



APPOMATTOX RIVER



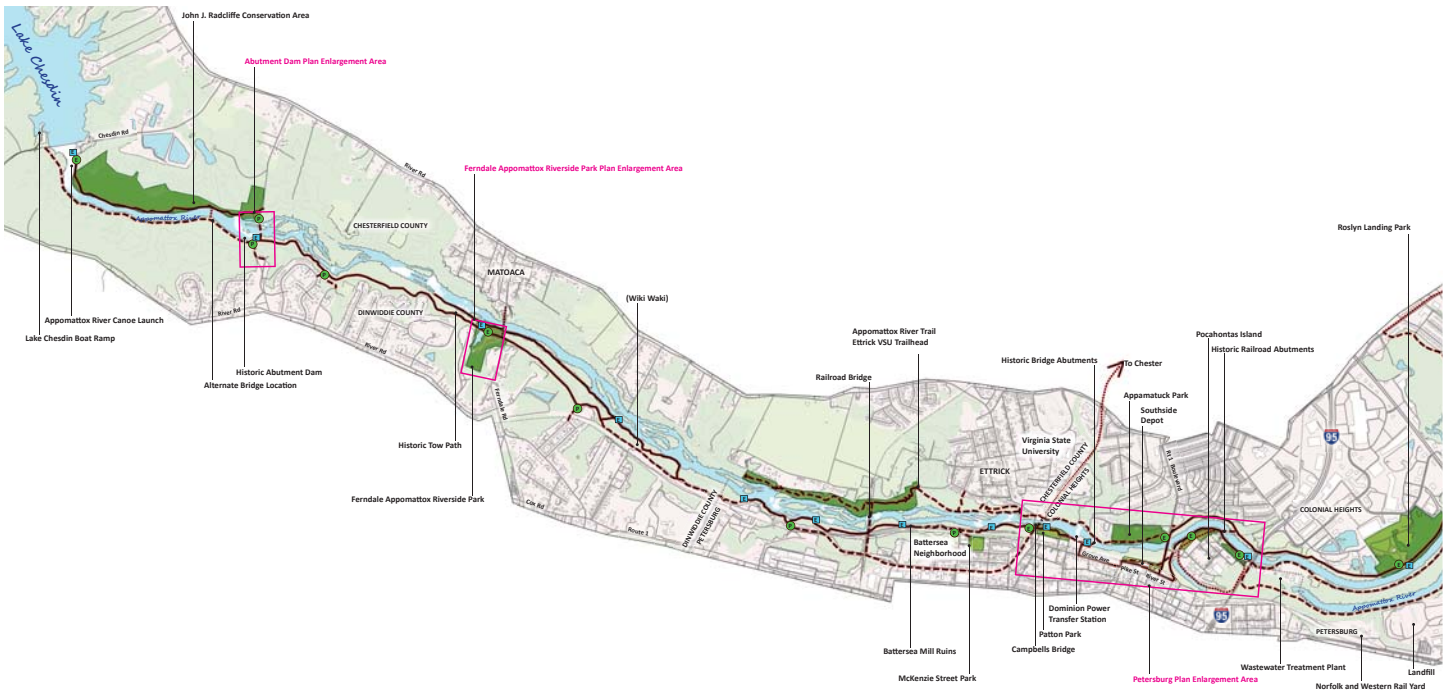
PART I: TRAIL MASTER PLAN



2017

This plan has been made possible through the generous support of The Cameron Foundation





Western portion of Appomattox River Trail Master Plan

Executive Summary

The Friends of the Lower Appomattox River (FOLAR) is an organization that represents community leaders and citizens who work to conserve, protect, and enhance the Appomattox River for all to enjoy. In 2016 FOLAR hired Land Planning and Design Associates (LPDA) to design a trail system master plan for the Appomattox River corridor between Lake Chesdin in Dinwiddie and Chesterfield Counties and City Point Park in Hopewell. In conjunction with trail system planning, FOLAR contracted the design services of AB Design to plan and develop a comprehensive trail signage system.

The goal of this initiative is to provide a guiding tool for coordinated development of trails, river access, and signage that will help to improve the quality of life, increase the culture of health and active lifestyle, and improve the economic vitality of the region, and conserve and protect the natural river environment.

The Appomattox River Trail Master Plan (Parts I and II) provides a coordinated guide to locating and prioritizing shared-use trail and signage system through six municipalities (Dinwiddie County, Chesterfield County, Prince George County, the Cities of Petersburg, Hopewell, and Colonial Heights) along the lower Appomattox River corridor.

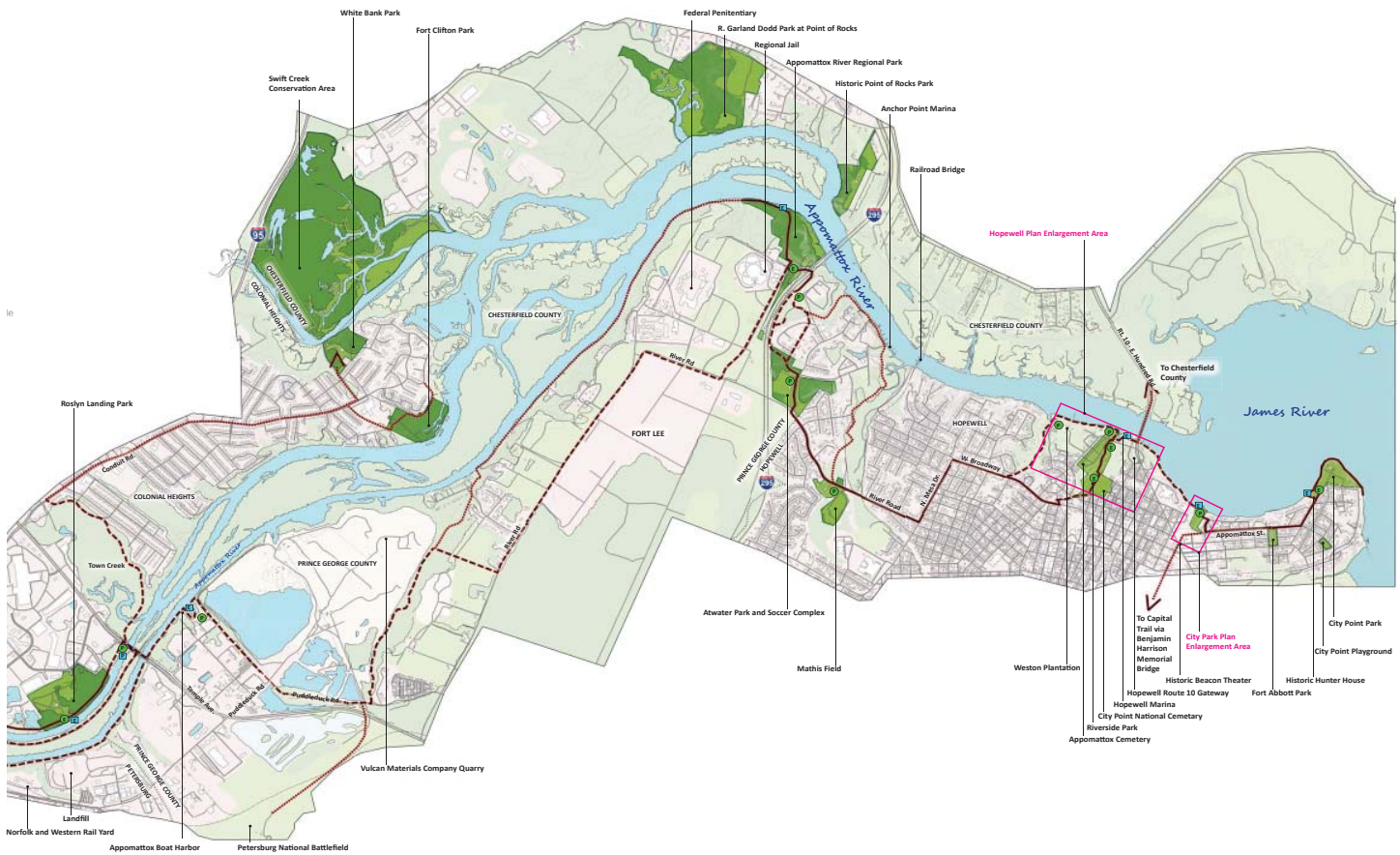
Design Guidelines

For the trail system to function successfully across all municipalities, there should be a sense of uniformity in the design, location, signage, amenities, and maintenance of the trail. While each municipality will have control over their sections of trail, FOLAR should establish a set of standardized Trail Construction Specifications and Trail Maintenance Standards to be adopted by each municipality. Along with the Trail Master Plan (Part I) and Trail Signage Master Plan (Part II), these documents will help guide the design, implementation, and maintenance of the trail system.

The trail type in each section will help convey the anticipated use (walkers, hikers, cyclists, runners, skaters, etc.) and maintenance level. The trail system will include paved 8-10' shared-use paths, 6' stone dust or gravel paths, 3-4' rustic dirt or stone paths, and standard sidewalks. The trail type maps on pages 13 and 14 show the proposed trail types.

Prioritizing Trail Section Implementation

The priority matrix in appendix A divides the trail system into 62 parts and rates them each in 17 categories to determine which segments have the highest priority rating. The rating categories include



Eastern portion of Appomattox River Trail Master Plan

Health and Wellness, Social Equity, Conservation, Economic Development, and Feasibility. The trail segments that rank highest are (80 possible points):

1. Extending Patton Park and the trail to the east to Johnson Alley (72)
2. Paving the existing trail on Pocahontas Island and adding amenities at trailhead (72)
3. Adding a trail between VSU and Appamatuck Park (69)
4. Designing and building a pedestrian bridge using old Campbell's Bridge abutments (68)

The Trail Master Plan also considers and prioritizes improvements to trailheads and parks along the corridor. The top 3 items in this category are:

1. Improvements to Patton Park in Petersburg (79)
2. Hopewell City Park improvements (77)
3. Improvements to Riverside Harbor Park in Hopewell (75)

It is no coincidence that these 7 projects are in the developed areas of Petersburg, Hopewell, and Colonial Heights; when looking at the matrix

it is clear that the high-priority segments are in more densely developed areas. These are areas that rate highest in social equity and economic development. However, there are other factors to consider (combining two or more trail segments for construction efficiency, community support and need, connectivity with other trails, related projects by other municipalities or organizations, etc.).

Signage and wayfinding are an extremely important component of a successful greenway or trail system project. Uniform signage language and adequate coverage through the region, are essential to the beneficial impact of the trail system (see Part II)

Well-signed pedestrian access routes to the trail in densely populated areas, such as Petersburg and Hopewell, need to be implemented and maintained to allow for maximum use by community members. Sidewalk systems should connect to schools, public parks, commercial areas, and neighborhoods.



Implementation

The priority matrix also considers expected cost of project implementation. In conjunction with a detailed cost estimate (appendix B) the priority matrix can be used to further help FOLAR and municipalities implement sections of the trail. The costs included in the cost estimate do not include parcel acquisition.

There are several funding options and labor options to consider when designing and building sections of the trail. Some trail sections and park improvements can be undertaken by volunteers and crowd funding, while other will require significant engineering and heavy machinery. FOLAR and municipalities should consider all their resources when identifying segments for implementation.



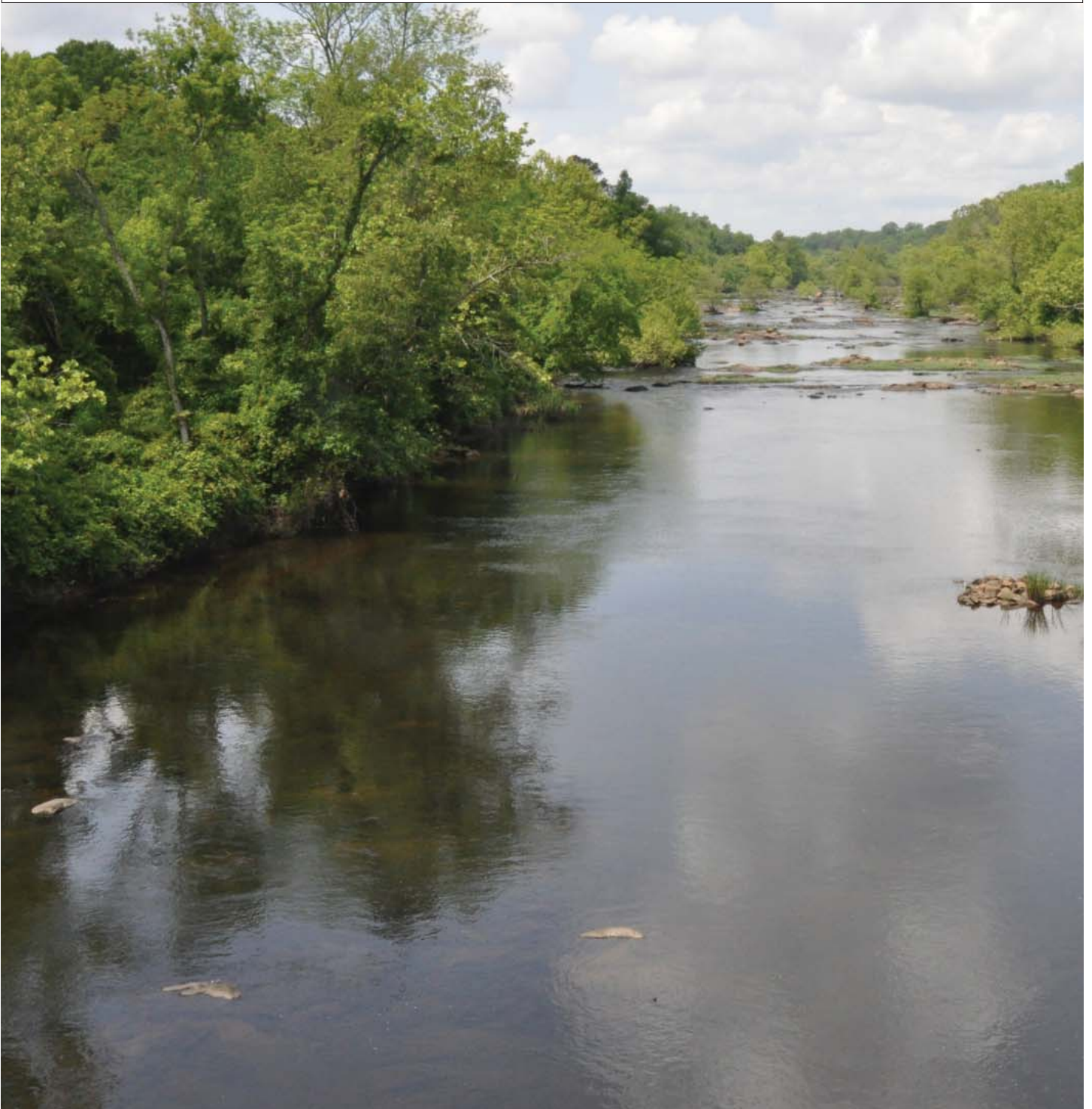
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13, 14, 21, 22, 24, 25, 45, 56, 63, 65*

SECTION 1

Introduction





Lower Appomattox River - photo by Ken Newman

Introduction

The Friends of the Lower Appomattox River (FOLAR) is an organization that represents community leaders and citizens who work to conserve, protect, and enhance the Appomattox River for all to enjoy. The Appomattox River trail and signage planning initiative was undertaken out of shared recognition by the surrounding river municipalities, the Crater Planning District Commission, and FOLAR that developing a publicly-accessible, shared-use trail along the river corridor has the potential to create tremendous benefit for the entire region. The goal of this initiative is to provide a guiding tool for coordinated development of trails, river access, and signage that will help to improve the quality of life, increase the culture of health and active lifestyle, improve the economic vitality of the region, and conserve and protect the natural river environment.

The Appomattox River Trail Master Plan (Part I and II) is to provide a coordinated guide to locating and prioritizing a trail and signage system along the 20+ mile lower Appomattox River corridor from Lake Chesdin to City Point Park in Hopewell.

The lower Appomattox River flows through six municipalities between Lake Chesdin and City Point Park: Dinwiddie County, Chesterfield County, Prince George County, and the cities of Petersburg, Colonial Heights, and Hopewell. While these localities are

part of the Richmond metropolitan area, they have identities of their own, and their proximity to the Appomattox River influences that identity. An area rich in history, the lower Appomattox River corridor has a multitude of natural, cultural, historic, and social amenities to highlight.

In 1977, the lower Appomattox River was designated as a Scenic River, which means it demonstrates outstanding natural, cultural, and recreational values in a free-flowing condition and should be preserved for the enjoyment of present and future generations. It is visited regularly by boaters, fishermen, recreational walkers and cyclists, and history enthusiasts. The Appomattox River Trail



FOLAR-led program - photo by Ken Newman



Participants in a FOLAR-led program - photo by Ken Newman

system will enhance these opportunities and offer additional ones.

Along the lower Appomattox River corridor the addition of a destination-quality trail system will not only enhance recreational opportunities, it will also have a positive impact on the economic climate of the area, the social equity of the residents, and the potential for enhanced health and wellness of the community members and visitors.

In conjunction with planning the Appomattox River Trail, access points, and amenities, this Master Plan also includes a design plan for comprehensive trail system signage (Part II of Master Plan). Signage and wayfinding are an extremely important component of a successful greenway or trail system project. FOLAR has contracted the design services of AB Designs for the signage and wayfinding component of this project. Uniform signage language and adequate coverage through the region, are essential to the beneficial impact of the trail system.

