116	5	0.73	0.85		
00739	010		406248	TYE RIVER RD	RTE 657	RTE 29 SOUTH	2.14	0.098	3	0.8	0.85		
00750	010		755877	OLD TURNPIKE RD	RTE 6	ALBEMARLE CL	0.68	0.1	0	0.6	0.85		
00778	010		406249	LOWESVILLE RD	AMHERST CL	RTE 151	2.89	0.105	4	0.57	0.85		
00800	010		406250	SCHUYLER RD	RTE 617	ALBEMARLE CL	0.83	0.116	2	0.65	0.85		
00814	010		406251		BLUE RIDGE PARKWAY	AUGUSTA CL	0.37	0.157	1	0.52	0.85		
01001	010		406252	MAIN STREET	RTE 29 BYPASS	RTE 29 BUS	0.17	0.105	2	0.5	0.85		