

# Chapter 12: Transportation

## Chapter Overview

The City of Lynchburg lies at a significant crossroads of major traffic corridors within the State of Virginia. The Heartland Corridor, which includes US Route 460 is considered a corridor of statewide significance. Nevertheless, Lynchburg is the largest metropolitan area in the Commonwealth without interstate access. Primary highways to the City include US Route 29, US Route 460 and US Route 501. Historically, these traffic corridors have been focused on routing traffic through the City of Lynchburg rather than around it. Such traffic patterns and trends can have profound impacts, both positive and negative, on neighborhoods, corridors, and the economic viability of the City and the region.

The City also has a long history of providing mass transit for its residents, beginning in the 1890s. Today, the Greater Lynchburg Transit Company (GLTC) provides bus service from a central hub at the Plaza Shopping Center.

During the development of this Plan, public input on transportation issues focused principally on certain specific aspects of the existing and projected transportation system: "gateway" issues related to the US Route 29 bypass and its effect on access to downtown and the City in general; isolated areas of congestion during high traffic periods; neighborhood traffic levels; integration of various alternative transportation modes including rail, transit, bicycle, and pedestrian; access to the City's historic and cultural resources using the various transportation modes; and aesthetic design standards for street and other transportation improvements. '

The City recognizes the critical relationship between transportation, and land use planning. The primary goals of this transportation element are to provide the citizens of Lynchburg with safe, efficient, effective, and well planned transportation systems and facilities that are sustainable, enhance economic development and redevelopment opportunities and preserve the integrity and character of the affected neighborhoods, historic districts, and natural areas.

This chapter includes:

- Guiding principles to provide a vision for the City of Lynchburg's transportation policies and support decision making;
- The City's Better Streets policy;
- The Transportation Improvements Map (see Exhibit 12-1) to identify needed transportation system improvements;
- A description of the interrelated regional and local transportation planning programs; and
- Discussions of design issues related to different elements of the City's transportation system.



## Guiding Principles for Transportation

**Consistency.** Transportation planning efforts shall be coordinated with and directed toward implementing the goals of this Comprehensive Plan. The City acknowledges the unique character of the City's many neighborhoods and the corresponding need to protect this character by ensuring that transportation projects fit into and enhance the neighborhoods in which they are located. The Plan is also consistent with VTrans2035 (Virginia's Long-Range Multimodal Transportation Plan) and the Commonwealth's Six-Year Improvement Plan (SYIP).

**Multi-modal Support.** The City supports the expansion of modal choices for residents with different needs and preferences. It also recognizes the importance of coordinating design to provide connectivity between modes and to ensure safety for motorists, transit riders, bicyclists and pedestrians. The City is in the process of preparing Multimodal System Design Guidelines to support its Better Streets policy and help achieve the goals of VTrans2035 Corridors of Statewide Significance.

**Connectivity.** The City supports improved connectivity between neighborhoods and the uses served by those neighborhoods to facilitate mobility between the places where residents live, work and play.

**Efficiency.** The City will capitalize on current investments in the system through effective maintenance and management while targeting funding for improvements that contribute the most to the safe and efficient movement of people and goods.

**System Design.** The City of Lynchburg Transportation Policy shall endeavor to create a safe, sustainable, connected and efficient transportation system that preserves the City's character and history.

## Better Streets Policy

A Better Street in Lynchburg combines the principles of Complete Streets and Green Streets, and meets multiple Comprehensive Plan goals by improving the quality of life in Lynchburg for all citizens. Lynchburg's Better Streets will be designed and built to strike a balance between all users, regardless of physical abilities or mode of travel. They will attend the needs of people first, prioritizing pedestrians, bicyclists, transit, street trees, stormwater, utilities, and livability, as well as vehicular circulation and parking. Through this policy, the City of Lynchburg intends to ensure that all agencies within the City shall routinely plan, fund, design, construct, operate, and maintain its streets according to this

**Better Streets** serve all modes of transportation and are designed to support the delivery of all services while enhancing neighborhood character, providing sustainable infrastructure, improving energy efficiency, improving stormwater quality and protecting natural resources.



Source: Complete Streets flickr photostream

Comprehensive Plan, the TMP, the Multi-Modal System Design Guidelines, the Region 2000 Bike Plan, and best practices in environmental planning and pedestrian-oriented, multimodal street design.

In support of the Better Streets Policy, the City of Lynchburg will develop and adopt Multimodal System Design Guidelines and evaluate the need for established processes to aid implementation.

By adopting this policy in Comprehensive Plan, the City of Lynchburg:

- Affirms its commitment to improve both Lynchburg's image and its transportation system function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders and motorists.
- Recognizes that the development of pedestrian, bicycle, transportation, and stormwater infrastructure supports The Region 2000 Bike Plan and the City's Comprehensive Plan goals because it increases accessibility, enhances recreational opportunities, reduces effects of human activity on the environment and provides well-designed streetscapes, thus promoting a high quality of life for all citizens.
- Appreciates the positive role that good pedestrian, bicycle and transit facilities play in attracting population growth and sustainable economic development.
- Values the long-term cost savings of developing pedestrian, bicycle, and green stormwater infrastructure as they relate to improved public health and environmental quality, improved environmental stewardship, reduced fuel consumption, and the decreased demand for motor vehicle infrastructure.
- Recognizes that Better Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, or projects requiring rebuilding of transportation facilities, and that transportation-related funding sources be drawn upon to implement Better Streets.
- Intends to maximize the number of transportation options available within the public right-of-way.
- Recognizes that Green Streets offer the capability of transforming a significant stormwater and pollutant source into an innovative treatment system. Green Streets optimize the performance of public space and will allow the city to coordinate the implementation of stormwater control efforts in meeting water quality goals.

## **Transportation Planning Coordination**

The primary mechanism for transportation planning in the region is the Long Range Transportation Plan (LRTP). Developed and updated by the Central Virginia Metropolitan Planning Organization (CVMPO), the LRTP includes the City of Lynchburg and the urbanized areas surrounding the City. Identified transportation needs for the metropolitan area that can be funded within the next 25 years, based on needs

assessments performed every five years, are outlined in the fiscally constrained portion of the LRTP (referred to as the "Constrained Long Range Plan"). Computer models of the metropolitan area's growth patterns, as well as traffic forecasts, serve as the foundation for the needs assessment. The LRTP includes projects for streets, transit, bicycle and pedestrian facilities, air transportation, passenger rail service and the movement of freight. Virginia's Region 2000 Local Government Council (Region 2000), the Virginia Department of Transportation CVDOT), the Virginia Commonwealth Transportation Board (CTB), the Virginia Department of Rail and Public Transportation (VDRPT), the Federal Highway Administration (FHWA) and the other Region 2000 communities are also heavily involved in the regional transportation planning process.

The LRTP is implemented through the Transportation Improvement Plan (TIP). This is a six-year plan that includes both priorities and funding for projects identified in the LRTP, the City of Lynchburg's Capital Improvement Program, the Central Virginia Transportation Improvement Program (CVTIP) and the Commonwealth's Six-year Improvement Program (SYIP). Once a project has been included in one or more of these documents, it is scheduled for implementation.

One focus of this Transportation Element is to improve the level of communication between the City and transportation authorities and to influence transportation initiatives affecting the City.