The Appomattox River Trail will provide connection to several other local trail systems, both existing and proposed. The East Coast Greenway, a developing trail system, linking many of the major cities of the Eastern Seaboard between Canada and Key West, intersects the Appomattox River Trail near Petersburg. The Virginia Capital Trail, a dedicated,

paved pedestrian and bicycle trail that connects the Commonwealth's past and present capitals of Jamestown and Richmond along the Scenic Route 5 corridor, is located across the James river to the east of the eastern terminus of the Appomattox River Trail. A conceptual-level connection to the Virginia Capital Trail is noted in the Plan.

The Appomattox River Trail will be comprised of different types of trails. The main spine, or primary route, will be a combination of paved shared-use paths and sidewalks. There will be spur trails, loops, and connection trails that are either paved, gravel, sidewalk, or rustic dirt paths.

In addition to the primary trail system and connections to other regional trail systems, this master plan also looks at pedestrian access and community connections to the trail system in the cities of Hopewell and Petersburg. Through a grant from the Crater Health District under the Virginia Department of Health, FOLAR and the design team were able to take a closer look at current pedestrian routes, pedestrian patterns, desired pedestrian access, and potential amenity improvements so that communities in Hopewell and Petersburg have access to the trail system. The overall master plan was funded through a grant from the Cameron Foundation and informed by a series of public and stakeholder meetings.

SECTION 2

Trail System Design Guidelines





Historic bridge abutment

After exploring the corridor, documenting the existing conditions, and analyzing the information, LPDA compiled a list of recommendations that informed the design of the Master Plan. These recommendations could be condensed into the following categories:

- Trail types
- Trailheads and park improvements
- Neighborhood connections
- Bridges and road crossings
- River access and amenities
- Trail alignment

The Virginia Department of Conservation and Recreation has published a Greenways and Trails Toolbox available for free online at <http://www.dcr.virginia.gov/recreational-planning/greentrailtools>. This is an excellent resource for trail design and management. Chapters 4 and 5 offer support and guidance for trail construction, enhancement, and maintenance, and direct readers to additional sources for more information.

Trail Types

The corridor has several different character areas and environments that require different types of trails. Some trails are designed to be used for wildlife viewing and scenic beauty, some for recreation and non-motorized transportation, and others for urban pedestrian connections. In order to be accessible for persons with disabilities (compliant with the Americans with Disabilities Act, or ADA), trail surfaces must be firm and stable, at least 4-feet wide, and have a slope that is no greater than 5% (with a maximum cross-slope of 2%). There are four trail types proposed for this corridor:

- Shared-use (8' asphalt, ADA compliant)
- Rustic (dirt, ADA compliant where possible)
- Stone dust or gravel (6' ADA compliant)
- Sidewalk (5' min. concrete, ADA compliant)

Shared-use paths

Shared-use paths are intended to accommodate several different non-motorized (except for accessibility needs) users on the same trail - walkers, joggers, cyclists, skaters, and strollers. VDOT defines a shared-use path as a bikeway that is physically separated from motorized vehicular traffic by an open space or barrier. The trail would be 8' wide (minimum) asphalt with 1-2' shoulders to accommodate a higher volume of use and higher travel speeds. This trail type will be implemented



Shared-use trail

as the primary trail type of the Appomattox River Trail, and will run through natural areas along the river and also through some urban areas as right-of-way and property ownership permits. The route will improve existing sections of trail, like the stone dust trail along the historic canal path, and develop new sections of trail. Benches, trash cans, picnic tables, water fountains, stretch stations, and other amenities can be added along this trail type.

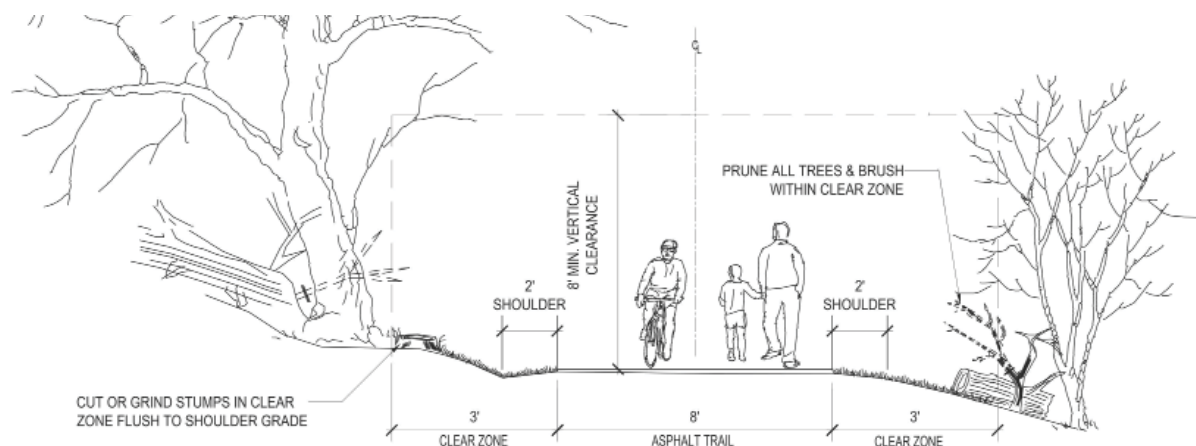
Rustic Trails

Rustic trails are suitable for natural areas or sections that have limited foot traffic. Existing hiking trails and fishing trails will be improved and extended to create a system of interconnected trails along the corridor. The rustic trail may parallel a shared-use

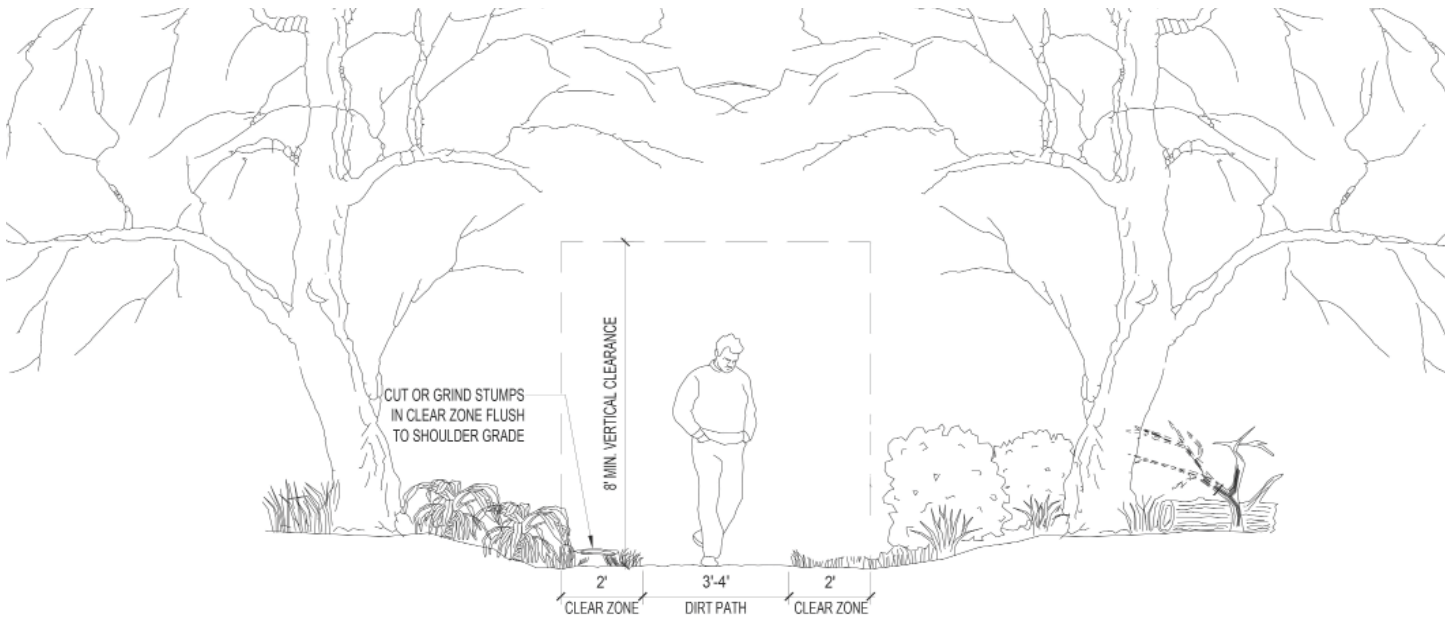
path, but with a route that brings it closer to the river or near a historic feature. Rustic trails are intended for foot traffic and to provide access to the river bank, scenic natural areas, or historic cultural features. The trail surface will be dirt or native rock and may feature uneven terrain and grade change. These trails may be enhanced with benches and interpretive panels.

Stone dust or gravel

The stone dust paths will be located in areas of moderate foot traffic and cycling where paving is not necessary but an accessible path is desired. These trails will be 6' wide and will maintain a level surface and no drastic grade changes.



Typical section for the shared-use trail

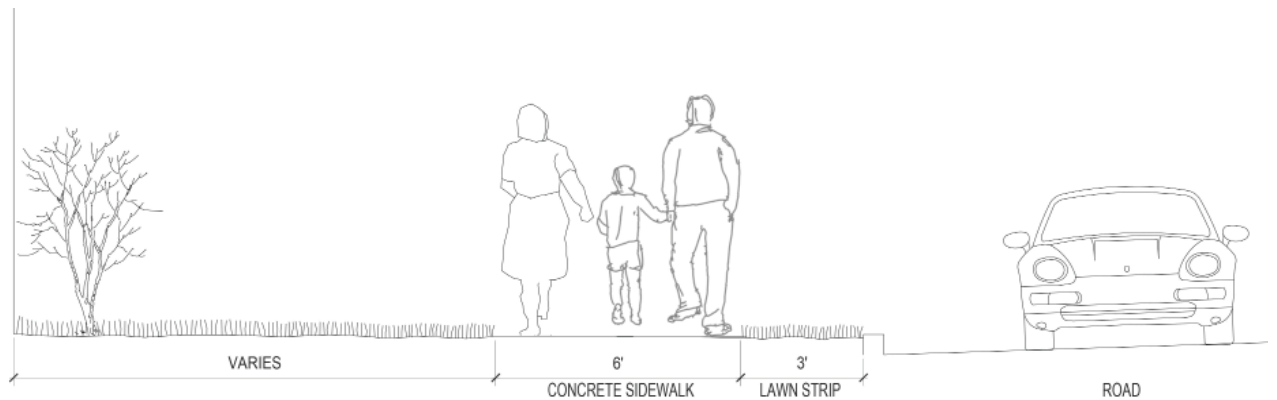


Typical section for the rustic trail

Sidewalks

Sidewalks provide two-way pedestrian connection through urban and neighborhood areas. The 5' (minimum) wide concrete sidewalks will either be added along a road, or existing sidewalks will be improved. Sidewalks will be implemented in areas where there is not space within right-of-way for a shared-use trail, but where a two-way route is preferred. The sidewalks will provide connections within the neighborhood and access to the extended Appomattox River Trail.

See the maps on the following two pages for proposed trail types along the Appomattox River Trail corridor.



Typical section for a sidewalk



Appomattox River Trail

Trail Types - West

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Legend

8' Wide Paved Trail

Rustic (Dirt) Trail

Sidewalks

6' Wide Crushed Stone

Boardwalk/ Bridge

Existing Trail

Proposed Trail

Conceptual Route



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Example of trail along a river

Trailheads

A trailhead is a main access point where directional and orientation information is provided to users. In general, existing trailheads should be upgraded with signage, location maps, and amenities (benches, trash receptacles, and bike racks). Planting areas should be kept native, easily maintained, and tidy. If public parking areas are available, they should be located in public right-of-way or trail easement, clearly indicated, visible from the main vehicular thoroughfare, and visible from the trail.

At the trailheads, as well as in parks and along the trail corridor, stormwater should be managed in the least intrusive and disruptive way possible. Permeable surface types should be considered where appropriate. Bioswales, biofilters, and rain-gardens should be planted with hardy, native plants that are attractive and require minimal maintenance. Vegetated stormwater management areas should not look weedy and unkempt but should be treated as amenities to the trail system; kept free of trash and undesirable invasive plant species.

Park Improvements

Additional parks and open green spaces along the corridor should be considered in locations with high interpretive value, desired river access, pedestrian and vehicular accessibility, or existing public ownership.

Improvements to existing parks should be included in trail development since they are often the location for trailheads, amenities, parking, and other recreational uses. The priority matrix (see appendix A) can help guide municipalities in terms of which park improvements will have the greatest positive influence on the overall Appomattox River Trail system.

Neighborhood Connections

Neighborhood connections are intended as access from a neighborhood to the Appomattox River Trail system. No public parking or directional signage will be provided, though there will be identification signage saying that this route provides access to the Appomattox River Trail. They are a way for local residents to access the trail from their front door. These connections are an important way to link the surrounding communities to this resource, and to connect residents to an alternate transportation route to work, businesses, and recreation.



Example of rustic trail bridge

Providing neighborhood connections builds community support for and awareness of the Appomattox River Trail project. This support is beneficial when trying to acquire easements, fundraising, and establishing volunteer maintenance crews.

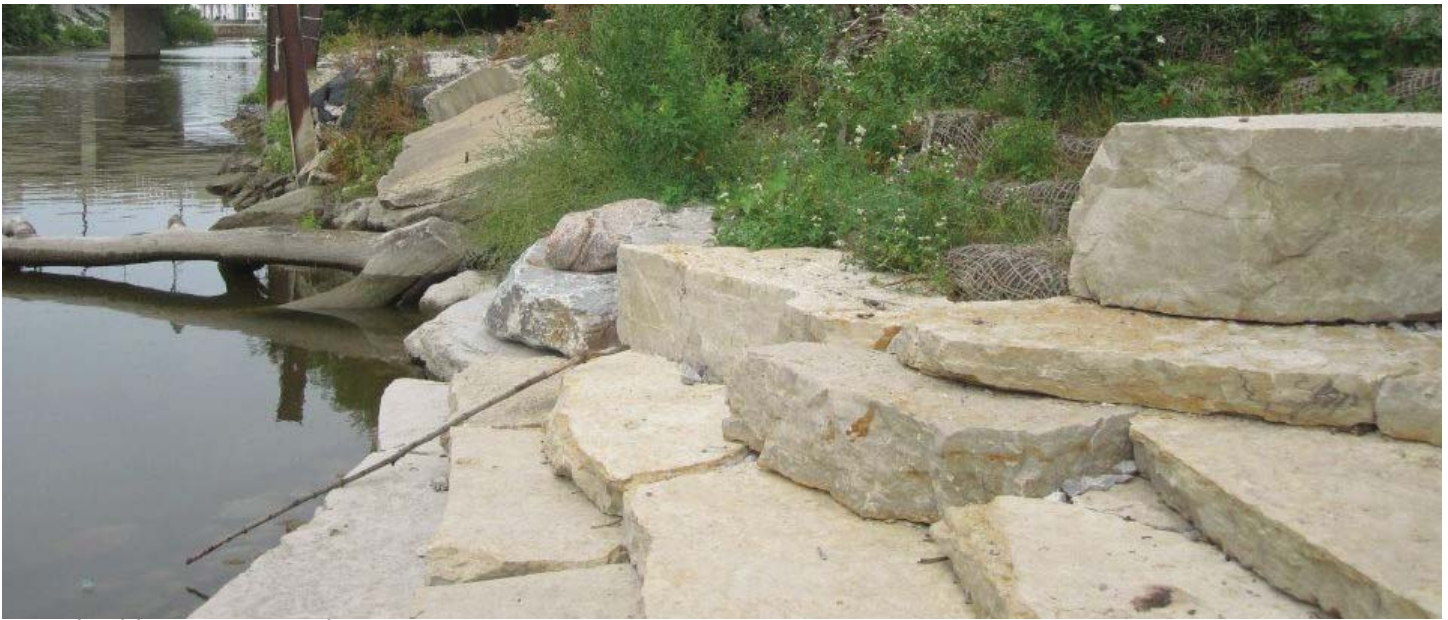
Business Connections

An important aspect of the Appomattox River Trail system is economic development and increased pedestrian access to local businesses. The trail system allows easy pedestrian access to businesses located along the trail and connection paths. It also provides opportunity for new business (recreation vendors, concessions, gear shops, bait shops, etc.).

Bridges

The Appomattox River is the defining feature of this trail corridor. And while it offers many benefits, it, and its tributaries, also presents a challenge in connecting the communities and trails on each bank. A series of bridges will need to be constructed as part of this trail project. All bridges should be able to support emergency trail vehicles (gators and small trucks). If the bridge is the only access route to an isolated area, the bridge should also be able to support standard size emergency vehicles. Three different types of bridges will be needed, depending on the trail type and existing infrastructure:

- **Rustic:** These are wooden bridges meant for pedestrian use in natural settings. They will be located on rustic trails and used to cross tributaries of the Appomattox River. Some of these can be built by volunteers, but they should be able to support emergency trail vehicles unless there are other access points for emergency vehicles.
- **Historic Abutments:** There are several historic bridge abutments that cross the Appomattox River. These will be redeveloped as shared-use trail bridges with new infrastructure atop the historic infrastructure. Redeveloping the historic abutments as a part of a new bridge is a way to highlight the area's history, as well as reduce construction costs.
- **New Abutment bridges:** There are a few places along the Appomattox River where a crossing is required and there is not existing or appropriate infrastructure to support it. In these places a completely new bridge will need to be constructed. Existing elements may be able to be incorporated, for example, like suspending a shared-use bridge beneath the existing Temple Avenue bridge. This would require major construction plans and cost.



