Introduction
This chapter provides a full description of the Region 2000 Greenways and Blueways system, including the proposed phasing of the implementation schedule, the methodology used to design the system, detailed descriptions of proposed pilot projects, and an explanation of the six types of corridors that make up the system. A more complete implementation strategy follows in Chapter 4.

The design of the proposed Greenways and Blueways system is based on four basic concepts that have grown out of the goals and interests expressed by the Region 2000 community through surveys, public meetings, and consultation with the Region 2000 Greenways and Blueways Steering Committee. The individual corridor alignments are also heavily influenced by the nature of the Region 2000 landscape.

The 4 basic concepts that drive this system are:

• Connectivity among all the jurisdictions within the region
• Linkages between noteworthy destinations such as residential areas, parks, schools, and cultural sites
• Opportunities for protecting and appreciating natural areas
• Increased access to recreation and exercise opportunities close to neighborhoods

Methodology
During the initial data gathering and assessment processes, the consultant completed simultaneous phases of remote research and direct observation. The remote research consisted of gathering background data from existing documents such as the Regional Bicycle Plan, Regional Greenway/Infrastructure Feasibility Plan, and the Virginia Outdoors Plan. The best available maps and GIS data sets regarding current land uses, demographics, natural systems status, and capital facilities were also collected.

In addition to remote research, the consultants completed local field research to verify collected data and to become personally familiar with the on-the-ground realities and distinct character of the community. The field visits included observation of priority destinations in the region, evalua-
tions of the existing infrastructure and residential and commercial development patterns, notations of surface water characteristics, identification of general constraints and opportunities, estimations of ecological health, and photo documentation. An initial round of public meetings was held in locations across the region to get initial input regarding places that have special meaning to the community.

Based on this collected information, the consultant created a set of draft maps that showed a primary loop connector linking major cities in each of the counties and a secondary set of corridors that could serve as connectors and spokes between destinations and provide linkages to the primary loop trail. Corridors were designed to follow a mix of roadways and stream corridors to provide a variety of recreation, transportation, and resource protection options within the system. Existing trails, proposed trails, and the routes from the proposed regional bike plan were laid over the consultant’s proposed routes to add additional options and to complete a draft framework.

Further public input was then solicited with regards to priorities for potential corridors and necessary adjustments to the alignments that had been proposed. A second set of surveys that documented preferences for certain types of corridors or for specific corridor locations were completed by meeting participants. Each participant was also asked to place color-coded, stick-on dots on the maps to signify which segments were of highest priority to that individual.

Following this second round of public input and committee guidance, a new draft trail network was created that reflected the stated interests and priorities of the public, the commission, and the staffs of the cities and counties. The second iteration maintained commitment to the basic concepts listed at the beginning of this chapter. In creating this second set of Greenway and Blueway corridors and in phasing their development, there was a focus on assuring some initial level of connectivity between major destinations and the creation of a series of loops that could be completed in the early phases of the implementation of the system.

Description of Facility Types
The term "corridor" is used throughout this document to refer to the specific alignment that is being presented between two points. However, their are several types of greenways or blueways that can be developed along a corridor. The five types are presented here with their descriptions. The final Region 2000 Blueways and Greenways System will be made up of segments of each of these types.

Type 1: No Facility Development
General Considerations
These corridors contain environmentally sensitive areas, steep slopes, wetlands or other constraints that make trail facilities undesirable or impossible. These areas may be further described as those that contain
significant natural resources or remnant landscapes, and those that are unsuitable for development but have or offer natural resource assets or potential.

**Environmental Considerations**
The corridor will remain primarily in a natural state, as human access would be extremely limited. Some functions for these corridors include floodplain management, water quality protection and conservation of important habitat for wildlife and plants. Preserving connections among wildlife habitat areas is also an important function of such corridors.

**Trail Users**
Hikers could use wildlife trails to explore creeks and other natural features. Very low volume of use is expected. Bicycle use should be restricted in most cases.

**Trailhead and Amenities**
No support facilities or amenities are recommended.

**Trail Signage**
No signage is recommended. (Some signage on the property may be necessary to establish rules of use and to support enforcement efforts)

**Trail Surface**
Natural setting (no trail).

**Trail Construction**
In these areas, actual trail development would be avoided.

**Type 2: Limited Development, Low-impact uses**

**General Considerations**
These trails are best suited to corridors containing environmentally sensitive features that limit the extent of facility development. Corridor widths of 200 feet or more are preferred, with 100 feet considered the minimum. Sites ideal for these paths, often very narrow, sometimes follow strenuous routes and may limit access to all but the most mobile users.