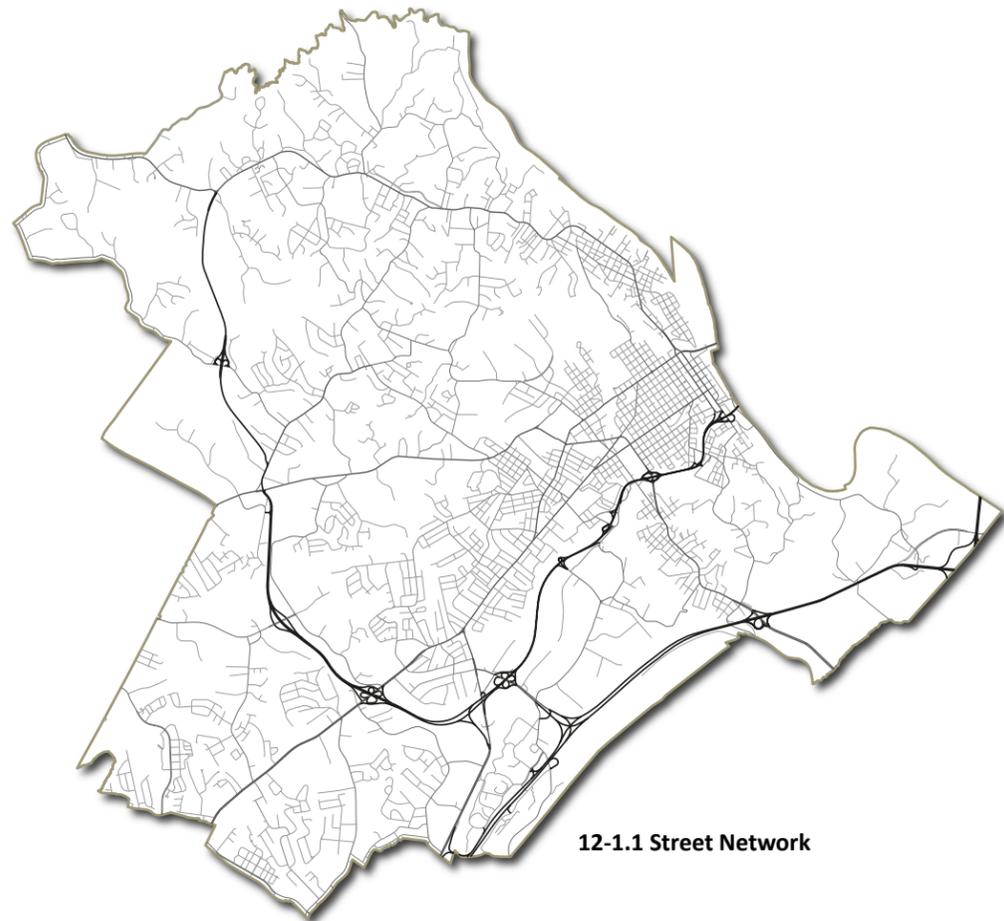
The City will continue to participate in regional transportation planning efforts, collaborating with the CVMPO, Region 2000 and the Region 2000 communities, VDOT, the GLTC and the Lynchburg Regional Airport Authority.

## **Transportation Improvements**

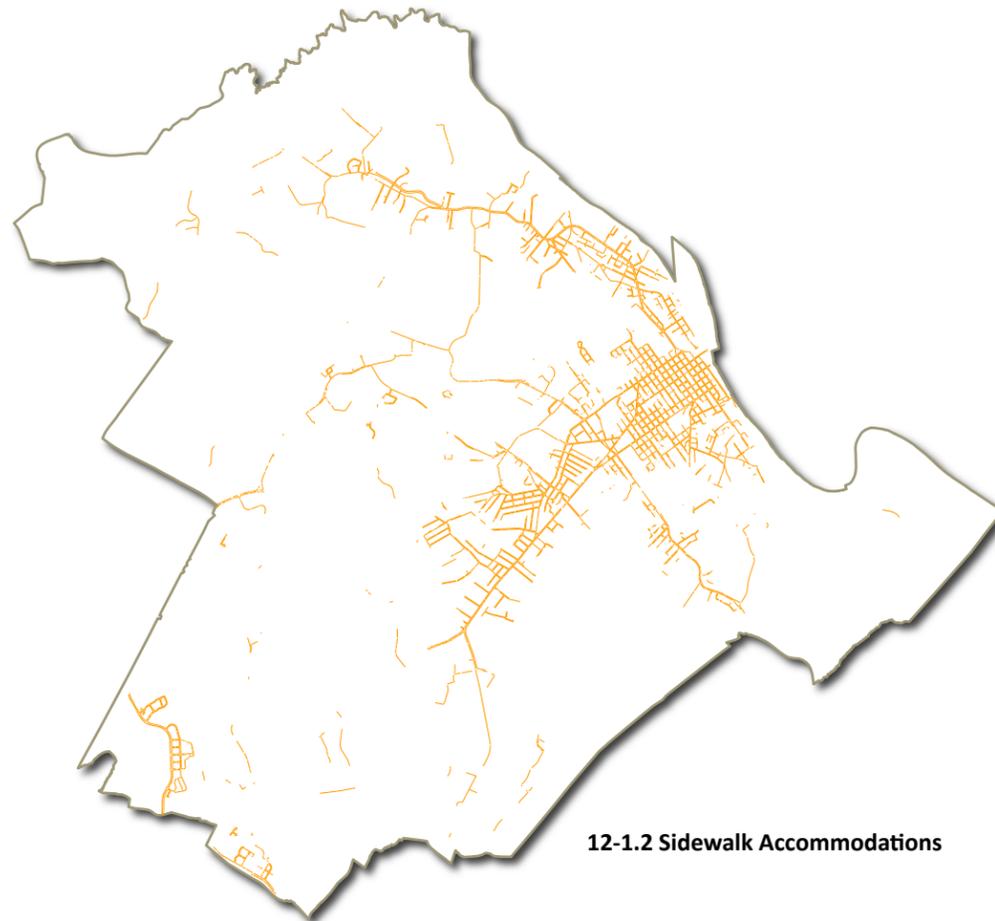
Exhibit 12-1 is an illustrated inventory of the existing transportation system, distinguishing transportation improvements by type. Exhibit 12-2 distinguishes streets based on their function in the system. Exhibit 12-3 lists planned transportation system improvements, their costs and their funding status. Exhibit 12-4 maps planned transportation improvements. These improvements include upgrades to existing streets, intersections and interchanges, bicycle and pedestrian trails, new street connections and other capital projects. Together, these exhibits are intended to be used and updated on an annual basis to reflect the City's accomplishments, as well as its capital improvement priorities and resources. The City should monitor traffic conditions and evaluate significant development initiatives such as the potential convention center to identify the need for future updates.