Example of large stone steps for water access

Road Crossings

While the river divides the project area linearly, several major roads divide the area laterally. The trails will need to cross these roads at or below grade.

Where possible, the trails should cross roads at a different grade, such as using the underpass created by the bridge abutments along the river. Care will need to be taken to provide enough clear width for the trail between the bridge abutment and the river bank, and additional safety fencing along the river bank may need to be installed.

Where it is not possible for the trail to have a grade-separated crossing, the trail will cross the road at-grade. The design of this intersection needs to provide predictable and orderly operation by both trail users and drivers. It is important for the trail users to understand that vehicles always have the right-of-way at road intersections. There are many design features that will enable a safe intersection. These include striping, advance warning signs, stop and caution signs, and in-roadway warning lights. Trail users should also have advance warning signs, stop signs, and bike dismount signs. Refer to AASHTO's *Guide for the Development of Bicycle Facilities, 2012*, AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian*

Facilities (2), and the *Urban Bikeway Design Guide* by the National Association of City Transportation Officials for more detailed information.

River Access and Amenities

Besides access to the trail, it is also important to think about how and where the trail provides access to the river. The lower Appomattox River is a wonderful amenity for this area and provides quality habitat and diversity. These resources must be protected as the river's edge becomes more developed. Thoughtful design of access points and river amenities will help protect the natural environment. There are a wide array of recreational opportunities associated with the river and the trail will act as a complimentary system to the greenway. The trail provides access to areas to get in the water, be near the water, and to get on the water.

Ideally, there would be numerous river access points along the trail and they would vary in their structure. For example, there may be highly-developed access points such as marinas and public beaches, or they may be as simple as a foot path off the trail to a small rock outcrop and swimming hole. Some access points may include vehicular parking while others may just be for pedestrian trail users.



Improved canoe access

In the water:

Where swimming, playing with dogs, and wading are encouraged, there should be attractive and safe transitions to the water. Avoid steep, muddy, drop offs or places where the water is too deep or quickly moving. Consider using large native rocks to create “steps” into the water, or build a dock with wide steps down to the water. Where possible, use the existing riverbanks. Provide amenities such as benches, trash receptacles, comfort stations, and safety signage.

Near the water:

Where fishing and gathering on the banks of the river is encouraged, there should be a separation from the active river recreation zones. These should be quiet areas, sometimes shaded, that include river side benches, docks, and/or stable vegetated areas for sitting or standing.

On the water:

Water access points should also be defined in a manner that fits the setting: a mowed cleared area in a rustic setting or boulders outlining the access area in a more developed setting. Defining the edges of the river access point prevents degradation of the riverbanks up and down stream.

There should also be ample opportunity for boat access along the river, both carry-in locations and canoe launches. These points should provide safe access to the water via a beach, dock, or launch. Canoe launches should be located adjacent to public parking for ease of transport from the vehicle to the water. It is possible to combine boat access with other types of water access, for example a wading beach or as part of a fishing dock. Signage directing the type of boat access at a location should be posted, as well as appropriate safety and warning signs. Some access points will be for motorized boats while others will be limited to paddle craft. Adequate parking should be available near these launch points to accommodate the longer activity time of the boat users as well as other, shorter visits.

Ensure that spaced along the Appomattox River there are ADA accessible water access points, fishing areas, and boat docks, with accessible routes to appropriate parking locations. These will be easiest to incorporate into more developed areas, like parks or marinas rather than natural areas.

The National Park Service published a very helpful guide for designing boat launches: www.nps.gov/nrc/programs/rtca/helpfultools/launchguide.pdf



Trail on a previous railroad bed

Other Trail Amenities

Besides river access, the trail should connect to other amenities as well, such as parks, playgrounds, sports fields, retail locations, historical centers, schools, libraries, and more. In Petersburg and Hopewell there are fairly strong sidewalk networks that, with some improvements and additions, can create ample pedestrian routes to the trail system and around the towns (see maps page 45 and 56).

Safety

The CPTED program (Crime Prevention Through Environmental Design) outlines several different design strategies for increasing visibility, perception of safety, and community policing. Lighting should be provided where necessary and should be at a pedestrian-scale. Vegetation should be used to accent areas and not screen the trail or trailheads from the road or adjacent public areas. All trail and park areas should be well-maintained and kept free from trash and debris. Emergency call-boxes can be located in areas (such as VSU campus trail connections) where that is the preferred method of safety awareness.

Trail Alignment

The lower Appomattox River area includes three counties, three cities, a university, and many parks and natural areas. All of these organizations, as well as some state and national ones, have developed trail master plans within this region (See Trails by Organizations in the Region map- page 21). The alignment of the proposed Appomattox River Trail seeks to link or integrate as many of these pre-existing built and planned routes as possible. Considering these other plans when designing the Appomattox River Trail route means a more cohesive and connected future for the region. By linking to already established or planned trail networks, the Appomattox River Trail efficiently broadens its users reach. Integrating the proposed Appomattox River Trail route with other trail routes makes it easier to gain support for that trail section. Drawing in the organizations with integrating trails will create partnerships in advocacy, fund raising, construction, and maintenance. Implementing a unified trail standard, signage design, and wayfinding language across all the regional trails will further help establish the system of trails in the region.

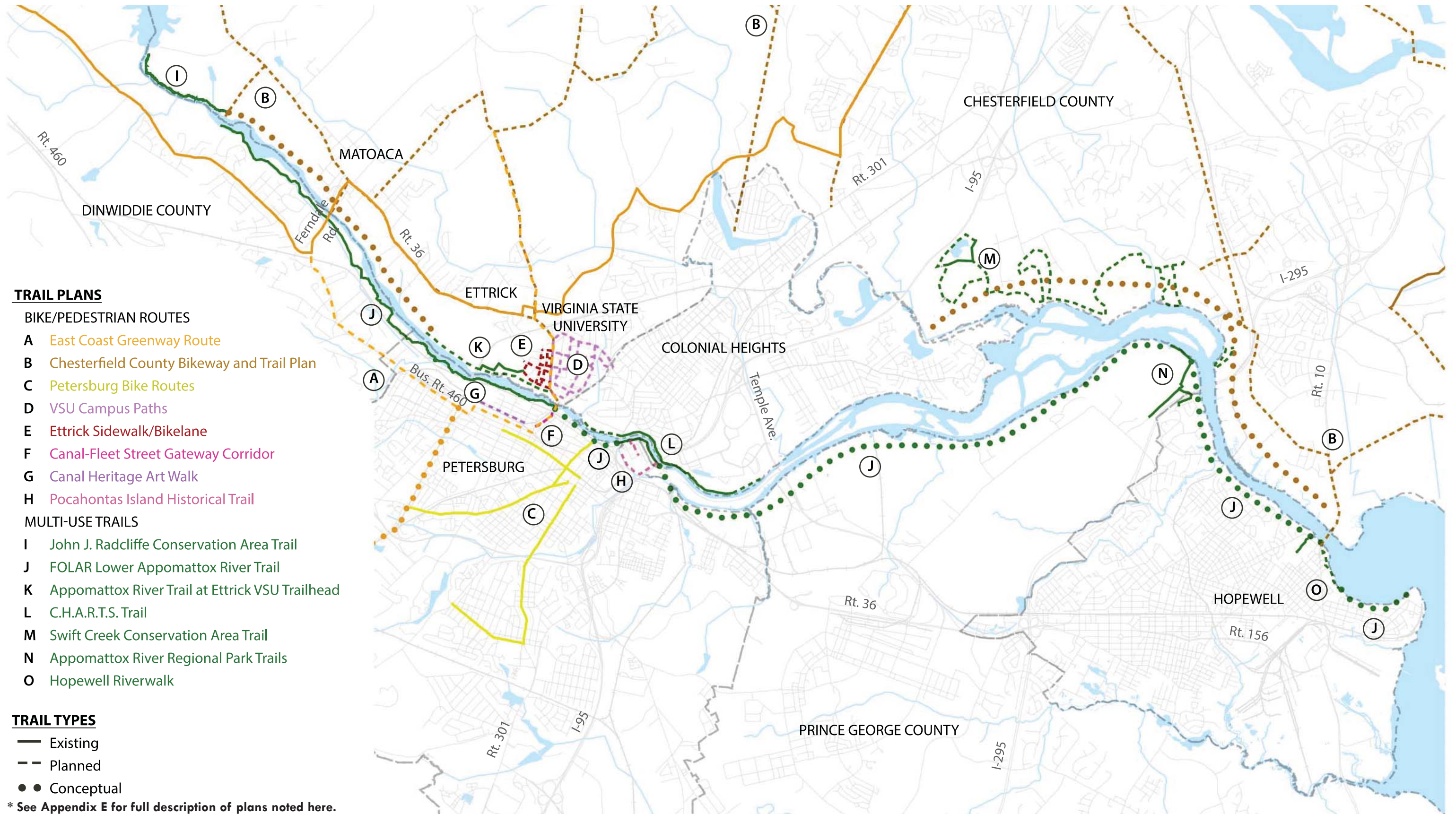


Ferndale Appomattox Riverside Park building and bridge

The trail alignment also tries to follow historic routes through the region that may no longer be in use. By following these historic routes, the new trail highlights the region's history. The Appomattox River Trail includes an existing trail on a historic tow path and canal for several miles up and downstream of Ferndale Appomattox Riverside Park. The proposed trail alignment also follows a historic train right-of-way through the Battersea neighborhood of Petersburg and through the Virginia State University campus.

Incorporating utility corridors into the alignment of the Appomattox River Trail is another way to (potentially) streamline the trail development process. These corridors, whether they are easements through private property or owned by the utility companies, are often maintained as wide cleared paths. Working with the property owner and/or the utility company to co-locate a trail easement along the same corridor can be a mutually beneficial land use agreement.

Based on these variables, LPDA has developed a recommended route for a trail along the lower Appomattox River and suggested locations for amenity improvements. These recommendations are refined into a trail master plan in Section 3 of this report.



TRAIL PLANS

BIKE/PEDESTRIAN ROUTES

- A East Coast Greenway Route
- B Chesterfield County Bikeway and Trail Plan
- C Petersburg Bike Routes
- D VSU Campus Paths
- E Ettrick Sidewalk/Bikelane
- F Canal-Fleet Street Gateway Corridor
- G Canal Heritage Art Walk
- H Pocahontas Island Historical Trail

MULTI-USE TRAILS

- I John J. Radcliffe Conservation Area Trail
- J FOLAR Lower Appomattox River Trail
- K Appomattox River Trail at Ettrick VSU Trailhead
- L C.H.A.R.T.S. Trail
- M Swift Creek Conservation Area Trail
- N Appomattox River Regional Park Trails
- O Hopewell Riverwalk

TRAIL TYPES

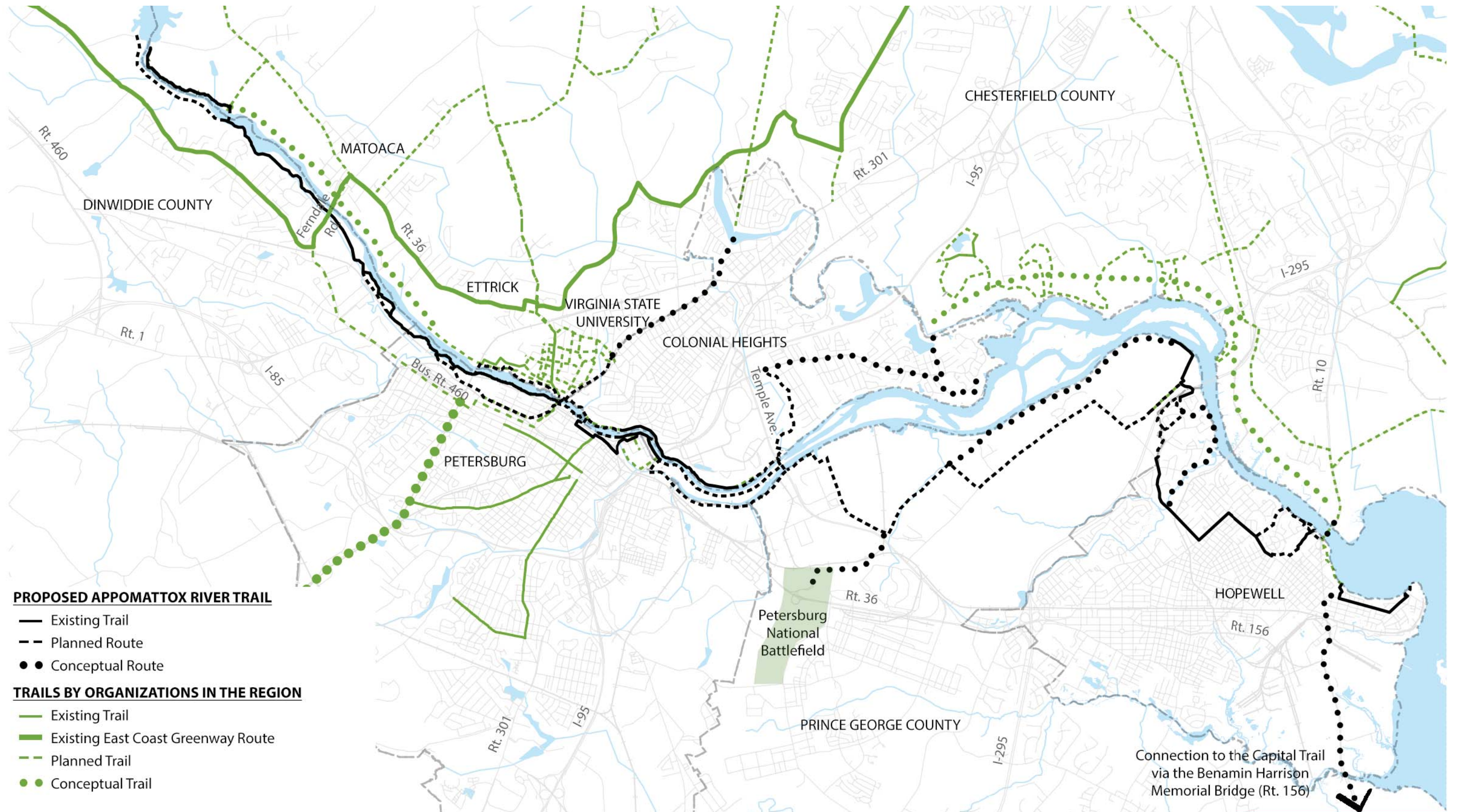
- Existing
- - Planned
- • Conceptual

* See Appendix E for full description of plans noted here.

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Regional Trails by Organization