**Environmental Considerations**
Corridors need to remain in a natural state, and preservation of natural environments is a priority.

**Trail Users**
Hikers, joggers and perhaps cross-country skiers. This trail type is not intended for cyclists or other wheeled users. Generally a very low volume of users is expected.

**Trailhead and Amenities**
The need for trail head facilities and other amenities should be limited to major entry points and intersections with trail types 3, 4 and 5.
Trail Signage
The need for signage is limited to minor entry signs, guidance and possibly some interpretive signs.

Trail Surface
Wood chip, crushed gravel or earth.

Trail Construction
The trail corridor must be able to support construction access, some earthwork and the use of moderately heavy equipment. Construction and maintenance are easiest when the trail can be built at grades below 10% and cross slopes at a maximum of 2%. Where feasible, sections near trailheads should be barrier free to physically challenged users. Boardwalks may be necessary to cross wetlands in these areas.

Type 3: Multi-Use, Unpaved Trail Development

General Considerations
These trails are in greenway corridors and are located outside of areas that experience frequent flooding. While less expensive to install, unpaved trails typically require more frequent repairs. Careful consideration should be given to the amount of traffic the specific segment will generate since these surfaces tend to deteriorate with excessive use. This trail type may be an acceptable first phase for a trail to be paved in the future.

Environmental Consideration
Fine aggregate surface trails (10 ft. minimum width) are appropriate for corridors outside the floodplain where anticipated use or the adjacent landscape dictates a more natural trail.

Trail Users
These trails are restricted to pedestrians, bicycles and equestrians. Equestrian users require a separate trail so that horses do not damage the trail surface. Wheelchair users and persons with strollers can use unpaved trails if they are designed to ADA standards and surfaced with compacted crushed stone or other firm surface. Low to moderate volume of users is expected.

Trailhead and Amenities
In urbanized areas, the trailheads should be smaller in size and more frequent, and in less urbanized areas, they may be larger and less frequent. Benches, picnic tables and trash receptacles are common amenities for this type of facility.

Trail Signage
Signage is appropriate and should be located at trailheads and as necessary for guidance, warnings and regulations.

Trail Surface
Crushed stone and wood chip or grass for equestrian use.
**Trail Construction**
The site should be able to withstand more construction activity without causing environmental damage to the corridor. It is likely that heavier construction equipment will need to access the site.

**Type 4: Multi-Use Paved Trail Development**

**General Considerations**
This designation applies to corridors that do not contain environmentally sensitive features, where high use is anticipated and will likely be used as a transportation route. Typically this trail type is used in more urban areas. In some cases, this trail type may also be suited to areas that flood frequently.

**Environmental Considerations**
The multi-use paved trail is appropriate for a variety of locations including streamside, floodway, floodplain and upland conditions. However, it is best suited to the upland zone. It should not be used in environmentally sensitive areas due to the disruption caused by construction and a high number of users.

**Trail Users**
Several user groups can enjoy the paved trails, including bicyclists, joggers, wheelchair users and roller bladers. Moderate to very high use is expected.

**Trailhead and Amenities**
These trails ordinarily warrant trailheads and a full range of amenities by virtue of the expected user volume. Suitable locations for trailheads and major access points should be identified early in the planning process. Amenities may include portable toilets or restrooms, shelters, lights, drinking fountains, and auto and bicycle parking.

**Trail Signage**
The need for guidance, warning and regulatory signs will increase, especially in more urbanized locations.

**Trail Surface**
Asphalt or concrete. Concrete is best for areas that experience periodic flooding.

**Trail Construction**
Corridors most suited to this trail type must be able to accommodate heavy construction equipment, more significant site disruption, frequent maintenance, vehicle access and emergency equipment. The minimum construction zone is typically 25' wide.
Type 5: Bicycle and Pedestrian Facilities within the Right of Way

General Considerations
These corridors serve to connect off-road trail systems and major regional destinations. These facilities may include both sidewalks for pedestrians and bikeways for cyclists. Major facility categories in this trail type include sidewalks, bike routes, bike lanes, widened multi-use sidewalks and wide outside vehicular lanes.

Environmental Considerations
These trails often serve an important environmental function as alternative transportation routes.