# Exhibit 12-2 Transportation Inventory

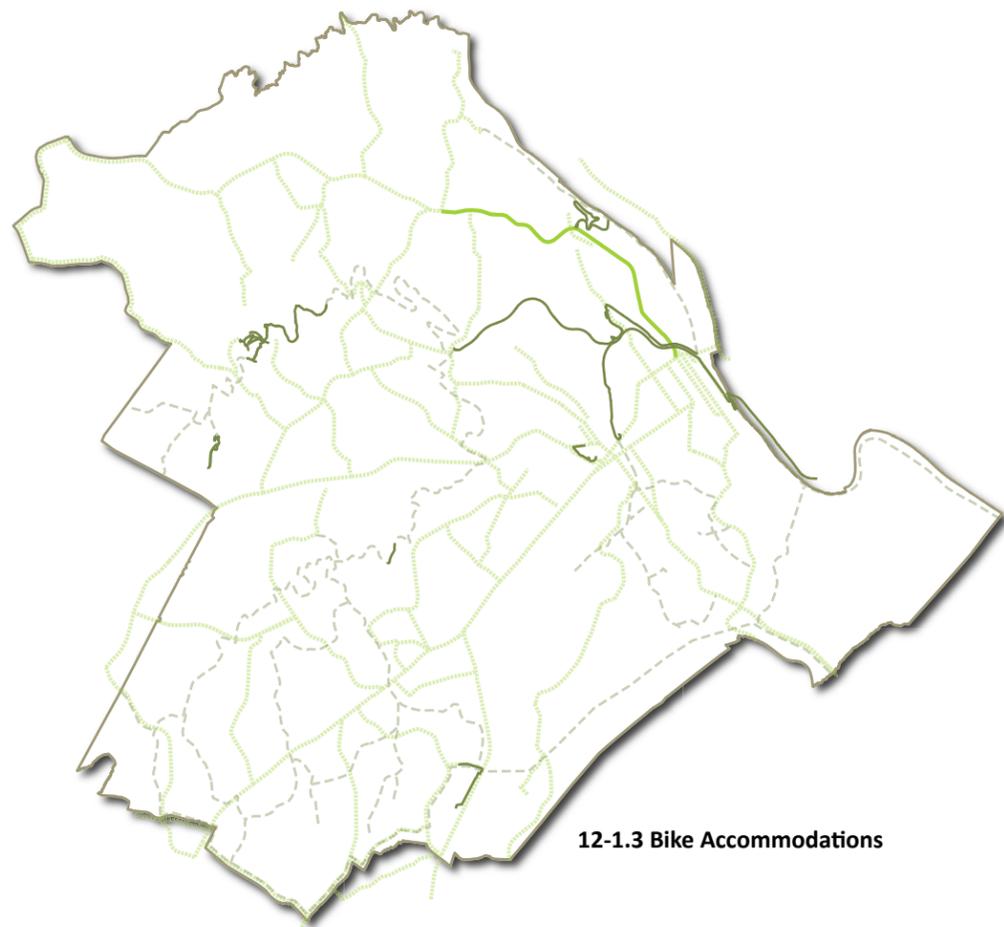
September 2013



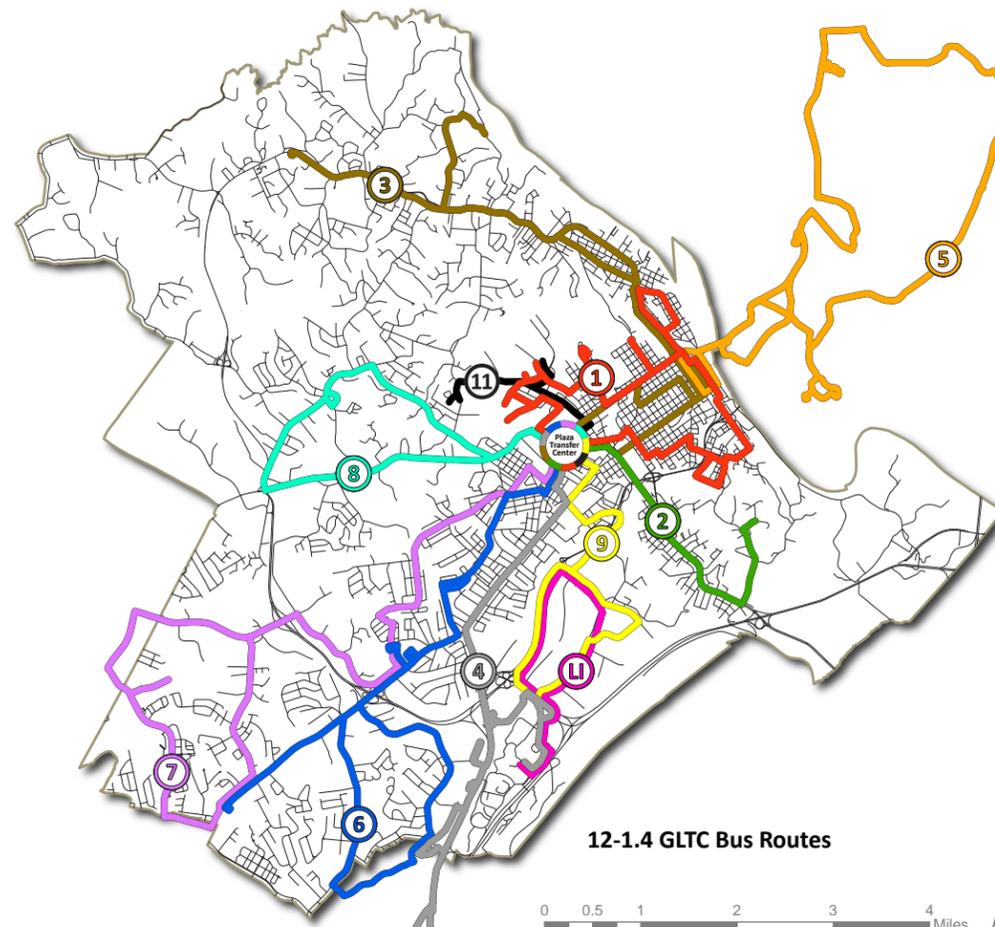
12-1.1 Street Network



12-1.2 Sidewalk Accommodations



12-1.3 Bike Accommodations



12-1.4 GLTC Bus Routes

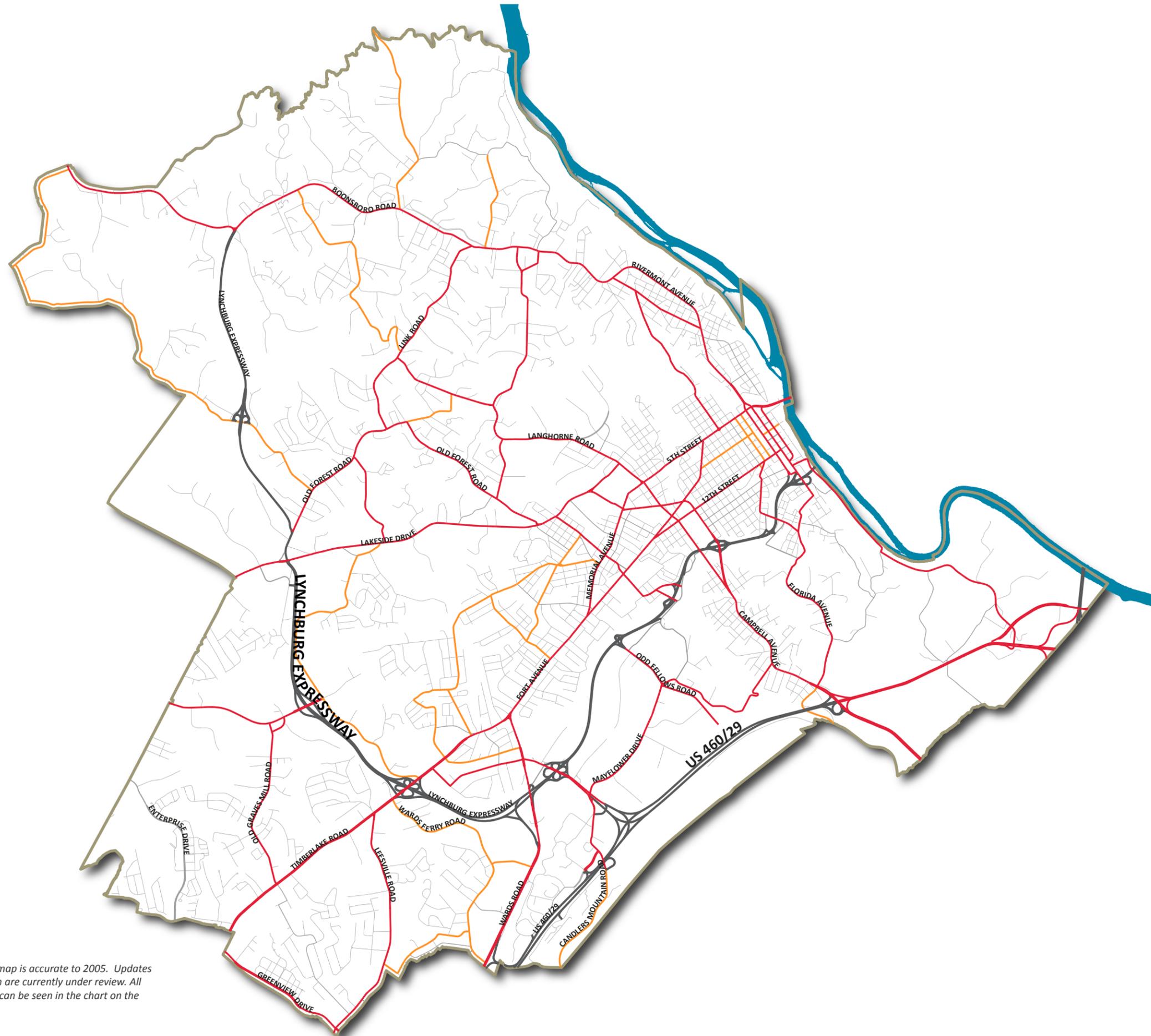
-  Streets
-  Sidewalks
-  Bus Routes (color varies)
-  Existing On-road Bicycle Facility
-  Existing Multi-use Trail
-  Proposed On-road Bicycle Facility
-  Proposed Multi-use Trail





# Exhibit 12-2 VDOT Functional Classification September 2013

-  Urban Freeway / Expressway
-  Urban Arterial
-  Urban Collector
-  Local



DISCLAIMER: This map is accurate to 2005. Updates to the classification are currently under review. All proposed changes can be seen in the chart on the following pages.