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Appomattox River Trail

and Regional Trails by Organization

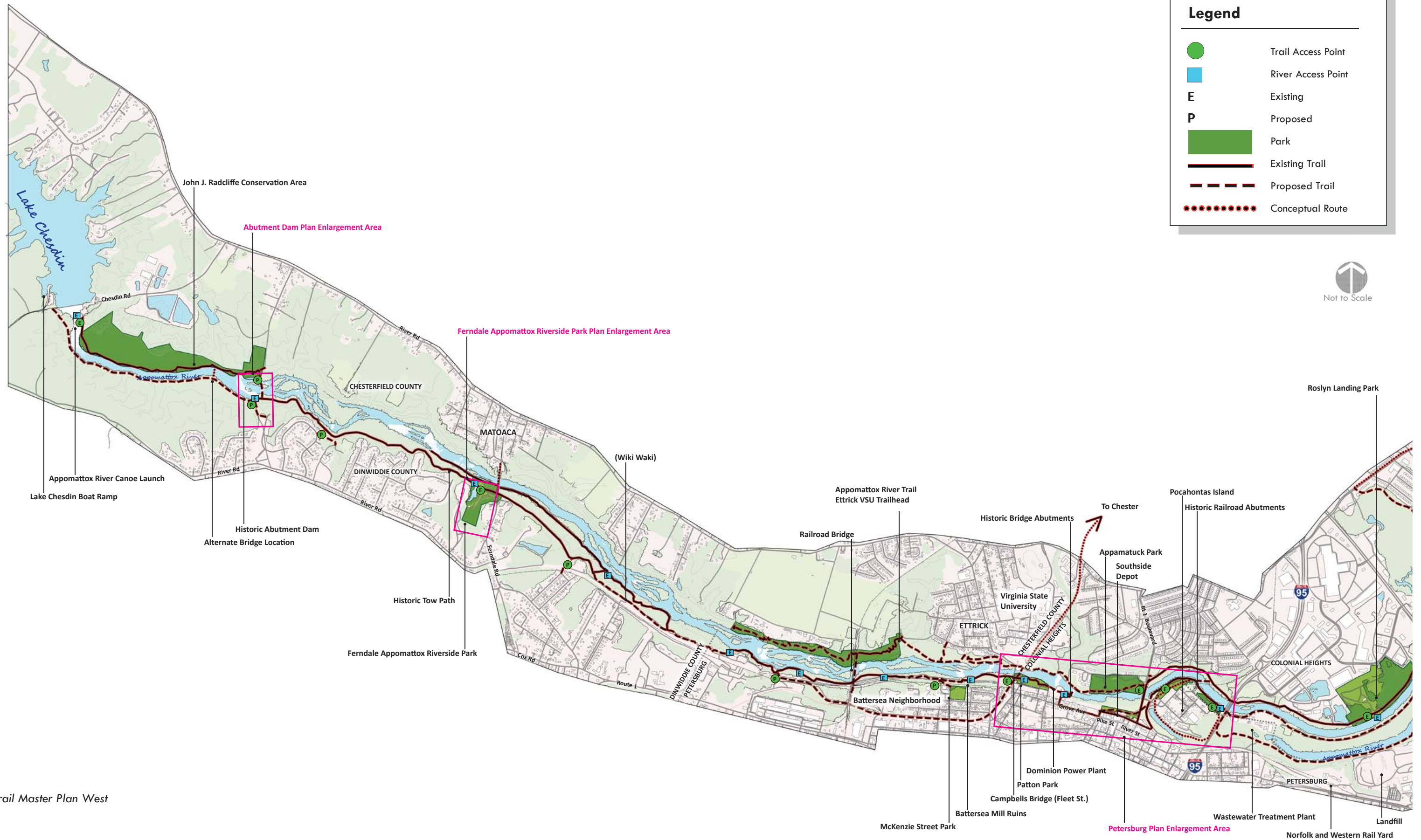


SECTION 3

Trail Master Plan



-photo by Tara Ciavarella



Trail Master Plan West

Legend

●

Trail Access Point

■

River Access Point

E

Existing

P

Proposed

■

Park

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Existing Trail

- - -

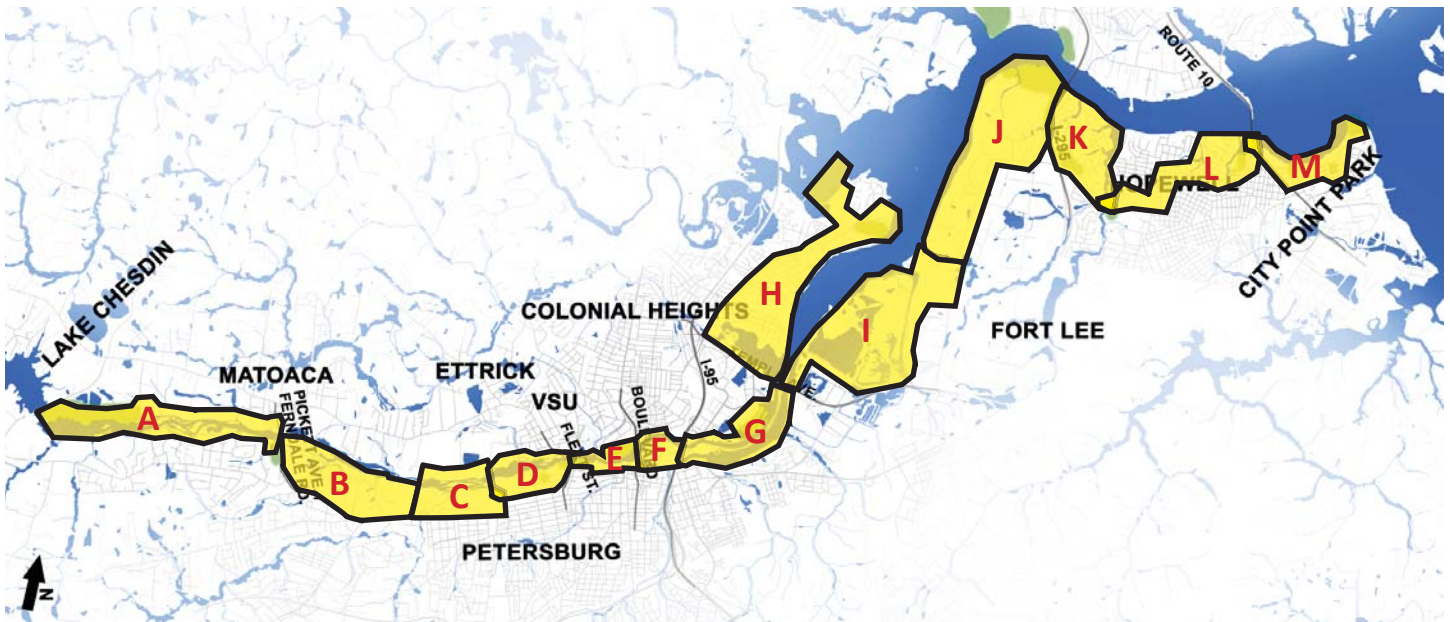
Proposed Trail

●●●●●●●●

Conceptual Route



Trail Master Plan East



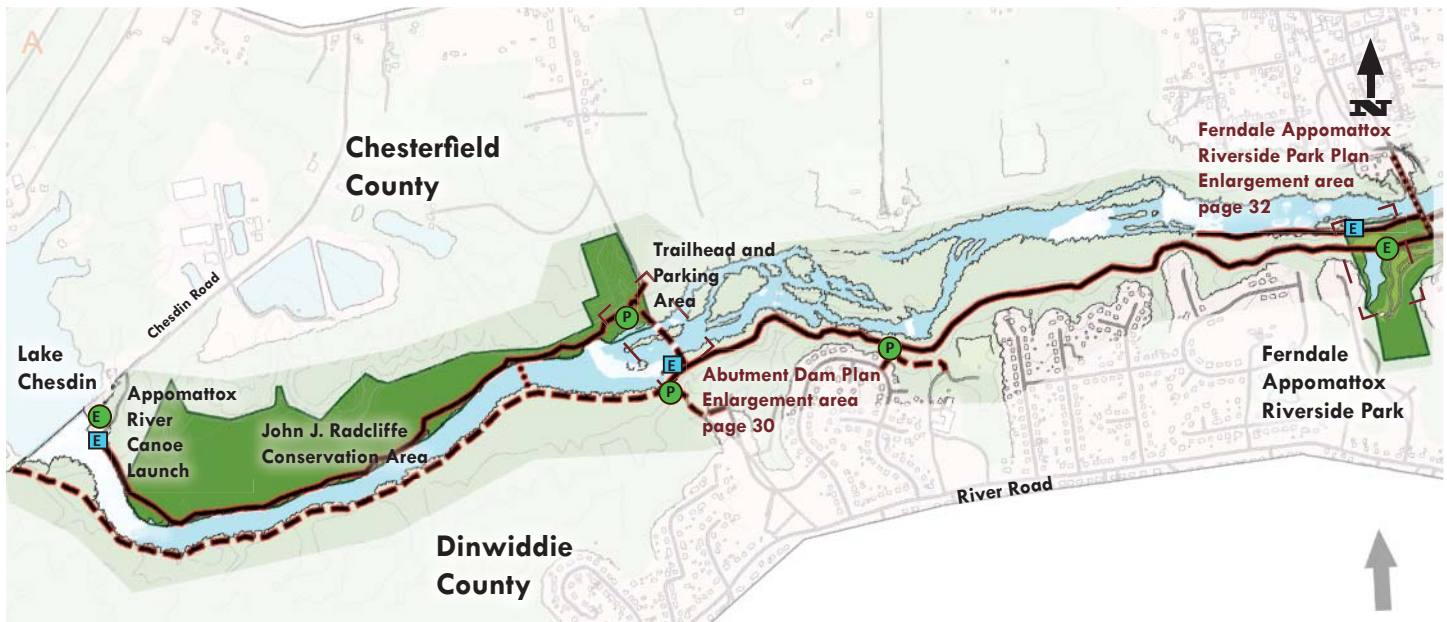
For this chapter, the 20+-mile trail and river corridor is divided into 13 sections (see map above). The trail design recommendations for each section will be in **bold**. The sections are:

Further information on locations and signage for pedestrians, vehicles, and parking are identified in Master Plan Part II.

- A- Lake Chesdin to Ferndale Appomattox Riverside Park
- B- Ferndale Appomattox Riverside Park to Rawlings Lane
- C- Rawlings Lane to Battersea Lane
- D- Battersea Lane to University Blvd.
- E- University Blvd. to Boulevard
- F- Boulevard to I-95
- G- I-95 to Temple Ave.
- H- Temple Ave. to Irwin Road (North)
- I- Temple Ave. to Irwin Road (South)
- J- Irwin Road to I-295
- K- I-295 to Cabin Creek Road
- L- Cabin Creek Road to Route 10
- M- Route 10 to City Point Park



Trail near Riverside Park in Hopewell



Section A

Lake Chesdin to Ferndale Appomattox Riverside Park

This section includes a completed trail on the north side (Chesterfield County) through the John J. Radcliffe Conservation area, originating at the Appomattox River Canoe Launch and extending over a mile downstream, thus making the canoe launch the westward starting point of the proposed greenway system. **Wayfinding signage directing users to the canoe launch needs to be improved along River Road and Chesdin Road. Parking should be expanded as the park usage increases and park amenities should be added, such as a comfort station, safety signage, and picnic facilities. Consider redesigning the boat launch to minimize steepness and allow easier boat access.**

A trailhead and parking area should be added to the eastern end of the John J. Radcliffe Conservation Area. This would also include an emergency access route. The new access road and parking would be located on the north side of the Appomattox River, near the remnants of the abutment dam, which diverts river water into the canal on the south side of the river. The existing Lower Appomattox Trail is located in between the river and the canal in Dinwiddie County and follows the original tow path. It connects the abutment dam to Ferndale Appomattox Riverside Park.



Proposed restrooms

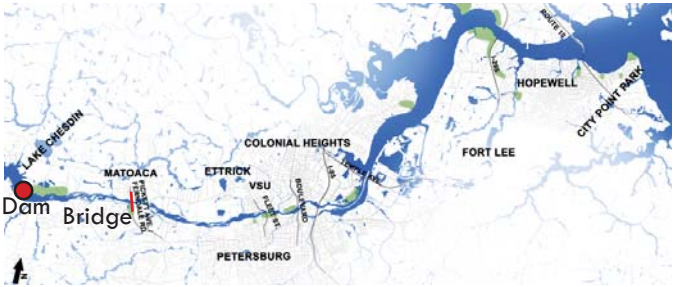


Proposed canoe/kayak launch



Dam at Lake Chesdin

In order to complete this trail segment, the trails on the north and south sides of the river need to be connected. **The recommendation is to connect the river islands with a foot bridge on piers (downstream of the historic abutment dam).** This would allow for viewing the historic dam. A second option would be to construct a suspension bridge where the river and flood plain are narrow, a few hundred feet upstream of the abutment dam. This option would not facilitate viewing the historic abutment dam and would require an extension of the shared-use path on the south side of the river.



The Lower Appomattox Trail between the abutment dam and Ferndale Appomattox Riverside Park is a beautiful trail (the historic tow path) along a charming section of historic canal. **Although there are currently no public access points to the trail that cross the canal, there is a metal structure that could be converted into a neighborhood access bridge (see photo at right) from East Autumn Drive or perhaps even a public access point in partnership with Grace Baptist Church. There could also be a neighborhood access point off Westbriar Lane which would connect to the western end of the trail.**



Existing bridge frame



Rendering of potential re-use



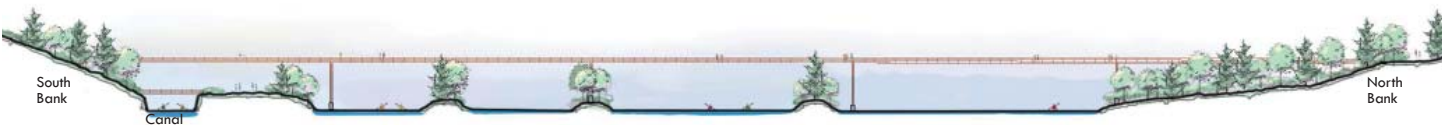
Dam at Lake Chesdin- photo by Ken Newman

Adequate and uniform signage in this area will be paramount in helping users understand the different trails, directions, access paths, and available amenities.

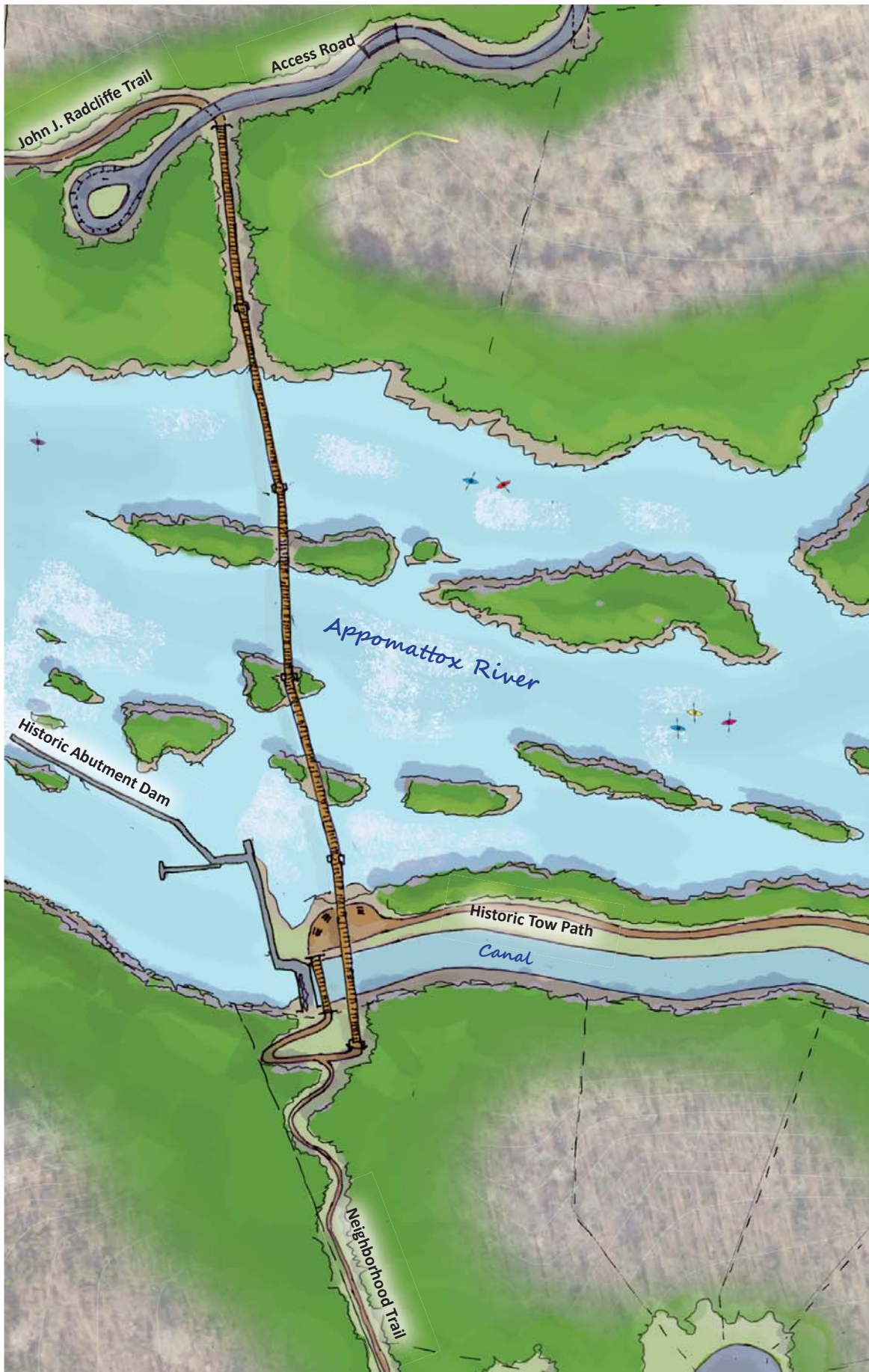
Recommended Improvements Summary:

- Add rustic trail on south side of river below dam
- Convert John J. Radcliffe trail to a shared-use path
- Add a pedestrian bridge across river
- Convert canal path to a shared-use path
- Add (improve) neighborhood access trails
- Improve rustic trail along river banks.

See cost details on Estimate Summary page 65.



Proposed river crossing section



Plan enlargement of abutment dam crossing

N.T.S.





Aerial Map of Ferndale Appomattox Riverside Park

Ferndale Appomattox Riverside Park

This park is a valuable amenity for the cities and counties in this area as well as for the trail system and river. Its location affords it frequent visits from residents of Dinwiddie and Chesterfield Counties, Petersburg and Colonial Heights, and walkers and boaters from further afield. The current on-road portion of the East Coast Greenway passes this park on Ferndale Avenue. This park is the location of festivals (Appomattox RiverFest), float trip parking, and localized recreation. **It is a destination park and should be upgraded in order to support this designation.**

The historic trolley building could be reinvented as a visitor center with comfort stations, boat and bike rentals, and occasional concessions. The canoe and kayak launch should be clearly marked and accessible for all users. The park, in partnership with local historical societies, Friends of the Lower Appomattox River (FOLAR), and Dinwiddie County, could offer interpretive canal and trail tours.