Trail Users
Depending on the specific facility, this trail type serves pedestrians, cyclists, roller bladers, etc. Moderate to high use is expected. A 1994 report by the Federal Highway Administration, “Selecting Roadway Design Treatments to Accommodate Bicycles” used the general categories of bicycle user types (A, B and C) to assist transportation planners and engineers in determining the impact of different facility types and roadway conditions on bicycles:

Type A - These are advanced or experienced cyclists who use their bicycles as they would a motor vehicle. They want direct access to their destination without any delay. This type of cyclist is usually comfortable riding with motor vehicle traffic, but they need sufficient operation space on the traveled way or shoulder to eliminate the need for them or a passing motor vehicle to shift position.

Type B - These are basic or less confident adult cyclists that may also use their bicycles for transportation purposes. They are usually trying to get to the store or to visit friends, but they are less comfortable riding with motor vehicle traffic and avoid roads with fast busy motor vehicle traffic unless they have an ample amount of operation space. They are more comfortable riding on a neighborhood street, shared use path or a designated facility such as a bike lane or wide curb lane.

Type C - This type includes children that may be riding on their own or with parents. They do not travel as fast as an adult cyclist, but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. Neighborhood streets with low motor vehicle speeds, well-defined bike lanes or shared use paths best accommodate children without encouraging them to ride in the travel lane of busy roadways.

Trailhead and Amenities
The need for trailheads and amenities is minimal as this type connects with existing major destinations which may already have facilities. Benches, lighting and trees may be added to encourage sidewalk use.
Trail Signage
On-road bikeways include signed shared roadways (signed bike routes) and bicycle lanes. Bicycle routes are designated shared roadways (clearly marked according to MUTCD sign standards) as preferred routes for bicycles. The bicycle lane needs to have striping, signing and pavement markings for the exclusive use of bicyclists.

Trail Surface
Concrete or asphalt.

Trail Construction
Sites must be totally accessible for heavy construction, since they are most often built with the roadway or retrofit to an existing road.

Type 6: Water-based Trails (Blueways)
General Considerations
This designation applies to those rivers and streams that can successfully accommodate and/or which are designated to support canoeing, kayaking and boating. Water-based trails can be designed with features and facilities that make their use more enjoyable for residents, including signage systems, improved rapids, safety systems, etc.

Environmental Considerations
There are number of water quality, and habitat protection factors to consider with the development of Blueways. The managing entity must ensure that recreational users are not degrading stream banks or the habitat areas that exist there. Put-in and Take-out areas should be managed so that negative impacts from runoff or erosion are minimized. Additionally, if motorized vessels are used, the potential impacts from fuel and motor oil should be considered.

Trail Users
Individuals or groups may use these types of corridors for both independent or programed activities. Kayakers, canoeists, and fishermen are common users. Some areas may be appropriate for white water rafting and/or some motorized boating as well.

Trailhead and Amenities
Put-in and Take-out points should be located every 10 miles (or less). Ample parking should be available at designated access points and areas where parking is unacceptable should be well posted. Bathrooms, picnic tables, and trash receptacles are desirable amenities. Camping facilities may be offered as well.

Trail Signage
Water-based trails have unique danger concerns. Signage should be located at access points that alert users to potential water hazards and which state the laws governing use of safety gear. In addition to signage associated with general management and risk avoidance, informational
postings regarding the unique or notable attributes of the blueway can be added to increase the value for the user. Examples include historic or natural area markers and descriptions.

**Trail Construction**
Construction activities may involve removing potential hazards from the watercourse and improving access areas to ensure safety and efficiency.

**System Phasing and Individual Projects**
Encompassing more than 700 miles of proposed Greenways and Blueways weaving across the region, the system is complex. The entire network, however, can be grouped into 4 categories or phases of development or implementation. The complete phasing can be seen on image 3-1 on the next page.

**Phase 1: (Red Lines, Years 1-5)**
These corridors represent a set of pilot projects - at least one for each jurisdiction - Amherst County, Appomattox County, Bedford County, Campbell County and the Cities of Bedford and Lynchburg. These are the first projects recommended for completion and have been individually selected based on local level interest, potential for success, ability to serve the population, and potential for future linkage to other parts of the system. Each of these projects is shown in detail on subsequent pages, with full descriptions of the proposed corridor type, use, and length.

**Phase 2: (Blue Lines, Years 5-12)**
These are segments that the public has shown great interest in and which have an important role in expanding the system to start building broader connectivity. It is recommended that following the completion of the Pilot Projects, the jurisdictions work together to prioritize the completion of this set of Phase 2 projects. Although Phase 2 is not slated to begin for a number of years, initial dialog should begin now to determine potential priorities and to consider long-term needs.