Prepared by:  
Department of Community Development  
Planning Works





Note: the existing transportation system inventory on the previous page does not yet reflect the following list of changes adopted by the MPO. When the MPO approved changes have been approved by VDOT, the Existing Transportation System Inventory map on the previous page will be updated.

**Functional Classification Changes with VDOT and CVMPO Comments**

Jurisdiction	Route #	Route Name	From	To	Length	Exist. Class	Prop. Class	Reason	Locality Recommendation	Locality Comments	CVMPO/VDOT Lynchburg District Recommendation
Lynchburg	967	8TH STREET	COURT STREET	PARK AVENUE	0.6	Major Collector	Minor Collector	Lower CI score; lower volume			Minor Collector
Lynchburg	964	9TH STREET	CHURCH STREET	JEFFERSON STREET	0.2	Major Collector	Minor Collector	Lower CI score; lower volume			Minor Collector
Lynchburg	501	BOONSBORO ROAD	LYNCHBURG EXPRESSWAY	WCL LYNCHBURG	1.8	Other Principal Arterial	Minor Arterial	Principal Arterial must form a closed loop			Minor Arterial
Lynchburg	501	CAMPBELL AVENUE	SCL LYNCHBURG	RTE 460 NORTH	1.1	Other Principal Arterial	Minor Arterial	Principal Arterial must form a closed loop			Minor Arterial
Lynchburg	911	COMMERCE STREET	5TH STREET	MAIN STREET	0.6	Minor Arterial	Major Collector	Lower CI score	Minor Arterial	Our main truck route downtown, volumes likely down due to downtown construction, connects the City to Amherst and Campbell counties..	Minor Arterial
Lynchburg	912	CONCORD TURNPIKE	JEFFERSON STREET	RTE 460 BYPASS	2.9	Minor Arterial	Major Collector	CI score; volume	Minor Arterial	Our main connection from the City to the Tyreanna/Pleasant valley area and connecting to 460/29, again a major truck route providing relief to 460/29 and connection of Campbell and Amherst Counties.	Minor Arterial
Lynchburg	913	COURT STREET	5TH STREET	12TH STREET	0.5	Major Collector	Minor Collector	Lower CI score			Minor Collector
Lynchburg	914	CRANEHILL DRIVE	LINK ROAD	LANGHORNE ROAD	1.0	Minor Arterial	Major Collector	CI score			Major Collector
Lynchburg	915	EDGEWOOD AVENUE	FORT AVENUE	WARDS ROAD	0.7	Major Collector	Minor Collector	Volume; CI score			Minor Collector
Lynchburg	916	ELDON STREET	LANGHORNE LANE	MEMORIAL AVENUE	0.1	Major Collector	Minor Collector	Volume; CI score			Minor Collector
Lynchburg	918	FEDERAL STREET	HOLLINS MILL ROAD	5TH STREET	0.4	Minor Arterial	Major Collector	Volume; CI score			Major Collector
Lynchburg	919	FENWICK DRIVE	FORT AVENUE	SHEFFIELD DRIVE	0.2	Minor Arterial	Minor Collector	CI score; volume; continuity with network			Minor Collector
Lynchburg	920	FLORIDA AVENUE	MAIN STREET	CAMPBELL AVENUE	2.2	Minor Arterial	Major Collector	Lower CI score; lower volume; continuity in network	Minor Arterial	Again a major truck route and major connection from Campbell County to downtown Lynchburg beginning at 460/29/501.	Minor Arterial
Lynchburg	921	FOREST BROOK ROAD	OLD FOREST ROAD	LAKESIDE DRIVE	0.9	Minor Arterial	Major Collector	Continuity with network			Major Collector
Lynchburg	922	FORT AVENUE	PARK AVENUE	12TH STREET	0.4	Minor Arterial	Major Collector	CI score; volume	Minor Arterial	This will be shortly reconnected to the balance of Fort avenue due to the ongoing construction; volumes will increase significantly when the new road opens.	Minor Arterial
Lynchburg	923	GRACE STREET	12TH STREET	FLORIDA AVENUE	0.9	Minor Arterial	Major Collector	Lower CI score; lower volume; continuity in network			Major Collector
Lynchburg	927	HARVARD STREET	WARDS FERRY ROAD	WARDS ROAD	0.4	No Change	No Change	Match adjacent link; high volume			No Change
Lynchburg	929	HILL STREET	OLD FOREST ROAD	LANGHORNE ROAD	0.6	Minor Arterial	Major Collector	CI score; volume			Major Collector
Lynchburg	930	HOLLINS MILL ROAD	BEDFORD AVENUE	FEDERAL STREET	1.2	Minor Arterial	Major Collector	Volume; CI score			Major Collector
Lynchburg	933	JEFFERSON STREET	9TH STREET	WASHINGTON STREET	0.4	Major Collector	Minor Collector	Lower CI score; lower volume			Minor Collector