Existing building



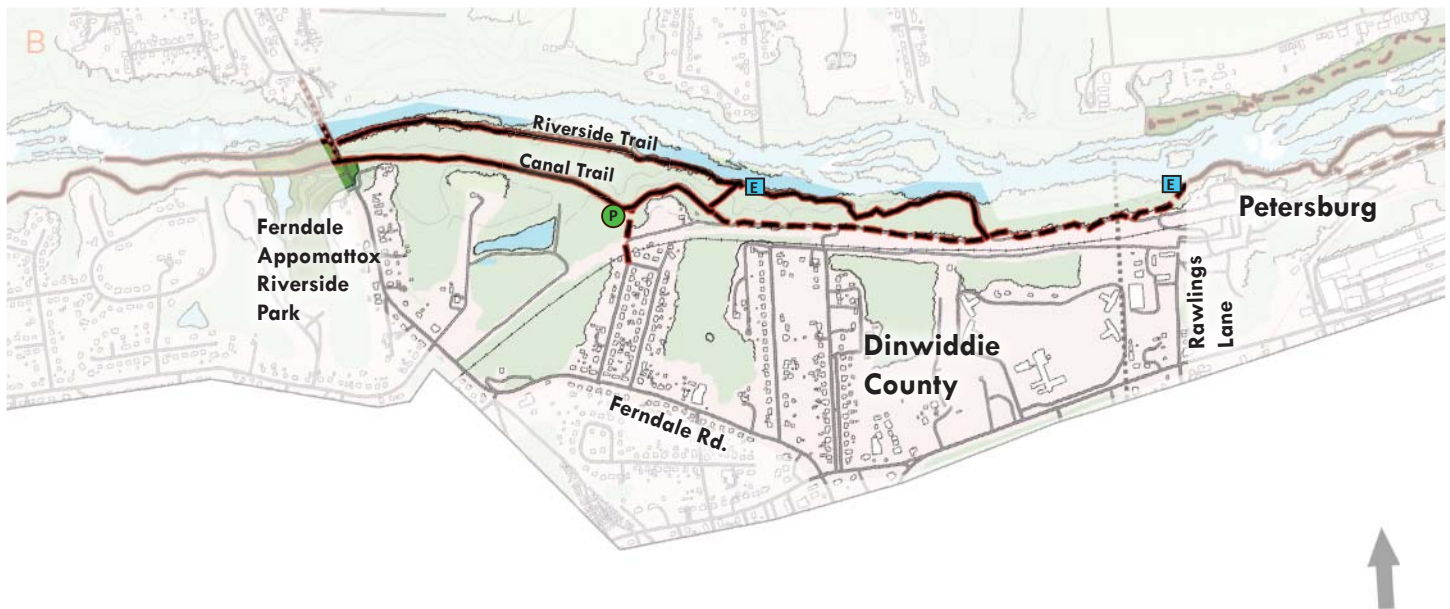
Rendering showing use as equipment rental location



Proposed swimming opportunity



Ferndale Appomattox Riverside Park



Section B

Ferndale Appomattox Riverside Park to Rawlings Lane

This section is largely comprised of an upper trail (Canal trail) and a lower trail (Riverside trail). The upper trail is the continuation of the existing Lower Appomattox Trail along the historic canal (Dinwiddie County). The lower trail is a meandering rustic nature trail that provides access to the river banks. About halfway through this section, the canal has broken and the trail along the canal is rerouted down the slope to join the nature trails. **It is recommended that the upper trail, the wide and flat, accessible trail, continue at the upper elevation, just north of the railroad tracks and utility corridor. The steeper and more narrow nature trails should be retained as dirt or stone dust paths with simple wooden bridges and seasonal vegetation management.**

There is evidence of people crossing the railroad track and the reinforced canal (see photo at right) at Ferndale Circle. **Consider making this an official neighborhood access point or even a public access point in partnership with the property owners.**

In addition to the existing 5' wide pedestrian path on the east side of the Ferndale Ave bridge, pedestrian amenities should be added to connect to the East Coast Greenway route along Ferndale Avenue.

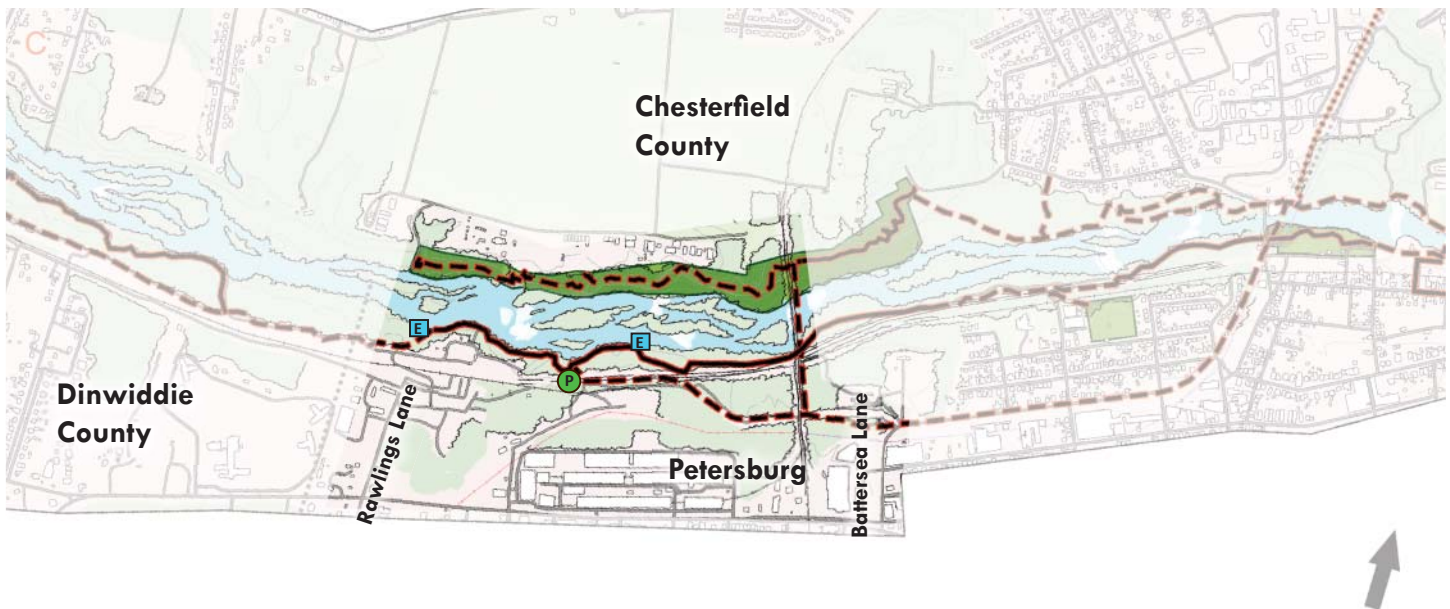


Existing footbridge across canal

Recommended Improvements Summary:

- Improve rustic trail along river bank
- Convert canal path to a shared-use path
- Extend canal path beyond canal break
- Improve neighborhood access trail

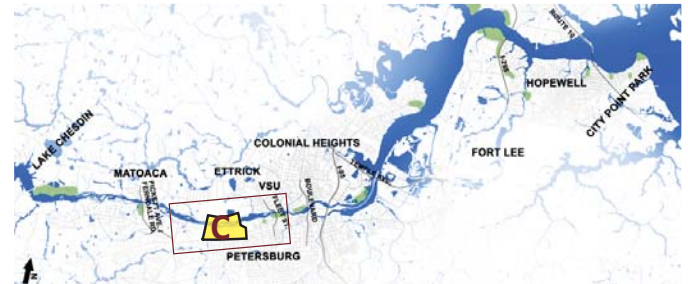
See cost details on Estimate Summary page 65.



Section C

Rawlings Lane to Battersea Lane

On the north side of the lower Appomattox River, across from the laydown yard and Battersea, VSU and Chesterfield County are exploring the construction of a section of the Appomattox River Trail that has **significant interpretive opportunities** (The Ettrick Mill dam, Ettrick Mill Race [now dry], and Ettrick Mill).



On the south side, at Rawlings Lane in Petersburg, the trail follows the banks of the river and crosses two creeks. **This is the location of the historic Locks Aqueduct, which could be toured and interpreted in partnership with Dominion Virginia Power** (see photo at right).



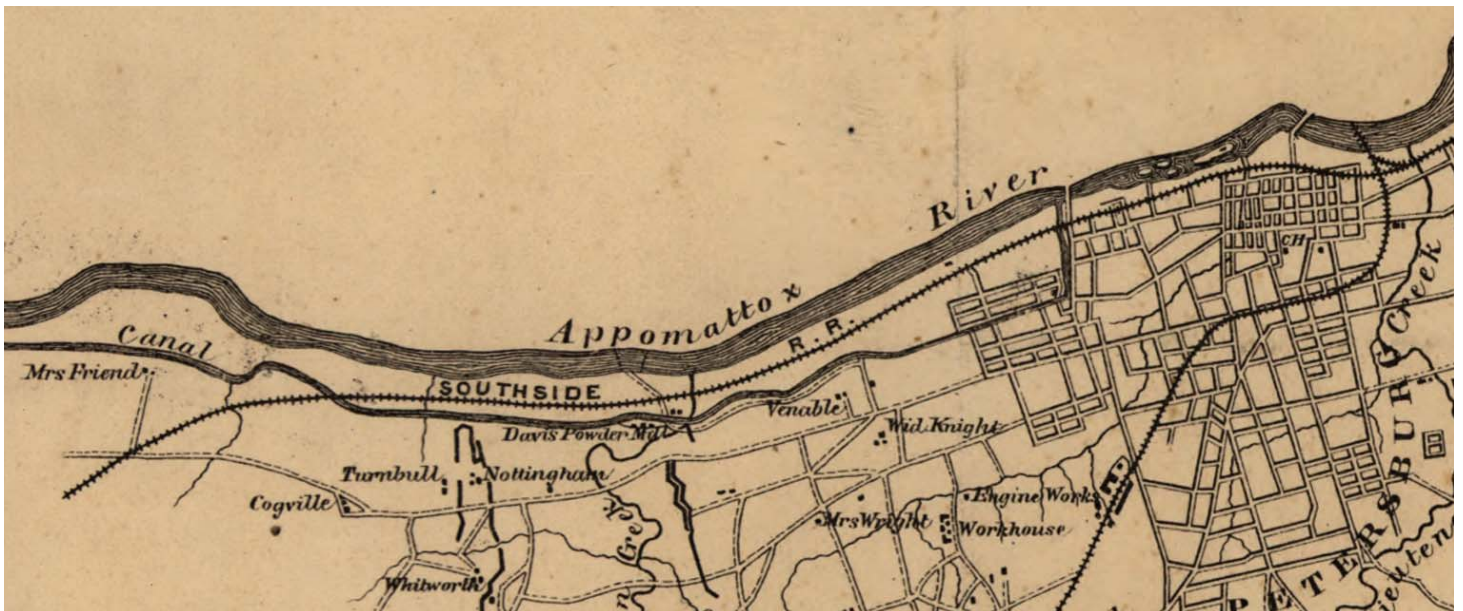
Remnants of historic canal structures

Beyond the laydown yard, the trail continues to Petersburg between the railroad tracks and the river. **There are some valuable interpretive opportunities along this stretch of trail, including the old Pocahontas Mill Race (now dry), remnants of Battersea dam, Banister's Mill, and the old South Canal.**



Remnants of Battersea Mill

A rail line crosses the Appomattox River just west of Battersea Lane. There are plans for a high-speed commuter rail line to be located here and in conjunction, **a pedestrian access path may be included.**



Historic map of canal through Petersburg

Historically, the canal continued past the Locks Aqueduct (at the current laydown yard), under the railroad tracks, and into downtown Petersburg, along what is now Upper Appomattox Street. **There should be a spur trail that follows this historic canal alignment (still quite evident and undeveloped, see historic map above). In addition to the trail along the river, this is a great location for a side trail that connects to the west side of downtown Petersburg and provides access to the historic Battersea Plantation and neighborhood.**

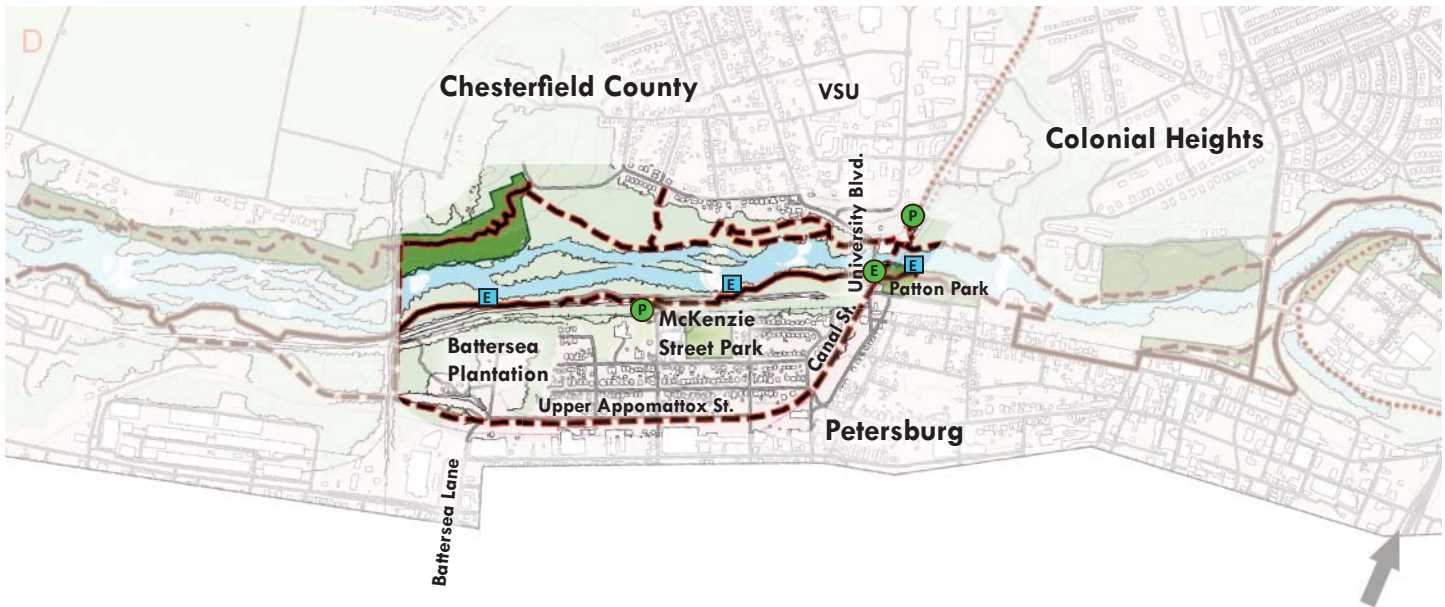
Recommended Improvements Summary:

- Extend VSU trail to the west
- Convert canal trail to a shared-use path
- Add a spur trail through Battersea Neighborhood
- Add pedestrian bridge across river at future high-speed rail line.

See cost details on Estimate Summary page 65.



Clear, flat utility corridor adjacent to Upper Appomattox Street in Petersburg



Section D

Battersea Lane to University Blvd.

The spur trail that runs parallel to Upper Appomattox Street in Petersburg would provide access to Battersea Plantation, the historic canal basin, and Canal Street (The “Street of Mills”). Because the historic canal path was later used as a railroad bed, the new trail could utilize existing railroad abutments along this route (see photos below).

The entrance to the Lower Appomattox River Trail is on the west side of University Blvd., across the street from Patton Park. (See photo at right). **The trailhead here should be expanded to include benches, a trail map, trail signage, and a safe option for crossing University Blvd. to access Patton Park.**

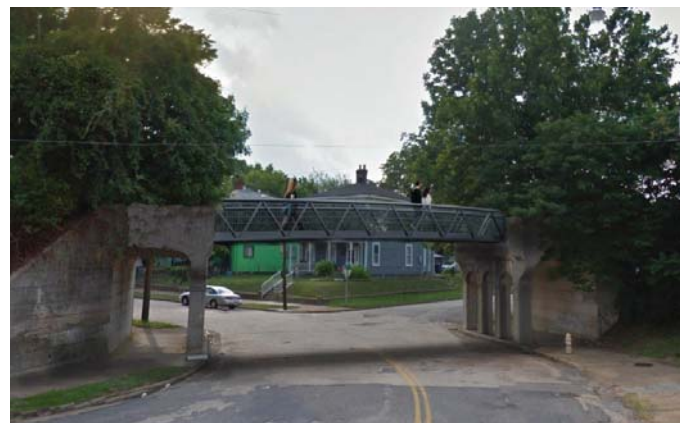
On the north side of the river, the Appomattox River Trail will connect to the south west side of VSU.



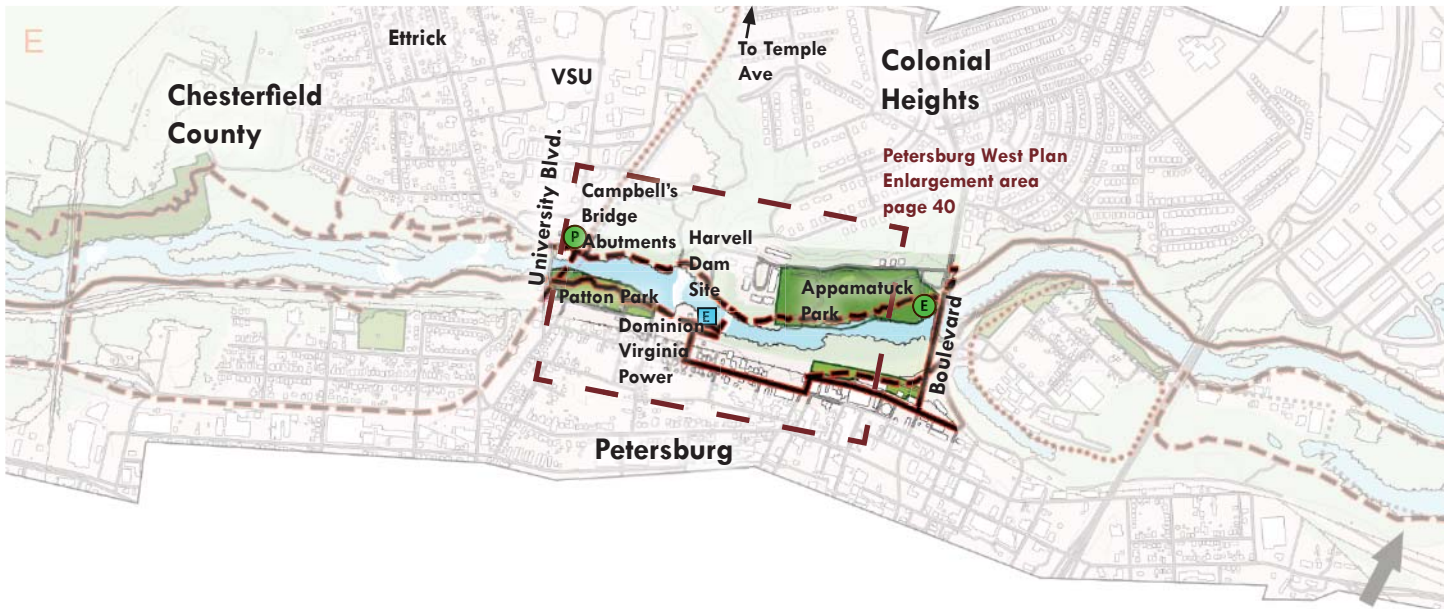
Entrance to existing trail at University Blvd.