**Phase 3: (Orange Lines, Years 12-20)**
Completion of the Primary loop trail and a few remaining major connectors is the focus of phase 3. This phase finalizes the initial loop of connectivity that was originally designed to link each of the major municipalities in the region. It also allows longer excursions around the region and provides better access between the loop corridors that were completed in Phase 2.

**Phase 4: (Green Lines, Years 20-30)**
This final phase provides alternative connectors between existing Greenways and Blueways corridors and calls for the completion of any remaining bike routes that had been laid out in the Regional Bicycle Plan. Completion of Phase 4 simply adds additional routes to promote greater efficiency of movement and more complete connectivity across the region.
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Pilot Project and Phase 2 Corridor Descriptions
This section of the chapter includes descriptions of the Phase 1 Pilot Projects and subsequent Phase 2 projects by jurisdiction. All four counties and the cities of Bedford and Lynchburg have their own maps and project descriptions.

AMHERST COUNTY

Pilot Project 1 : James River Heritage Trail Extension to Galt's Mill
Description: This project completes the James River Heritage Trail from Riveredge Park - where the trail crosses over from Percival's Island - through the southern portion of Amherst County along the James River where it crosses into Campbell County.

Objective: To finalize the existing efforts along this corridor and pull it all together as a single greenway unit. The James River Heritage Trail, as it winds through Lynchburg and southern Amherst County, is a major destination for tourists and local users. The whole corridor should be designed as a multi-objective corridor suitable for many pedestrian and wheeled activities. It's location within the community offers opportunities for extensive Parks and Recreation programming.

Pilot Project 2: Virginia Blue Ridge Trail
Description: A Rail-Trail segment that runs along the Amherst County and Nelson county border

Objective: Substantial investment has already been made in this project and its completion is important to the community. Long range plans are to extend this corridor to the Appalachian Trail and south to the James River.

Phase 2 Projects:

Primary Loop to Madison Heights Greenway: This corridor extends the James River Heritage Trail out to meet the connection of the Primary Loop Trail around Region 2000. It also connects the James River Heritage Trail to Amelon Elementary School in Northern Madison Heights. The corridor should be a mix of sidewalks in town and a riparian greenway outside of town.

North-South Connector from the James River Heritage Trail to Downtown Amherst: Starting at the James River, VDOT bridge and ending at Amherst County High School.

Downtown Amherst - Appalachian Trail Corridor: As part of the Primary Loop Trail, this corridor winds across the County to the James River Foot Bridge of the Appalachian Trail.
Region 2000 Greenways and Blueways System Phasing

Amherst County

Legend
- Phase 1
- Phase 2
- Primary Roads
- Roads
- Streams
- Municipalities

Virginia Blue Ridge Trail
Downtown Amherst-App Trail
N-S Connector James Rvr Heritage-Downtown Amherst
Primary Loop to Madison Heights Pkwy
James River Heritage Ext.
APPOMATTOX COUNTY

Pilot Project: Downtown Appomattox/County Park Loop Trail

Description: Starting north on Rt. 26 from the intersection with US 460 in Downtown Appomattox then turning left on Rt. 659 towards the new Appomattox County park site. This bicycle loop route, then heads south on 613 to the intersection with 460 and then east again, back into town. Alternately, the route could utilize access through the Appomattox Center for Business and Commerce to complete the loop.

Objective: Designed to build on the energy associated with the creation of Appomattox County's first County park, this project serves to provide pleasant bikable/walkable access between Downtown, the Center for Business and Commerce, and the new county park. If designed to use the Center for Business and Commerce property, the corridor could serve as an important amenity for recruiting business interests to that location. Additionally, the Southern portion of the loop establishes the first part of future work to complete a Lynchburg to Appomattox corridor along 460 - a route that was very popular among the public present at the Region 2000 Greenways and Blueways public workshops.

Phase 2 Projects:

Appomattox Court House National Historic Park - Holiday Lake State Park Greenway: This corridor provides a unique opportunity to link two major tourist attractions and add new user groups to the already popular destinations. By establishing a biking/walking route between the two recreation areas, users could visit the Court House Park and then bike/hike to the State Park to spend the evening. Interesting stops along the way could add additional value and interest.