Jurisdiction	Route #	Route Name	From	To	Length	Exist. Class	Prop. Class	Reason	Locality Recommendation	Locality Comments	CVMPD/VDOT Lynchburg District Recommendation
Lynchburg	936	LANGHORNE LANE	RICHMOND ST	ELDON STREET	0.1	Major Collector	Minor Collector	Volume; CI score			Minor Collector
Lynchburg	968	LANGHORNE ROAD	RIVERMONT TERRACE	RIVERMONT AVENUE	0.3	Minor Arterial	Major Collector	CI score; volume	Minor Arterial	Still part of the connection to Rivermont, volumes on this stretch are increasing.	Minor Arterial
Lynchburg	969	LONG MEADOWS DR	FORT AVENUE	PAWNEE DRIVE	0.7	Major Collector	Minor Collector	Volume; CI score			Minor Collector
Lynchburg	501	LYNCHBURG EXPRESSWAY	BOONSBORO ROAD	BOONSBORO ROAD	0.1	Other Freeway or Expressway	Minor Arterial	Downgrade prior to at grade intersection			Minor Arterial
Lynchburg	940	MAIN STREET	LYNCHBURG EXPRESSWAY	FLORIDA AVENUE	0.3	Minor Arterial	Major Collector	Lower CI score; lower volume; continuity in network	Minor Arterial	This portion connects Florida Ave to the balance of Main St. and also to Commerce St. again part of the truck route here in the City connecting Campbell and Amherst counties through the City.	Minor Arterial
Lynchburg	941	MARTIN STREET	CAMPBELL AVENUE	ECL LYNCHBURG	0.6	Major Collector	Minor Collector	Volume			Minor Collector
Lynchburg	128	MAYFLOWER DRIVE	ODD FELLOWS ROAD	CAMPBELL AVENUE	1.3	Minor Arterial	Major Collector	Volume	Minor Arterial	Major truck route from the new Oddfellows interchange to Campbell Ave. Will be a parallel reliever to 460 when the interchange opens. Connects to industrial park and major recycling facility, both large truck producers to and from other communities.	Minor Arterial
Lynchburg	947	ODD FELLOWS ROAD	MAYFLOWER DRIVE	DEAD END	0.7	Minor Arterial	Major Collector	CI score; volume	Minor Arterial	This piece will connect the new interchange on 460 to the expressway and Mayflower Dr. Will be a major truck and economic development corridor for Liberty and the City volumes already increasing significantly.	Minor Arterial
Lynchburg	946	OLD GRAVES MILL ROAD	GRAVES MILL ROAD	TIMBERLAKE ROAD	1.7	Minor Arterial	Major Collector	CI score	Minor Arterial	Significant volumes and provides connection from Campbell County through the city to Bedford County.	Minor Arterial
Lynchburg	948	PARK AVENUE	KEMPER STREET	5TH STREET	0.7	Minor Arterial	Major Collector	CI score; volume	Minor Arterial	Connects the new midtown connector, the Expressway and Memorial Ave. to the City multi-modal facilities (rail, interstate transit and local transit), volumes will increase significantly upon completion of the midtown project.	Minor Arterial
Lynchburg	949	PAWNEE DRIVE	LONG MEADOWS DRIVE	SANDUSKY DRIVE	0.3	Major Collector	Minor Collector	Volume; CI score			Minor Collector
Lynchburg	977	PLEASANT VALLEY RD	CONCORD TNPK	ECL LYNCHBURG	0.8	Minor Arterial	Major Collector	CI score; volume			Major Collector
Lynchburg	460	RICHMOND HIGHWAY	RTE 501 SOUTH	RTE 501 SOUTH	0.1	Other Principal Arterial	Other Freeway or Expressway	Downgrade just prior to at grade intersection or driveway			Other Freeway or Expressway
Lynchburg	952	RIVERMONT AVENUE	BEDFORD AVENUE WEST	BEDFORD AVENUE EAST	1.0	Minor Arterial	Major Collector	Volume; not path of travel	Minor Arterial	Connects Bedford County via 501 to the City and west to I-81 volumes are down due to CSO construction over the past year.	Minor Arterial
Lynchburg	954	SHEFFIELD DRIVE	FENWICK DRIVE	WARDS ROAD	0.7	Minor Arterial	Minor Collector	CI score; volume; continuity with network			Minor Collector
Lynchburg	970	SUSSEX STREET	PERRYMONT AVENUE	THOMAS ROAD	0.8	Major Collector	Minor Collector	Volume; CI score			Minor Collector
Lynchburg	971	UNIVERSITY BOULEVARD	CANDLERS MOUNTAIN ROAD	LIBERTY MOUNTAIN ROAD	0.4	Minor Arterial	Minor Collector	downgrade minor arterial for better continuity	Minor Arterial	Connects the City and 460 to Liberty University - a growing campus of 12000+ students with significantly increasing volumes.	Minor Arterial
Lynchburg	959	WASHINGTON STREET	MAIN STREET	JEFFERSON STREET	0.1	Minor Arterial	Major Collector	CI score; volume	Minor Arterial	Part of the truck route connection from Campbell County and us 460 via Concord Turnpike through the City to Amherst County.	Minor Arterial
Lynchburg	NA	Regents Pkwy	Demoss Dr	Wards Rd	0.1	Local	Minor Collector	upgrade local due to Liberty University			Minor Collector

Jurisdiction	Route #	Route Name	From	To	Length	Exist. Class	Prop. Class	Reason	Locality Recommendation	Locality Comments	CVMPD/VDOT Lynchburg District Recommendation
Lynchburg	NA	13th St	Floyd St	Fillmore St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Turn Lane	Boonsboro Rd	PFC Desmond Moss Mem	0.1	Local	Minor Collector	Downgrade prior to at grade intersection.			Minor Collector
Lynchburg	NA	Atherholt Rd	Dead End	Tate Springs Rd	0.8	Local	Minor Collector	Traffic generator - hospital			Minor Collector
Lynchburg	NA	Berkshire Pl	Sheffield Dr	Glenfield Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Bradley Dr	Odd Fellows Rd	Mayflower Dr	0.6	Local	Minor Collector	Traffic generator - industry			Minor Collector
Lynchburg	NA	Breckenbridge St	Jubal St	College Dr	0.1	Local	Minor Collector	Traffic generator - Lynchburg College			Minor Collector
Lynchburg	NA	Caroline St	Hillcrest Ave	Smyth St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Carroll Ave	Exit 6/Carroll Ave	On Ramp/Carroll Ave	0.1	Local	Minor Collector	Continuity and connect ramps			Minor Collector
Lynchburg	NA	Carroll Ne In N Rd	Carroll Ave	Lynchburg Expwy	0.1	Local	Other Frwy/Expwy	Classify ramp			Other Frwy/Expwy
Lynchburg	NA	Church St	Pearl St	Church St	0.1	Local	Minor Arterial	Continuity			Minor Arterial
Lynchburg	NA	College Dr	Lakeside Dr	Vernon St	0.4	Local	Minor Collector	Traffic generator - Lynchburg College			Minor Collector
Lynchburg	NA	College St	McCausland St	Vernon St	0.3	Local	Minor Collector	Traffic generator - Lynchburg College			Minor Collector
Lynchburg	NA	Concord Tpke	Pleasant Valley Rd	Richmond Hwy	0.2	Local	Major Collector	Continuity with network; finish connection			Major Collector
Lynchburg	NA	Demoss Dr	Regents Pkwy	University Blvd	0.4	Local	Minor Collector	upgrade local due to Liberty University			Minor Collector
Lynchburg	NA	Dunbar Dr	Federal St	Monroe St	0.2	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Enterprise Dr	Bedford CL	Campbell CL	1.5	Local	Major Collector	Traffic generators - businesses			Major Collector
Lynchburg	NA	Federal St	Dunbar Dr	12th St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Fillmore St	13th St	12th St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Floyd St	13th St	12th St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Glenfield Dr	Berkshire Pl	Kenwood Pl	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Grayson St	Bedford Ave	Monsview Pl	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Harvey St	Poplar St	High St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Hillcrest Ave	Caroline St	Langhorne Rd	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Holcomb Path Rd	Richmond Hwy	Campbell CL	0.5	Local	Minor Collector	CI score			Minor Collector
Lynchburg	NA	Jefferson Ridge Pkwy	Lynchpin Ln	Lakeside Dr	1.0	Local	Minor Collector	Traffic generator - industry			Minor Collector
Lynchburg	NA	John Capron Rd	Mayflower Dr	Dead End	0.4	Local	Minor Collector	Traffic generator - industry			Minor Collector
Lynchburg	NA	Kenwood Pl	Glenfield Dr	Fenwick Dr	0.2	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Locksview Rd	Locksview Rd	Trents Ferry Rd	0.8	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Mansfield Ave	Talbot St	Oakley Ave	0.1	Local	Minor Collector	Access to school			Minor Collector

Jurisdiction	Route #	Route Name	From	To	Length	Exist. Class	Prop. Class	Reason	Locality Recommendation	Locality Comments	CVMPD/VDOT Lynchburg District Recommendation
Lynchburg	NA	McCausland St	Thomas Rd	College St	0.1	Local	Minor Collector	Traffic generator - Lynchburg College			Minor Collector
Lynchburg	NA	Miller St	Grace St	Exit 2	0.1	Local	Major Collector	Continuity with network; connect ramp			Major Collector
Lynchburg	NA	Monocan Ln	Dead End	Sanhill Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Monroe St	12th St	Dunbar Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Monsview Pl	Fauquier St	Grayson St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Monticello Ave	Bristol St	Lakeside Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Morningside Dr	Indian Hill Rd	McGuffey Ln	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Murray Pl	Odd Fellows Rd	Candlers Mtn Rd	1.4	Local	Minor Collector	Traffic generator - industry			Minor Collector
Lynchburg	NA	Nationwide Dr	Peggy Bowen Dr	McConville Rd	0.1	Local	Minor Collector	Traffic generator - health service building			Minor Collector
Lynchburg	NA	Poplar St	Florida Ave	Harvey St	0.2	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Robins Rd	Grace St	Exit 2	0.1	Local	Major Collector	Continuity with network; connect ramp			Major Collector
Lynchburg	NA	Sanhill Dr	Monocan Ln	Pawnee Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Seabury Ave	Campbell Ave	Dead End	0.3	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Shawnee Ln	Dead End	Sanhill Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Smyth St	1st St	Caroline St	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	Stadium Sw Ex S Rp	Lynchburg Expwy	Stadium Rd	0.1	Local	Other Frwy/Expwy	Classify ramp			Other Frwy/Expwy
Lynchburg	NA	Tate Springs Rd	Tate Springs Rd	Langhorne Rd	0.2	Local	Minor Collector	Traffic generator - hospital			Minor Collector
Lynchburg	NA	Turn Lane	Pawnee Dr	Sanhill Dr	0.1	Local	Minor Collector	Access to school			Minor Collector
Lynchburg	NA	University Blvd	Demoss Dr	Liberty Uni. Dr	0.3	Local	Minor Collector	upgrade local due to Liberty University			Minor Collector
Lynchburg	NA	Vernon St	College St	Richmond St	0.1	Local	Minor Collector	Traffic generator - Lynchburg College			Minor Collector
Lynchburg	NA	Williams Rd	Trents Ferry Rd	VES Rd	0.7	Local	Major Collector	Continuity with network			Major Collector
Lynchburg	NA	Church St	Church St	12th St	0.1	Local	Minor Arterial	Continuity			Minor Arterial