Remnants of old bridge



Rendering showing potential pedestrian bridge



Section E

University Blvd. to Boulevard

This section of river, with trails on both the north bank in Colonial Heights and the south bank in Petersburg, functions as the central node of the greenway system. This area is also rife with history, recreational opportunities, and connectivity possibilities. **In Colonial Heights, a new trail will connect VSU to Appamatuck Park. On the east side of the park, the existing trail extends to Roslyn Landing Park and will eventually connect to Temple Avenue.**

On the south side, Patton Park should be redeveloped as the destination-quality park of the Petersburg riverfront. Vehicular circulation and parking should be allowed only in designated areas, fishing access improved with natural stone steps or fishing dock (see photos at right), and pedestrian trails to access interpretive areas and picnic amenities.

There are current plans to make improvements to Patton Park and to utilize the historic arch abutments for a trail bridge across the river to VSU.

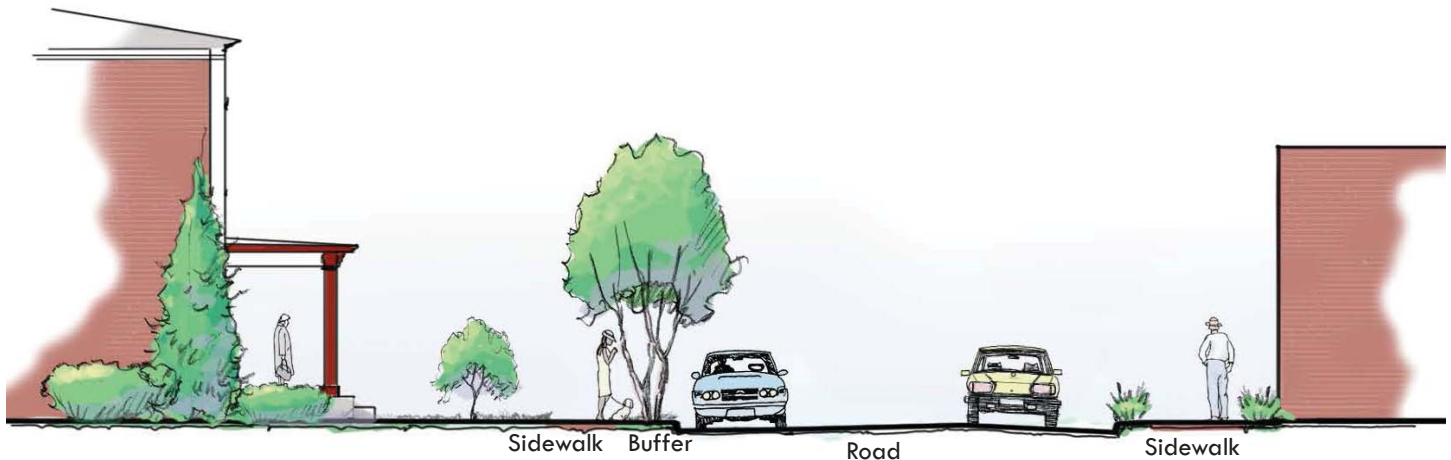
The pedestrian trails in Patton Park will include a trail that takes people past the old Harvell Dam site and to a small park at the boat ramp and historic abutments just east of the Dominion Virginia Power substation (see photos next page).



Proposed river access



Proposed river access/canoe launch/fishing dock



Grove Avenue section at Old Towne Petersburg

These abutments could be used for a pedestrian trail across the river, creating a convenient loop trail which would include the bridge abutments and both sides of the river.

East of these bridge abutments, the trail would cross the railroad tracks into historic downtown Petersburg and continue east along Grove Avenue to the historic Peter Jones Trading Post (see section above) and future National Park Service Visitor Center, which will be located in the historic Southside Depot. At this point, the trail will move over to Pike Street/River Street, a picturesque cobblestone street with ample opportunities for additional commercial ventures such as cafes, galleries, and gift shops. All sidewalk improvements in the historic district will need to be done in accordance with historic guidelines. The trail along River Street continues east under Boulevard, past the Union Train Station, and across the tracks at the 3rd street crossing.

Where the trail is concurrent with the road corridor it will be imperative to have signage regarding the relationship. Vehicular “Share the Road” signs as well as pedestrian “Yield to Vehicles” signs will be extremely helpful and important.



Existing conditions along edge of river

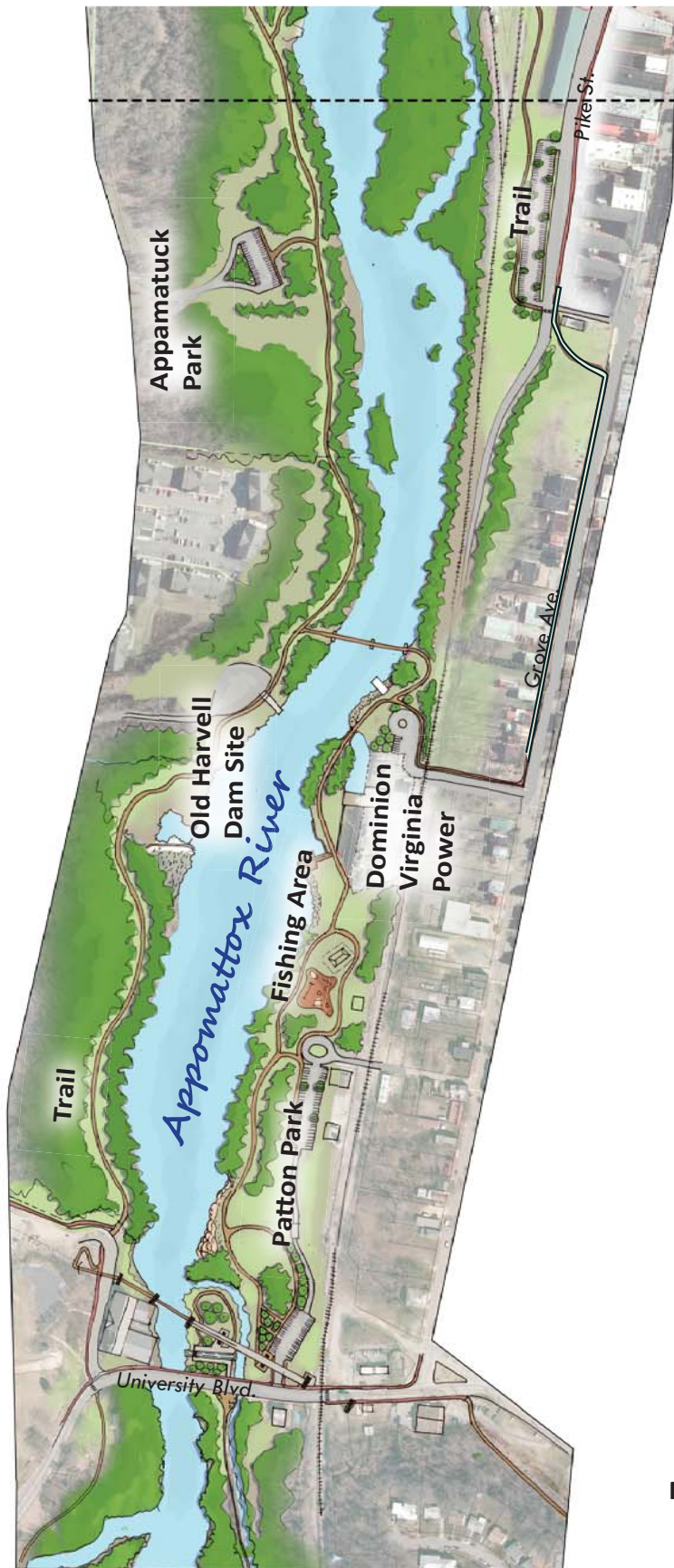


Rendering showing potential improvements along river

Recommended Improvements Summary:

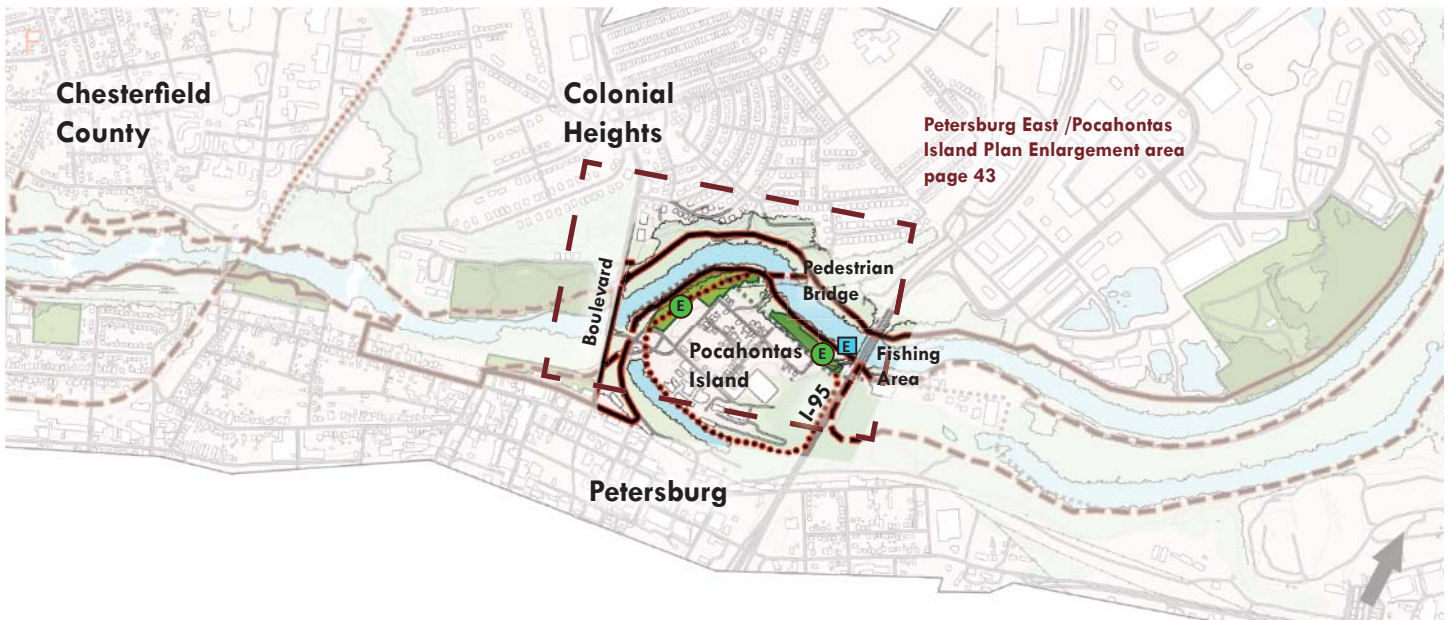
- Pedestrian connection using old arch abutments
- Improvements to Patton Park
- Extend Patton Park to the east
- Sidewalk improvements along Grove Ave.
- Pedestrian connection using historic brick abutments
- Shared-use path along Pike/River Streets
- Stone dust path past Southside Depot
- Trail connection from VSU to Appamatuck Park

See cost details on Estimate Summary page 65.



N.T.S.





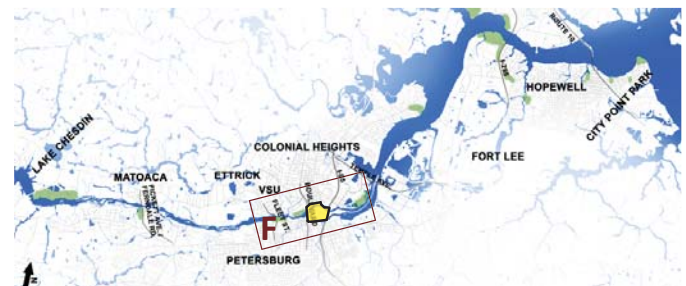
Section F

Boulevard to I-95

This section of river has trails on both the north bank in Colonial Heights and on Pocahontas Island in Petersburg, which are established, ADA accessible, and moderately well-used.

The halfway point along the existing north bank trail segment is a trail overlook (see photo at right) that is directly in line with a set of historic bridge abutments. **This would be an ideal location for a pedestrian bridge that links the north and south banks of the river (see photos below).**

Other recommended improvements on the south bank include expanding the sidewalk network, connecting to the sidewalks on the Boulevard bridge, adding an “upper” trail along the old railroad bed, paving the existing trail for use by



Existing trail overlook on north side of river



Existing bridge abutments



Rendering showing potential pedestrian bridge



Existing parking and trail access at Pocahontas Island

a variety of users (see photos below), clearly defining a parking area and trailhead with signage, adding comfort stations and benches, and redesigning the fishing area on the east end of the trail (below I-95) (see photo at right).

Improvements could also include expanding the existing field sports area and converting the old railway line to a trail encircling the community.

Recommended Improvements Summary:

- Sidewalk improvements
- Convert historic rail bed to trail
- Convert existing trail to shared-use path and improve trailhead and parking
- Add a pedestrian bridge across the river
- Improve fishing area and extend trail to Magazine Road.

See cost details on Estimate Summary page 65.