Lynchburg to Appomattox Bikeway: Public opinion expressed at the Region 2000 Greenways and Blueways meetings showed this corridor as one of the main priorities. The corridor offers what would likely be a popular route for alternative transit/bicycle tourism between Lynchburg and downtown Appomattox. Completion of this route could eventually contribute to an unbroken corridor between the Appalachian Trail and the eastern edge of Appomattox County.

Appomattox to James River Primary Loop Trail: Starting from Downtown and heading east towards the Appomattox Courthouse National Historic Park, this route then heads northeast along river corridors or rural roads to connect with the James River. The loop trail is part of the Primary Loop Trail that is envisioned throughout the region. It would serve as a unique corridor that could bring together river activities, biking, hiking, history tourism, and downtown shopping and exploration.
Region 2000 Greenways and Blueways System Phasing

Appomattox County
BEDFORD COUNTY

Pilot Project: Poplar Forest Trail
Description: A multi-use corridor stretching through Timberlake from Poplar Forest to the junction of Rt. 221 and Elk Creek. The corridor would wind through the Town of Forest along sidewalks, rail roads, and part of Elk Creek. Trail development should be coordinated with the Project in Lynchburg.

Objective: This trail is designed to provide recreational access to one of the most notable destinations in the region - Poplar Forest. It's completion would provide the growing Town of Forest with a greatly needed route for walking and jogging.

Phase 2 Projects:

Poplar Forest Trail Connector to Downtown Bedford: This corridor follows the route laid out by the Virginia Department of Conservation & Recreation as part of its regional trail framework providing access from the Appalachian Trail to Lynchburg.

City of Bedford to the Appalachian Trail: In almost every conversation about needed corridors in Bedford County, this segment comes up. It would provide a critical link from the heart of Historic Bedford to the Appalachian Trail, passing through the Claytor Nature Area.

Elk Creek Birding Trail: Just South of US 501 running along the James River in Bedford County is an important birding area. This trail is designed to link that area to the communities of Forest and Lynchburg and with the James River. The corridor follows Elk Creek to meet the Poplar Forest Trail.

Smith Mountain Lake Trail System: On the southern border of Bedford County, along the Staunton River, lies Smith Mountain Lake State Park. This project would be focused on enhancing the biking, hiking and walking opportunities at that destination by extending the existing trail system to accommodate more users and to allow the users a longer alternative. Separate trails with different surfaces could be arranged along the same primary corridor so that potentially incompatible uses such as horseback riding and biking could be accommodated.

Note: Information about the SHAEF Trail can be found in the City of Bedford Section of this chapter.
Region 2000 Greenways and Blueways System Phasing

Bedford County

Legend
- Phase 1
- Phase 2
- Primary Roads
- Roads
- Streams
- Municipalities

Downtown Bedford to App Trail
Elk Creek Birding Trail
Poplar Forest Trail
Poplar Forest Connector to Downtown Bedford

0 2 4 Miles

N
CAMPBELL COUNTY

Pilot Project: Buffalo Creek Greenway

Description: Approximately 10 miles long, this multi-purpose paved trail would run from the Timberlake Community, southwest along Buffalo Creek to the Buffalo Creek Natural Area. There, it would connect to the existing trail system. This proposed connector would support walkers, bikers, and roller bladers, and is expected to be fully compliant with the American Disabilities Act.

Objective: Primarily a recreation and alternative transportation corridor, this segment can also provide educational opportunities for local schools and residents about the important ecology of Buffalo Creek and the effects of urbanization on critical water resources and wildlife habitat. This trail segment was listed as high priority among residents that attended the public meetings. This project is a significant portion of the proposed connector between Altavista and Lynchburg which could then link residents to other major destinations in Appomattox, Amherst and Bedford Counties.

Phase 2 Projects:

Altavista to Buffalo Creek Natural Area: Completes the connection between Altavista and Lynchburg and provides alternative transportation options for the residents of and visitors to Altavista.

Multi-purpose corridor from Altavista to Rustburg: This corridor would serve as the primary alternate transit link between Altavista and Rustburg by taking advantage of US 29 as a potential bicycle route and connecting to US 501 in Rustburg drawing upon smaller roads and stream corridors.

Rustburg Connector to Lynchburg-Appomattox Route: This segment helps complete a 20 mile loop circuit between Altavista, Rustburg, and Lynchburg. It also connects Rustburg to the system segment that runs between the James River trail systems and downtown Appomattox.
Region 2000 Greenways and Blueways System Phasing

Campbell County

Legend
- **Phase 1**
- **Phase 2**
- **Primary Roads**
- **Roads**
- **Streams**
- **Municipalities**

- Altavista to Buffalo Creek Natural Area
- Altavista to Rustburg
- Rustburg Connector to Lynchburg-Appomattox
- Buffalo Creek Greenway
City of Bedford

Pilot Project: SHAEF Trail

Description: A 1-mile trail that would circle the D-Day memorial in Bedford, this project should be underway in the summer of 2003. The route will be paved and accessible for pedestrian and wheeled traffic.