*Additional Comments:*

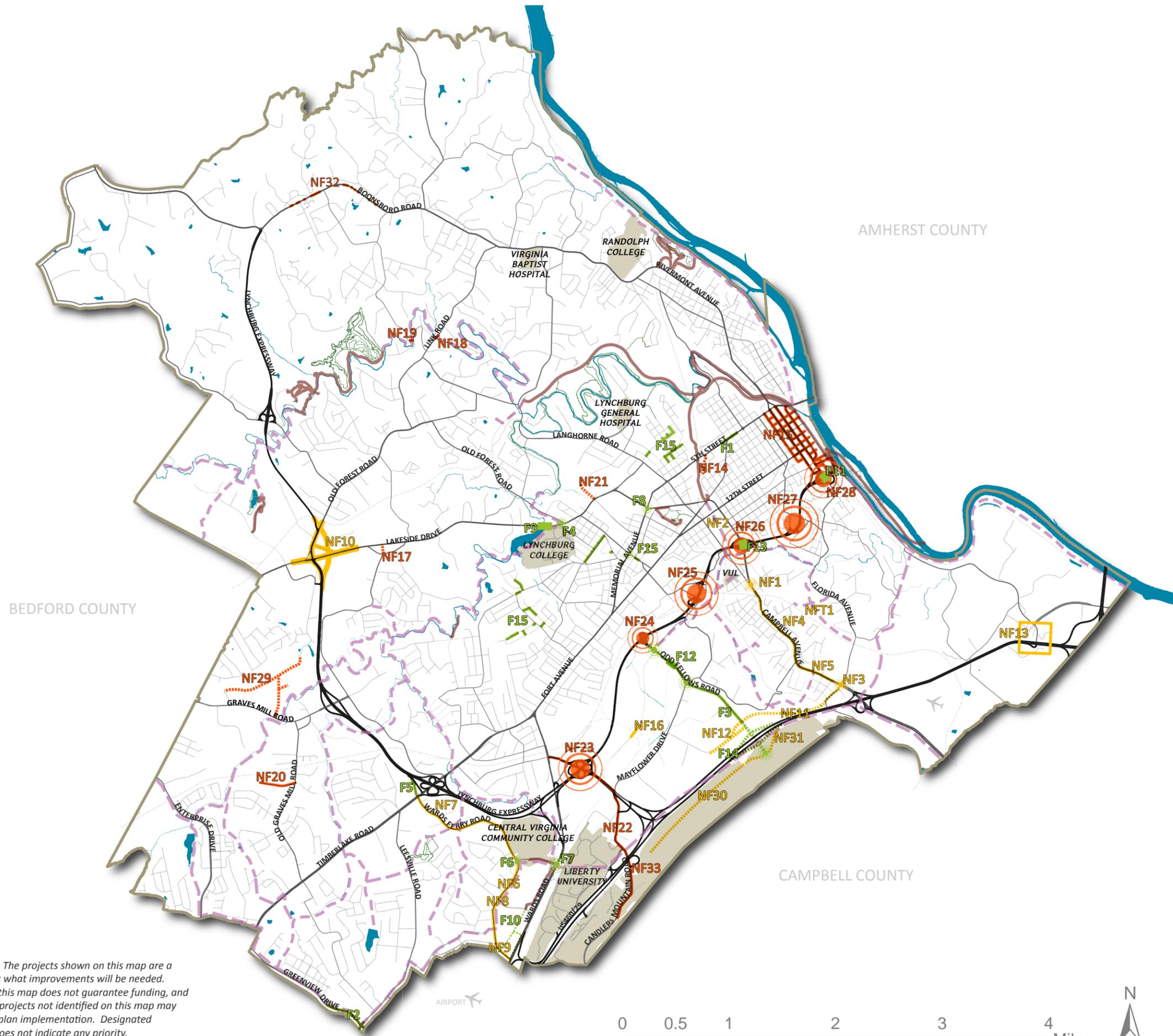
- (Lynchburg) Enterprise Dr. connecting Campbell County through the City to Bedford County with significantly increasing volumes.
- Connects 221 through Enterprise Dr. to 460 businesses then through Greenview Drive to 460/29.
- (Lynchburg) Coffee Rd. from the City out into Bedford County connecting 501 to 221 to 43 to 81 and beyond.

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**Exhibit 12-3: Transportation Improvements List**

Project Number		Estimated Cost	Project Description	Notes
Number Does Not Indicated Project Priority		Rough Estimates In 2013 Dollars		(Colors Relate to Project Status on the Following Map)
<b>Funded Projects (in CIP)</b>				
F1		\$1,000,000	5th Street Phase III	Streetscape Improvements Jackson Street to Taylor Street
F2		\$14,000,000	Greenview Drive / Leesville Road Intersection Improvements.	4 Lane from City Limits to existing 4 lane.
F3		\$13,000,000	Odd Fellows Road Improvements	Roundabouts at Odd Fellows Road / Mayflower Drive and Albert Lankford Drive / Murray Place
F4		\$1,600,000	Lakeside Drive / College Drive Roundabout and Pedestrian Improvements	
F5		\$3,765,000	Timberlake Road at Logans Lane / Wards Ferry Road Ramp Realignment	
F6		\$1,100,000	Wards Ferry Road / Harvard Street Roundabout	
F7		\$ 750,000	Wards Road / Harvard Street Turn Lane / Signal Improvements	
F8		\$1,750,000	Memorial Avenue / Lakeside Drive / Park Avenue Intersection Improvements	
F9		\$ 10,000,000	College Lake Dam	
F10		\$ 800,000	Wards Road Pedestrian / Bicycle Improvements Phase III	
F11		\$1,700,000	Main Street Bridge Repairs	
F12		\$ 690,000	Odd Fellows Road / Norfolk Southern Bridge Repair	
F13		\$ 4,850,000	Kemper Street Bridge Repair	
F14		\$32,000,000	Odd Fellows Road / U.S. Route 460/29 Interchange	
F15		\$ 376,000	Safe Routes to School Phase I	(Dearington, T.C. Miller, Perrymont)
<b>Nonfunded Projects (Planned and Potential)</b>				
NF1		\$ 2,500,000	Campbell Avenue Plan Phase 1	VUL Roundabout, Road Diet Construction Edmunds to Fairview, Road Diet striping to Florida
NF2		\$ 1,100,000	Campbell Avenue Plan Phase 2a	VUL Rail to Trail
NF3		\$2,500,000	Campbell Avenue Plan Phase 2b	Campbell/Florida Ave Roundabout
NF4		\$ 1,100,000	Campbell Avenue Plan Phase 3	Road Diet Fairview to King
NF5		\$ 755,000	Campbell Avenue Plan Phase 4	Road Diet King to Florida
NF6		\$1,900,000	Wards Ferry Road Plan (Sidewalk / Bicycle Improvements)	
NF7		\$ 683,000	Wards Ferry Road Plan (Adams Drive)	
NF8		\$ 495,000	Wards Ferry Road Plan (Atlanta Avenue Turn Lanes)	
NF9		\$ 66,000	Wards Ferry Road Plan (Pedestrian accomodations at Simons Run)	
NF10		\$15,000,000	Lakeside Drive / Old Forest Road One Way Pairs	
NF11		\$10,000,000	Odd Fellows Road / Campbell Avenue Connector	
NF12		\$ 800,000	John Capron Road Extension	
NF13		\$15,000,000	Tyreeanna Improvements	
NF14		\$1,000,000	Buchanan Street Extension	
NF15		\$22,500,000	Downtown Streetscape Improvements	in conjunction with waterline replacements
NF16		\$15,000,000	Murray Place Bridge	over railroad lines
NF17		\$1,500,000	McConville Road Extension	
NF18		\$1,500,000	Link Road Bridge at Ivy Creek	
NF19		\$1,500,000	Indian Hill Road Bridge at Ivy Creek	
NF20		\$500,000	Tomahawk Industrial Park Upgrades Curb & Gutter / Sidewalk	
NF21		\$1,500,000	Atherholt Road Extension	
NF22		\$1,000,000	Candlers Mountain Road Improvements	
NF23		\$20,000,000	Ramp Improvements Lynchburg Expressway / Candlers Mountain Road	
NF24		\$20,000,000	Ramp Improvements Lynchburg Expressway / Odd Fellows Road	
NF25		\$20,000,000	Ramp Improvements Lynchburg Expressway / James Street / Stadium Road	
NF26		\$20,000,000	Ramp Improvements Lynchburg Expressway / Kemper Street / Campbell Avenue	
NF27		\$20,000,000	Ramp Improvements Lynchburg Expressway / Miller Street / Robins Road	
NF28		\$20,000,000	Ramp Improvements Lynchburg Expressway / Main Street / Church Street	
NF29		\$8,000,000	Stonemill Drive / Lillian Lane Connector	
NF30		\$8,000,000	Liberty University Connector West	
NF31		\$1,000,000	Liberty University Connector East	
NF32		\$1,000,000	Boonsboro Road Traffic Calming Measures	
NF33		\$327,250	Candlers Mountain Road Sidewalks to Snoflex	
<b>Nonfunded Trail Projects</b>				
NFT1		\$4 (earthen) - \$17 (paved) /ft depending on trail type	Campbell Avenue / Odd Fellows Road Trail Network	12 miles, in Campbell Avenue   Odd Fellows Road Plan
NFT2 (long dashed purple lines on map)			Miscellaneous Proposed Trails	42 miles, from Parks & Recreation Department and Region 2000 plans