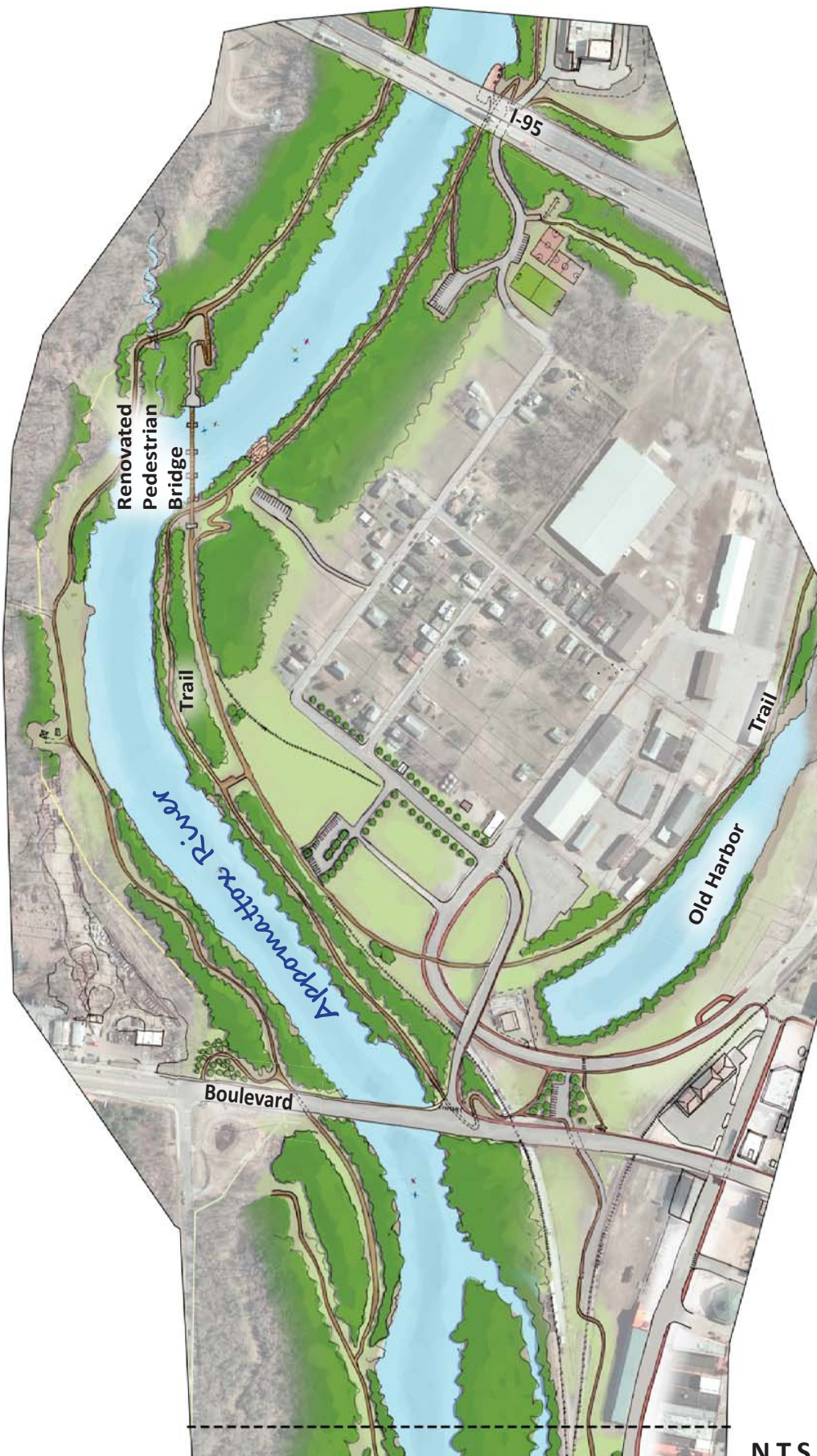
Existing trail at Pocahontas Island



Potential fishing access



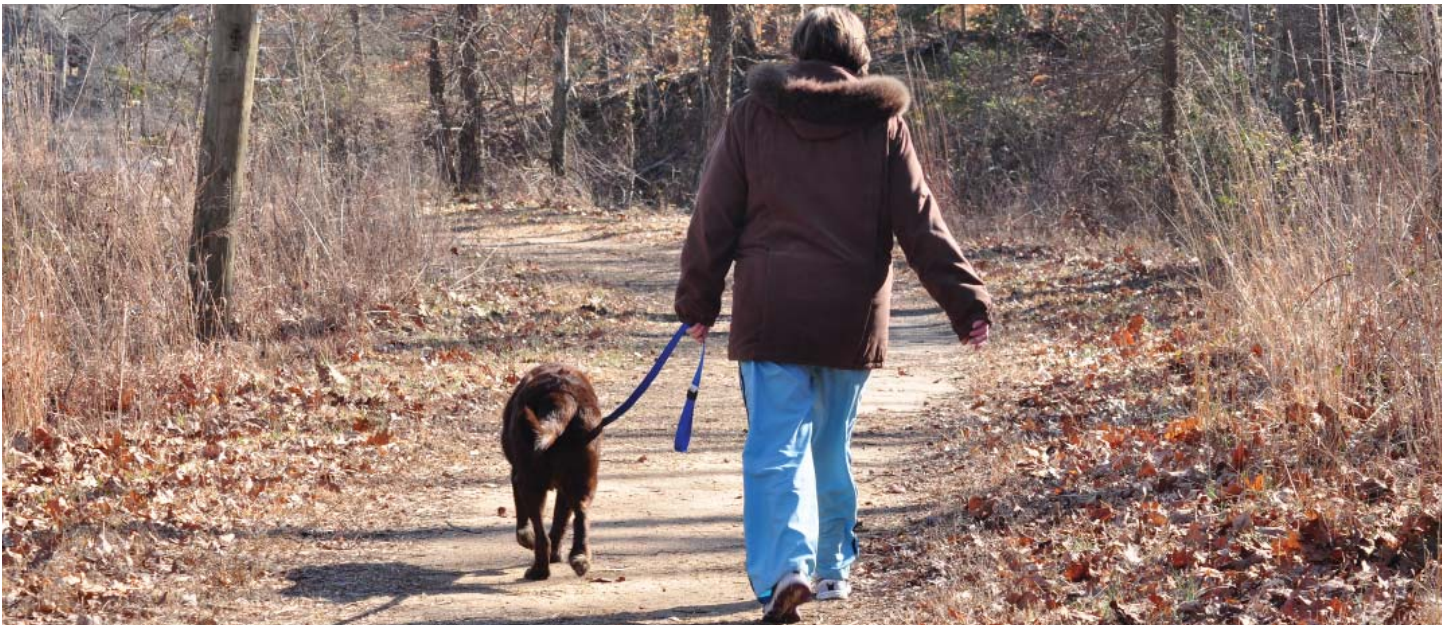
Rendering showing potential trail improvements



Petersburg East/
Pocahontas Island Plan Enlargement Area

N.T.S.





Appomattox River Trail - photo by Ken Newman

Pedestrian access in Petersburg

Through a grant from the Crater Health District under the Virginia Department of Health, FOLAR was able to dedicate additional study time to the pedestrian amenities and walkable trail connections in both Petersburg and Hopewell.

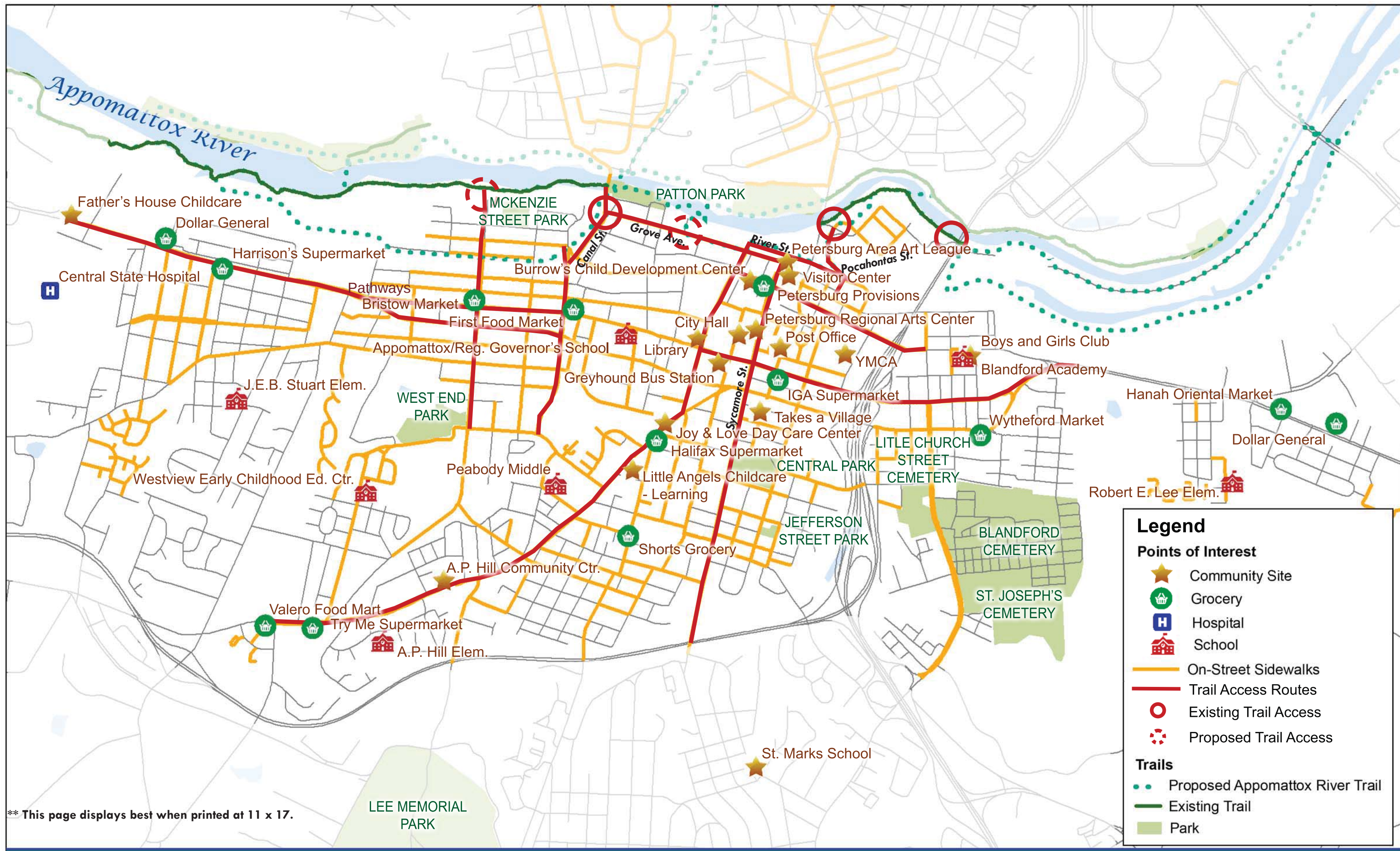
In Petersburg the existing sidewalk network is fairly comprehensive in the downtown area. There are some sections of sidewalk that require maintenance or repair, but the general framework is present. However, there are several neighborhoods, communities, and even school zones that do not have pedestrian facilities.

Based on three community meetings in late 2016, the areas most in need of pedestrian connectivity are the Blanford neighborhood (via Bank Street under the I-295 bridge), Washington Street, and Robert E. Lee Elementary School.

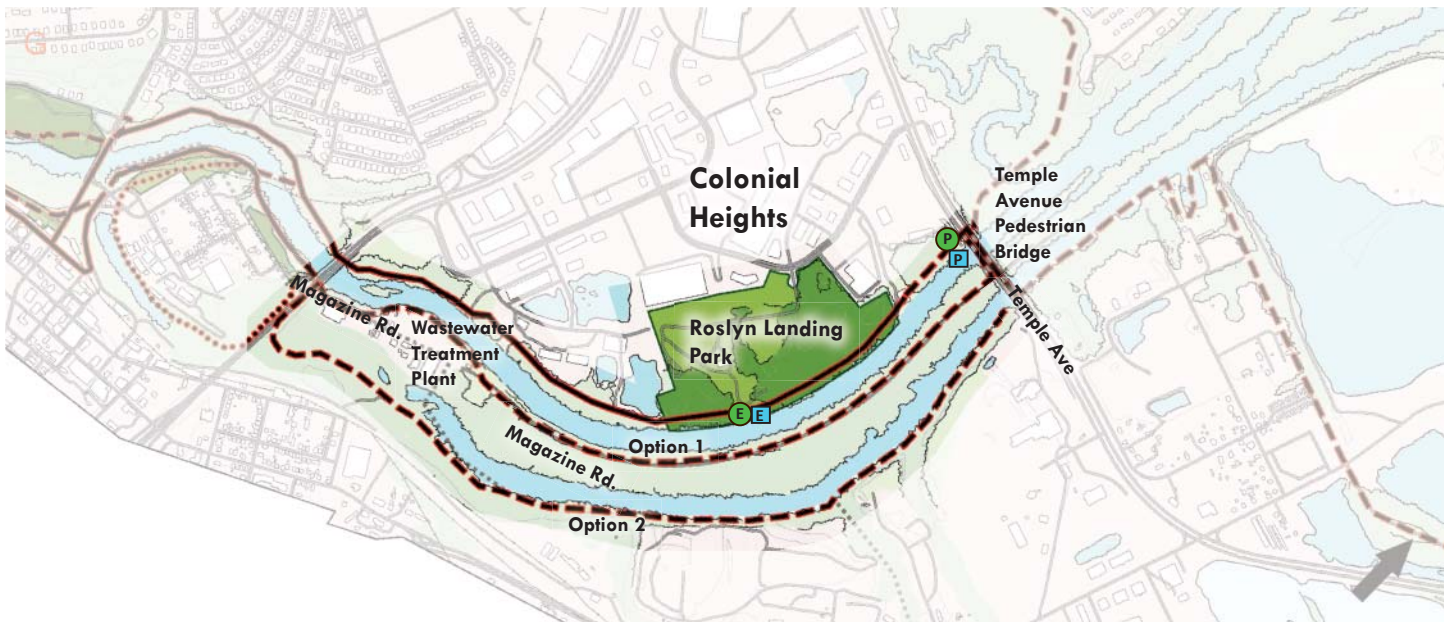
The existing access points to the trail (adjacent to Patton Park and on Pocahontas Island) can be reached by pedestrians using the sidewalks along Grove Avenue, Canal Street, Sycamore Street, Pocahontas Street, and River Street. These routes should be improved where needed, maintained for optimal pedestrian use, and signed to indicate trail access point locations.

Future access points associated with the master plan include neighborhood access at the end of West Street and public access from McKenzie Street Park, both in the Battersea neighborhood. Pedestrian routes to these two places would be through the Battersea neighborhood on West Street, Dupont Street, and Upper Appomattox street. These route should have adequate pedestrian amenities and be well-signed as identified in Master Plan Part II and the Appomattox River Trail Neighborhood Access Plan Project Plan.

See the following page for pedestrian access map of the area. Red solid line identify existing and proposed sidewalks pedestrians can use to access the trail.



** This page displays best when printed at 11 x 17.



Section G

I-95 to Temple Ave.

While there is an existing trail on the north bank, two options exist for a trail on the south bank. Once the fishing area under I-95 is redesigned and includes a pedestrian route up to Magazine Road, the trail can continue along one or both of the routes.

From the Wastewater Treatment Plant, the proposed trail routes would diverge (see map above). **Option 1 would be located on the river-side of the Wastewater Treatment Plant (see photos at right) and would then continue along Magazine Road to Temple Avenue. This trail could connect to the Colonial Heights trail by a pedestrian bridge that is attached to the Temple Avenue abutments (see sketch below). Option 2 would follow the south bank of the river, through a few industrial properties.**

Recommended Improvements Summary:

- Trail along Magazine Road
- Trail along south bank of river
- Pedestrian bridge under Temple Ave.

See cost details on Estimate Summary page 65.



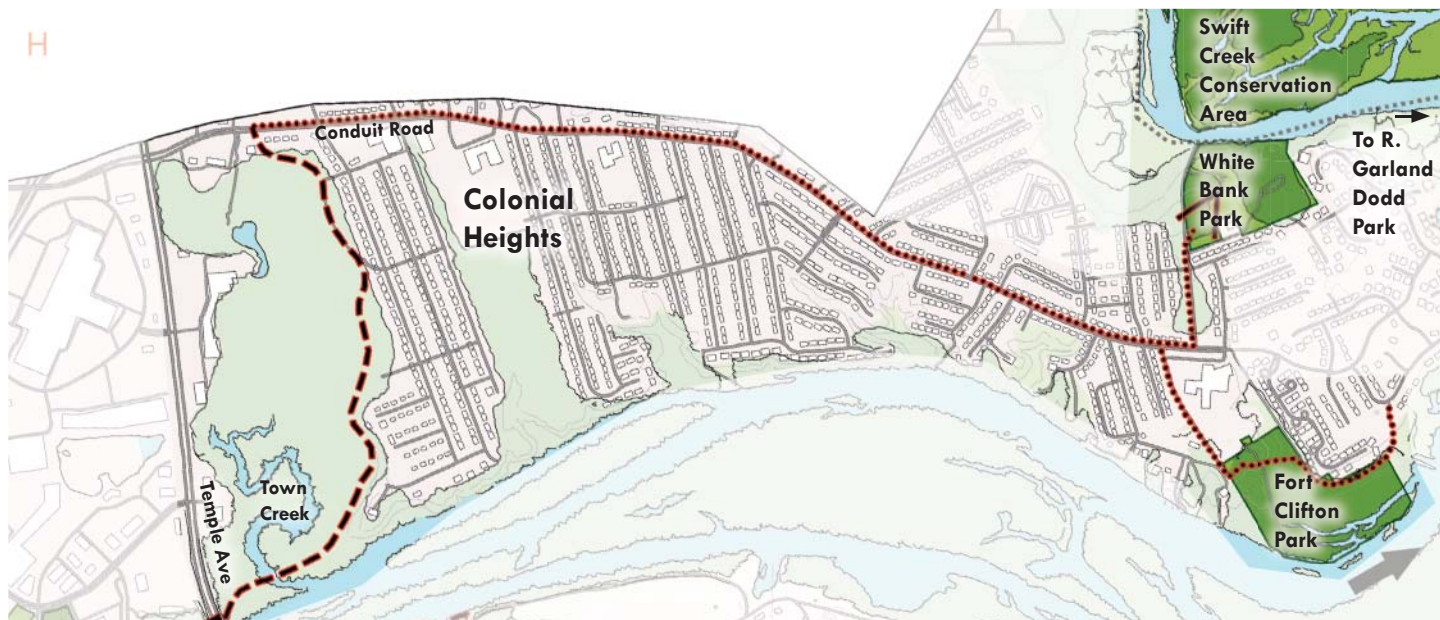
Fence at Wastewater Treatment plant (from inside facility)



Photo simulation of relocated fence and trail outside facility



Hanging bridge under Temple Avenue



Section H

(North) Temple Avenue to Fort Clifton Park

There are some exciting opportunities for trails and parks in this section. **After passing through Roslyn Landing Park, the trail should extend under Temple avenue, cross Town Creek, and follow the upland edge of the drainage on the north side of the creek until it reaches Conduit Road, which has sidewalks along it most of the way to Fort Clifton, The Old Brick House (see photo at right), and White Bank Park (see photo below). From White Bank Park, a pedestrian trail could connect to Swift Creek Conservation Area and link into the proposed trail route between Swift Creek Conservation Area and R. Garland Dodd Park at Point of Rocks (see Chesterfield County Parks and Recreation Department plan).**

Recommended Improvements Summary:

- Rustic trail through Town Creek Drainage
- Sidewalk improvements along Conduit Ave.
- Trail to White Bank Park
- Trail to Fort Clifton Park

See cost details on Estimate Summary page 65.



Old Brick House



Existing river access at White Bank Park



Section I

(South) Temple Avenue to Irwin Road

On the south (Prince George County) side of the River, the proposed trail route hugs the river bank between Temple Avenue and the Appomattox Boat Harbor, a valuable amenity for recreation, entertainment, and river access (see photo at right). Beyond the Boat Harbor is the Vulcan Quarry, 900 acres of rock mining activities (see photo at right). **The proposed trail, in partnership with the Vulcan company, would skirt the periphery of the Vulcan property, taking advantage of the magnificent views, vegetated buffer, and adjacent roadway.**

Depending on the end-use plan for the quarry and the expected duration of mining, this property could transition into a regional destination park with walkable communities and commercial nodes amidst the picturesque lakes and park-like features.