Objective: The name SHAEF stands for Shared Headquarters of the Allied Expeditionary Forces. These were the nations that oversaw Project Overlord, for which the memorial is named. One of the primary purposes of the memorial and the trail segment is to provide information to the community about D-Day. The trail will also provide an additional recreation option for the community and could serve as a hub for connection to other corridors. The presence of a walking and biking trail at the Memorial increases the number of activities available to visitors to the site.

Phase 2 Projects:

D-Day Memorial to Appalachian Trail Connector
This trail proposal uses existing right-of-ways to connect to Little Otter River and then follows the creek north and west through the City and along the western border until it meets Peaks Street at the edge of the municipal boundary. Along the way, connections can be made to Bedford Middle School and the Elks National Home. A separate spur connects the trail to the city's historic Downtown.

Poplar Forest Trail Connector to Downtown Bedford: The Virginia Department of Conservation & Recreation has recommended a trail connector through this area of the region to link the Appalachian Trail with Lynchburg and points eastward, passing through the City of Bedford. The proposed alignment shown to the right is a suggestion based on local conditions in the City of Bedford. This alignment would follow John's Creek into town, passing through Fairmont Cemetery and connecting to sidewalks along East Main Street. The route then continues west towards the historic Downtown. Collaboration between the City of Bedford and Bedford County will be necessary to complete this route all the way to Poplar Forest.

Downtown Bedford to the Appalachian Trail: In almost every conversation about needed corridors in Bedford City/County, this segment comes up for discussion. This proposed corridor would follow Peaks Street from Downtown, using the western boundary of "The Loop" sidewalk system that is already in place. It would be connected at both ends to another loop system that connects to the SHAEF Trail using the D-Day Memorial to Appalachian Trail Connector.
Region 2000 Greenways and Blueways System Phasing

City of Bedford
City of Lynchburg

Pilot Project 1: Ivy Creek Greenway

Description: The primary link between the existing James River Heritage Trail (JRHT) system and the northern border of Forest. This greenway system would begin at the Ed Page Entrance of the JRHT and extend to Peaks View Park, the proposed Ivy Creek Nature Center, and the border with Bedford County. Approximately 5 miles of hard-surfaced, multi-use trail would be combined with single-track walking and biking trails.

Objective: To provide additional recreation opportunities while protecting the Ivy Creek riparian corridor. This greenway will provide neighborhood access to the Ivy Creek Greenway and the JRHT, connect schools and parks, and provide essential connections to Bedford County destinations.

Pilot Project 2: Blackwater Creek/Tomahawk Creek Trail

Description: This route would provide trail linkage/corridor protection along Blackwater & Tomahawk Creeks from the Blackwater Creek Athletic Area Entrance, across Lakeside Drive and Lynchburg College property, to Sandusky Park and along Tomahawk Creek. The trail corridor will be part of the Blackwater Creek and Tomahawk Creek Natural Area(s) and will provide recreational and environmental access to this unique ecosystem. A boardwalk section of the trail will traverse the extensive wetlands above College Lake and a small park/natural area may be constructed at the headwaters of Tomahawk Creek.

Objective: To protect the riparian, lake, and wetland ecosystems along Blackwater & Tomahawk Creeks while providing appropriate recreational and academic access to the sites.

Phase 2 Projects:

Riverwalk: This route would become the primary connection through Downtown Lynchburg between the Blackwater Creek Trail and Percival's Island/Amherst County. This link is part of the City's Downtown and Riverfront Master Plan 2000. It will run next to the railroad tracks along the James River and will replace the current unmarked route along Jefferson Street.

Tomahawk Creek to Buffalo Creek Connector: A connector linking the Pilot Project in Campbell County with the Pilot Project in the City of Lynchburg.

James River to Forest Multi-Purpose Corridor: heading south from the James River near Percival's island, this corridor travels along route 460 then connects to the Candler Mountain area and Liberty University as it runs along the border with Campbell County to the Leesville Road Elementary School in Timber Lake.
Region 2000 Greenways and Blueways System Phasing

City of Lynchburg