# Exhibit 12-4 Transportation Projects Map September 2013



- Transportation Projects**
- Funded Projects (F#)**  
*Projects that are in the Capital Improvement Plan (CIP)*
  - Planned Projects (NF#)**  
*Projects that have been approved by City Council but are not in the CIP*
  - Potential Projects (NF#)**  
*Projects that would benefit the city yet do not exist in an area plan or in the CIP*
  - Intersections**  
*Bullseyes denote an intersection only improvement (color changes based on funding status)*
  - New Roads**  
*Short dashed lines represent new roads (color changes based on funding status)*
  - Trails**
    - Existing Primary**  
*Paved trails for both recreation and transportation*
    - Existing Secondary**  
*Unpaved trails primarily used for recreation*
    - Proposed Trails (NFT#)**  
*Predominately earthen single-track trails Proposed by City and Region2000 No funding identified at this time*
  - City Street Classification**
    - Highway**
    - Major Arterial**
    - Minor Arterial**
    - Collector**
    - Local**

**DISCLAIMER:** The projects shown on this map are a best guess at what improvements will be needed. Inclusion on this map does not guarantee funding, and the need for projects not identified on this map may arise during plan implementation. Designated numbering does not indicate any priority.

Prepared by:  
Department of Community Development  
Planning Works





## Streetscape

Although improvements to streets primarily address capacity, safety, or efficiency issues, they are also an opportunity to create streets that are of quality design. Transportation projects within the City should include design elements such as on-street parking, street trees, landscaping, medians, traffic calming measures, narrower lanes, sidewalks, and other features that improve the quality and character of streets as appropriate. The Better Streets policy reinforces the need for quality design as well designed streetscapes can improve a city's economy, public health, environment, and accessibility, as well as establishing streets as important public spaces that define the character of the City and its neighborhoods. The policy calls for the development and adoption of Multimodal System Design Guidelines as such guidelines are a key component to creating Better Streets. Planning efforts going forward should include design standards such as these, and include standards for trails and bikeways, as well as strategies to improve safety conditions, such as developing a program to monitor high-accident intersections or streets and developing access management guidelines for development.

**Pedestrian-friendly sidewalk**



## Multimodal System Design Guidelines

Multimodal System Design Guidelines were created by the Virginia Department of Rail and Public Transportation (DRPT) and are meant to be adapted to individual localities within the state of Virginia. The City is developing Lynchburg's Multimodal System Design Guidelines that establish short- and long-term transportation priorities that promote multi-modalism and sustainability. The guidelines will help the City accommodate all transportation modes per the Better Streets Policy, by incorporating public transit, bicycle routes, and pedestrian routes into its larger system planning and into its sample street designs. The guidelines are intended to assist projects within City right of way by providing a vision for a street's final layout and illustrating how an individual street function within a larger multimodal transportation system. While focusing on transportation, the guidelines will also provide a catalog of infrastructure improvements that help mitigate the environment impacts of urban development (i.e. stormwater runoff) and can seamlessly be incorporated into transportation projects.

Consistently building responsible infrastructure can be a cost effective, albeit incremental, way to meet new stormwater regulations. Lynchburg's Multimodal System Design Guidelines will be an integral piece in moving Lynchburg towards being a city of Better Streets (see previous section on Better Streets).

Once approved by both the City and VDOT, the document will provide consistency between City and VDOT transportation planning efforts and help inform discussions of the updates to the LRTP, providing the City with more input as to what type of projects are needed. The guidelines will provide a technical and aesthetic basis for evaluating transportation improvements in both VDOT and non-VDOT funded improvements.

## Bikeways

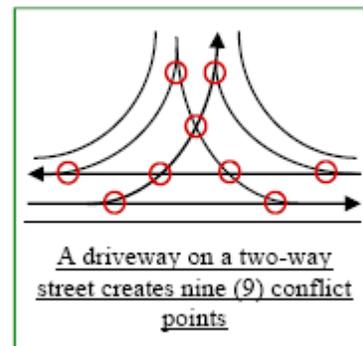
Citizens favor expanding the City's bikeway system. The Regional Bikeway Plan was adopted in October 2010 by the Region 2000 Regional Commission. The plan included off-road bicycle trails along greenways as well as on-road facilities, throughout the region. The Transportation Improvements Map in Exhibit 12-3 identifies regional and City projects contributing to the development of an interconnected system of walking and biking routes. New trails and improvements should be included in the capital improvement plan and the development review process. Bikeway planning efforts should also be included in the Metropolitan Planning Organization's Transportation Improvement Plan and in the LRTP.

## Access Management

Access management is the process of providing and managing access to development while preserving the regional flow of traffic in terms of safety, capacity and speed. It is implemented through policy, statutes, administrative rules, engineering standards, ordinances, permitting, the budget process, and other mechanisms.

Streets, however, do not exist in segments; they exist as part of a whole and every island that connects to a street lowers the speed at which vehicles can travel and increases the potential for accidents and delays. Access management is one technique the City can use to reclaim the functionality and safety of the street system.

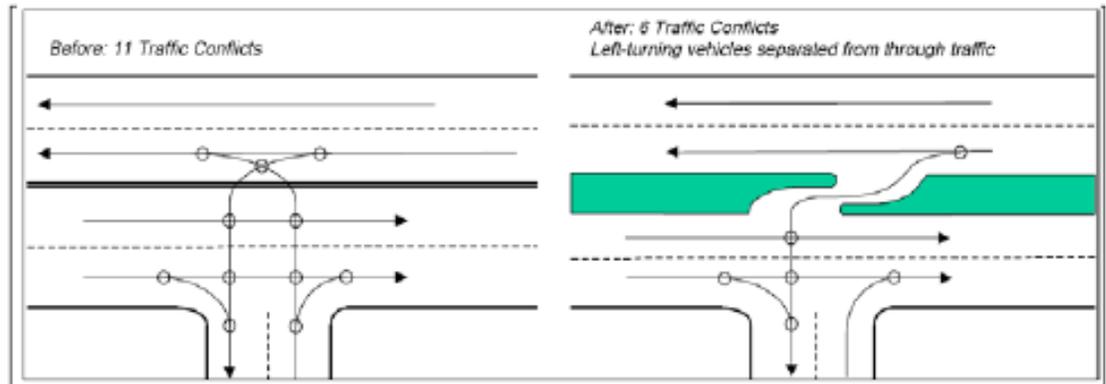
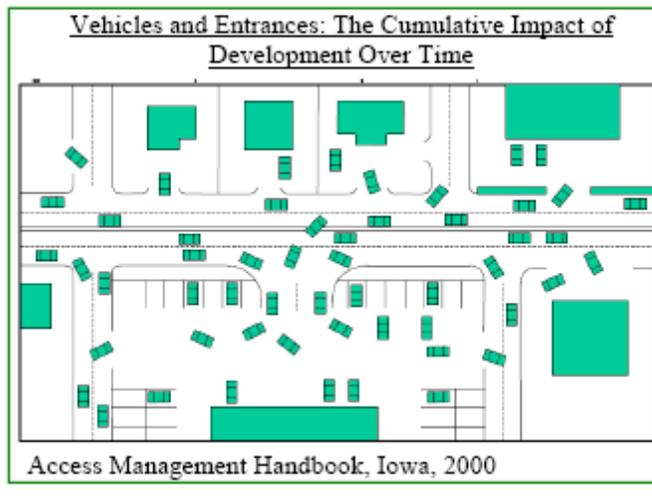
A conflict point is an area where intersecting traffic merges, diverges or crosses. They slow and sometimes stop traffic, increasing the likelihood of accidents and lower street capacity. A single driveway on a two-way street produces nine conflict points. The City should establish access management regulations and policies to increase the safety of the city street system and to preserve the capacity and efficiency by reducing existing and minimizing future conflict points.



Some of the basic principles that are used in access management are:

1. Maintain a hierarchy of streets by function;

2. Reduce and limit the total number of conflict points;
3. Separate access points;
4. Encourage circulation between properties;
5. Limit direct access on higher speed streets;
6. Locate traffic signals, or roundabouts to facilitate traffic movement.



The above diagram compares traffic conflict points associated with a driveway on a four-lane undivided roadway and a driveway on a four lane roadway with a raised median and left turn lane. The installation of the raised median with a left turn lane eliminates five potential conflict points but also prevents left-turn egress to the driveway.

## Mass Transit

The Greater Lynchburg Transit Company (GLTC) is the region's public transportation provider. It serves the City of Lynchburg, portions of Amherst County and has specific routes to accommodate the transportation needs of Liberty University. GLTC provides fixed-route and paratransit services, and through the provision of these alternative transportation modes, contributes to a more sustainable region.

Public transit removes several hundred vehicles from the region's streets on a daily basis, lowering vehicle emissions, reducing traffic congestion and providing accessible mobility options for all citizens of the region. GLTC provides over 2.3 million passenger trips annually, with Liberty University students and faculty comprising just over 1.3 million of those trips. GLTC has embarked on an aggressive fleet replacement/upgrade program to acquire hybrid diesel-electric buses and has equipped 87% of its fixed route fleet with hybrid diesel-electric buses. By the end of 2014 GLTC will have completed the construction and have begun operation of a new main transfer center. This transfer center is located by the Amtrak, Greyhound, and a Lynchburg bike and walking trail head, thus making this area a true multi-modal operation. In addition, by the end of 2014, GLTC will be well underway on the design and engineering of a new maintenance-operations facility to accommodate its current and planned growth.

**GLTC Trolley at  
Kemper Street  
Station**



Public transit is an integral part of the transportation network and, much like roads, the City must strike a balance through the coordination of the GLTC route planning and the City's land use planning to provide for the successful growth and development of the City. In addition to transit stops, a variety of features including sidewalks, trails, pedestrian and vehicular tunnels, carpool and ride sharing areas may be incorporated into the design of new developments to increase accessibility. Transit pull-off areas may be appropriate for construction along some routes, though they are not appropriate along all transit corridors. Private taxi and van services should be encouraged as a means to augment underserved routes, transportation hubs and specific destinations within the City.

Lynchburg City Schools also maintains a number of school buses to serve their student population. The City School system has implemented software to coordinate routes for the various elementary, middle and high school buses, as well as activity, special education and magnet school services. The use of this software, coupled with the

elimination of the early morning class option for high school students, has provided for a reduction in fuel usage, time savings and an overall cost savings for the schools. Lynchburg City Schools continues to evaluate options to consolidate routes and improve the efficiency of their bus fleet.

## Rail Service

Three rail lines provide passenger and freight service to the City. Norfolk Southern Railway provides freight service extending north/south and east/west from the City, while CSX Railway carries freight along the James River. Amtrak, operating on Norfolk Southern tracks, provides passenger service. Industrial development has benefited from and still relies on rail service to ship raw and finished products. The City should encourage the use of rail as a cost-effective means of transporting goods. Kemper Street Station serves as the City's main transfer point for Amtrak passenger rail service. In October 2009, intercity passenger rail service, the first leg of the planned Northeastern Regional Service began from Lynchburg to Boston. Ultimately, the Trans-Dominion Express (CTDX) will use existing rail lines to take passengers from Bristol throughout the Commonwealth with the goal of easing highway congestion and providing new travel options for residents and visitors.

**Railroad in Downtown  
Lynchburg**



Kemper Street Station serves as a significant multi-modal transportation hub for the City. In addition to rail service, Kemper Street also serves as the City's Greyhound Lines® station for intercity bus service and GLTC has proposed plans to locate their passenger transfer facility on the site to add an intracity connection service. The site includes a connection point to the Blackwater Creek Trail System with sidewalk connections and bike rental stations located at the trail head.

## Lynchburg Regional Airport

Lynchburg Regional Airport is the primary commercial service airport serving the west-central region of Virginia. It is a full-service airport, offering a wide array of aviation products and services to the traveling public. Airline service is currently provided by US Airways which offers a combination of 50-seat regional jet and turbo-prop flights on a scheduled basis. A total of six departures to US Airways' Charlotte hub are offered daily, with convenient connections to more than 140 nonstop destinations both domestically and internationally.

The Lynchburg Regional Airport Master Plan was last updated in 2010 in order to identify the future role of the airport in the community and to provide a plan for the orderly development of the airport. As such, the Master Plan incorporated the following goals and objectives for implementation within a 20-year time horizon:

- Optimize the operational efficiency, effectiveness and safety of the airport.
- Establish a schedule for the implementation of an updated airport capital improvement plan.
- Identify and coordinate a financial plan for the implementation of the Master Plan.
- Evaluate the Airport Layout Plan for conformance with FAA Advisory Circular 150/5300-13 “Airport Design.”
- Meet the long-range aviation needs of the community.

Throughout its 20-year planning period, the Master Plan Update identified a total of \$88.3 million in capital improvement needs for Lynchburg Regional Airport.

### **Strategic Goals**

Oversight of the airport is provided through a City Council appointed airport advisory commission comprised of nine members. In November 2012, the Lynchburg Regional Airport Commission developed an airport strategic plan that incorporated the following goals:

- Secure a second global network air carrier.
- Explore aeronautical growth opportunities (passenger and non-passenger).
- Explore integration of Brookneal Airport in Campbell County into Lynchburg Regional Airport.
- Capitalize on Liberty University’s expansion of aeronautical programs.
- Explore additional non-aeronautical growth opportunities.
- Eliminate City of Lynchburg required operating subsidy to the airport on an accelerated basis.

**Lynchburg Regional  
Airport**