From the proposed trail, there is an opportunity to connect to the Petersburg National Battlefield.

Recommended Improvements Summary:

- Trail between Temple Avenue and Marina
- Trail around periphery of Vulcan property

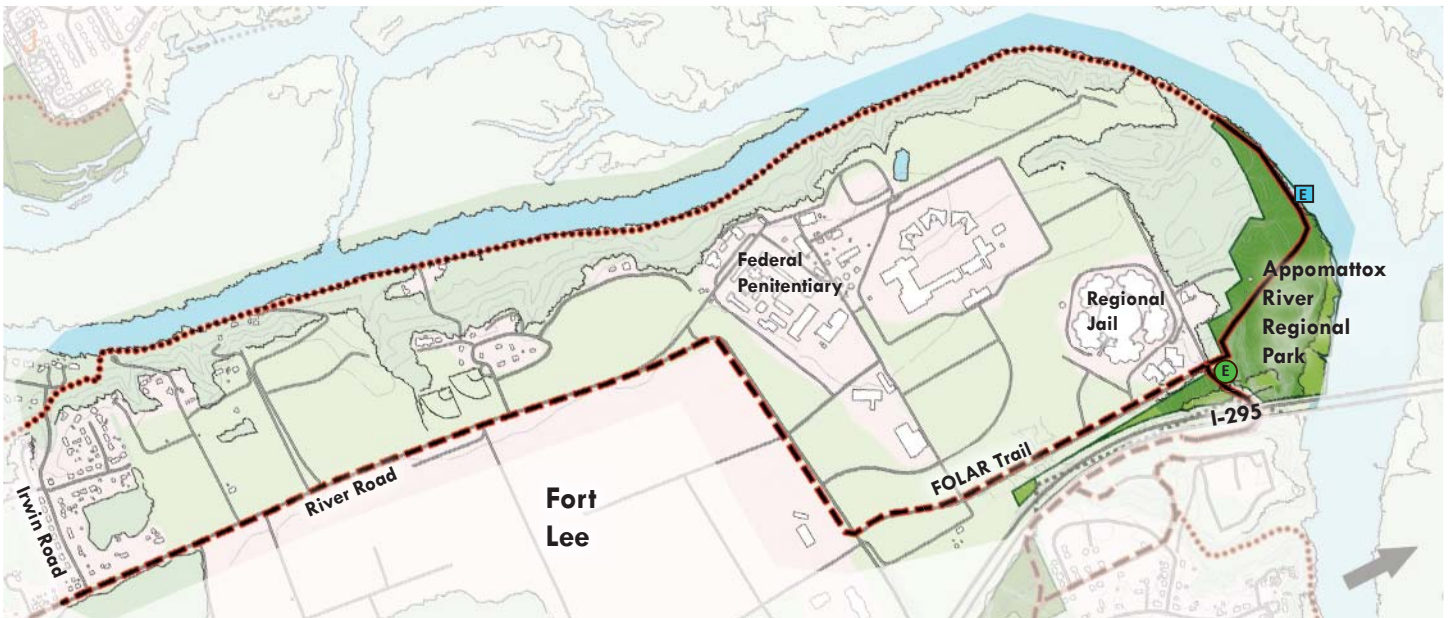
See cost details on Estimate Summary page 65.



Appomattox Boat Harbor



Vulcan Quarry



Section J

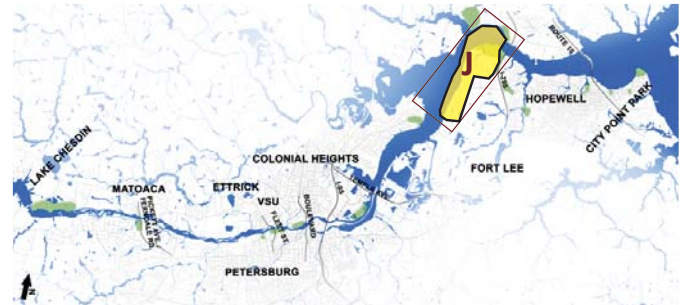
Irwin Road to I-295

Irwin Road leads to a residential community along the banks of the lower Appomattox River. **The proposed trail route in this location would most likely be pulled away from the river bank to one of two locations. The trail could either weave through the neighborhood on each side of Irwin Road and continue on along the banks of the River, or it could be located directly adjacent to River Road (see photos below). Either way, the trail will connect to Appomattox River Regional Park where it will then follow an existing and improved pedestrian trail under I-295.**

Recommended Improvements Summary:

- Trail along River Road
- Trail along river bank
- Improve pedestrian trail under I-295

See cost details on Estimate Summary page 65.



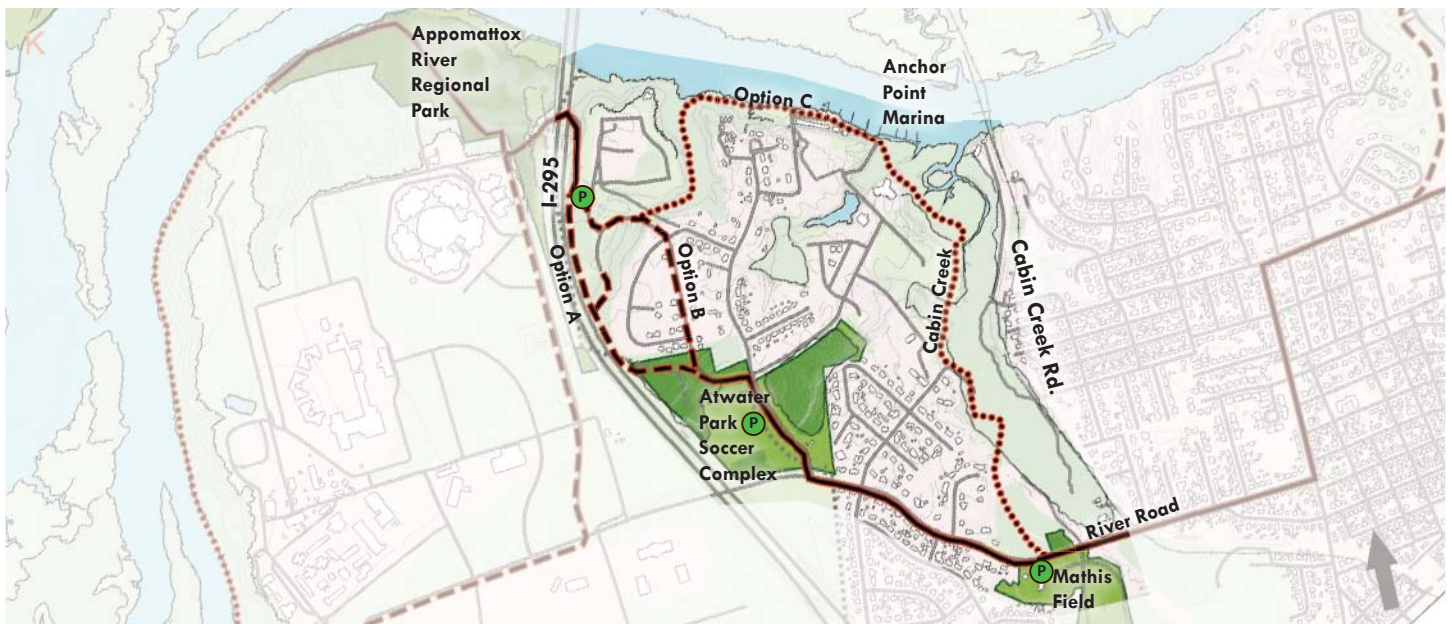
Map of Appomattox River Regional Park trails



Existing conditions



Rendering showing potential shared-use path along road



Section K

I-295 to Cabin Creek Road

Once the trail passes under I-295 from the Appomattox River Regional Park, there are essentially three options:

A) Continue the existing trail (park access road) along the east side of I-295 (see photos at right) to reach Atwater Park and Soccer Complex. Continue to the sidewalk system along River Road.

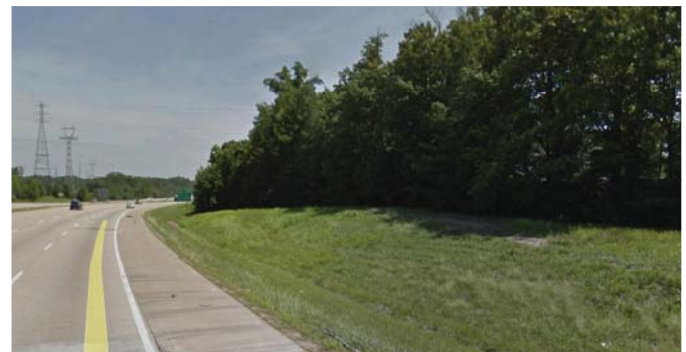
B) Use the Cameron's Landing sidewalk network to connect to Atwater Park and Soccer Complex and then to the sidewalk system along River Road

C) Follow the banks of the river using a combination of boardwalks and flood-plain approved trails. Pass through the Anchor Point Marina, and then follow the banks of Cabin Creek south towards River Road.

Recommended Improvements Summary:

- Trail along I-295 to Atwater Park (Option A)
- Sidewalk improvements in Cameron's Landing (Option B)
- Rustic trail along river and through creek bed (Option C)
- Sidewalk improvements along River Road

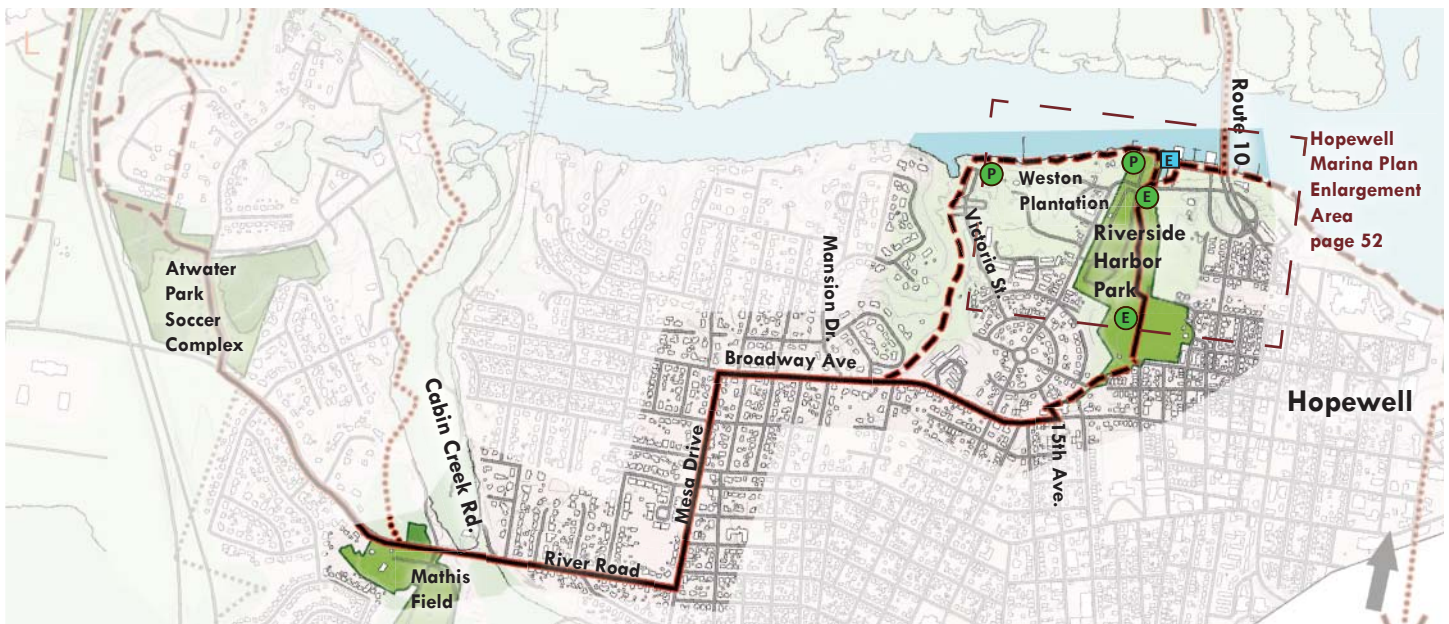
See cost details on Estimate Summary page 65.



Existing shoulder along I-295



Rendering showing potential shared-use path along road



Section L

Cabin Creek Road to Route 10

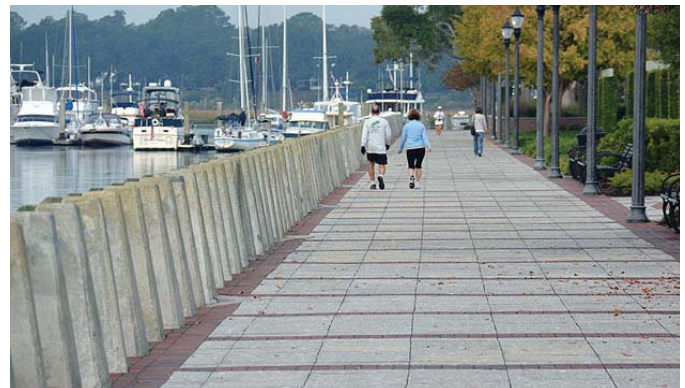
Much of this section of trail will run on sidewalks concurrently with the road network, providing users with access to adjacent parks, commercial establishments, and neighborly interactions.

The trail route should stay along River Road to Mesa Drive and then continue towards downtown Hopewell on Broadway. There are two options to connect the trail to the Hopewell City Marina:

A) From Broadway, there is a tributary between Mansion Drive and Victoria Street that could be a scenic route to the banks of the lower Appomattox River, providing access to Weston Plantation and Riverside Harbor Park.

B) Otherwise, the trail route proceeds along Broadway to 15th Avenue where it continues on city property to Riverside Park and then to the Hopewell City Marina.

There are plans for a significant revitalization of the Route 10 gateway into Hopewell. This trail will be an important component of that project, building on the Gateway's momentum for redevelopment, as well as helping to revitalize the adjacent riverfront areas. Riverside Harbor Park could be improved to be a destination park. A trail will run along Riverside Ave. to the Riverwalk Trail to access this area.



Possible riverfront trail style

Recommended Improvements:

- Sidewalk improvements along River Road, Mesa Ave., and Broadway.
- Rustic trail through drainage (Option A)
- Trail between Broadway and Riverside Park (Option B)
- Trail along Riverside Ave. to the Riverwalk Trail
- Trail through Riverside Park (improvements)

See cost details on Estimate Summary page 65.



Hopewell Marina Plan Enlargement Area





Section M

Route 10 to City Point Park

From the Hopewell City Marina, the trail will connect to the proposed Hopewell Riverwalk Trail, which will connect to City Park (see plan above).

City Park, located in downtown historic Hopewell, would greatly benefit from a new entrance drive, enhanced property usage, and increased visibility from Appomattox Street. Hopewell has plans for significant improvements to the park property.

From City Park, a connection to the Virginia Capital Trail could be made via Route 10 to the Jordan Point bridge across the James River.

East of City Park, the trail would proceed along the improved pedestrian path adjacent to Appomattox Street and Cedar Lane, reaching the current National Park Service building, the “Hunter House”. This building is in an ideal location for a visitors’ center and could be redesigned and repurposed. A trailhead could be located on the City Point Park Property.



Existing Hunter House

Recommended Improvements Summary:

- Hopewell City Park improvements
- Sidewalk improvements along Appomattox Street and Cedar Lane
- Trailhead on City Point Park property

See cost details on Estimate Summary page 65.



City Park Plan Enlargement Area





Appomattox River Trail - photo by Ken Newman

Pedestrian access in Hopewell

As previously mentioned, through a grant from the Crater Health District under the Virginia Department of Health, FOLAR was able to dedicate additional study time to the pedestrian amenities and walkable trail connections in both Petersburg and Hopewell. In Hopewell, the existing sidewalk network is sporadic and not very well connected, except in the immediate downtown area around the post office and City Hall.

Based on three community meetings in late 2016, the areas most in need of pedestrian connectivity are the schools (Hopewell High School, Dupont Elementary, and West End Christian School), the neighborhood around Fort Abbott Park, and the neighborhoods along River Road and Broadway.

In Hopewell, the Appomattox River Trail will run concurrently with River Road, Mesa Drive and Broadway. In order to enhance pedestrian access to these routes, pedestrian amenities should be added to the neighborhoods that are adjacent to these roads. There is currently one section of off-road trail in the Hopewell area, which connects Riverside Park to Riverside Avenue. There are two access points to the trail, one on either end. The pedestrian routes

used to access those ends of the trail include 21st Ave. (sidewalk stops before reaching trail access though), and Eppes Street. Sidewalk infrastructure around these two access points should be improved.

As part of this master plan, there will be trail access points at City Park, Riverside Harbor Park, and City Point Park. The pedestrian routes to these trail access points will include Appomattox Street, 21st Street, Broadway, Main Street, and Cedar Lane. These routes should be improved where needed, maintained for optimal pedestrian use, and signed (details can be found in Appomattox River Trail Neighborhood Access Plan Project Plan) to indicate trail access point locations.

See the following page for pedestrian access map of the area.



** This page displays best when printed at 11 x 17.

SECTION 3

Implementation



-photo by Tara Ciavarella



Trail through John. J Radcliffe Conservation Area

Project implementation will likely happen in phases. Each phase will include easement acquisition (or similar), funding, detailed design and engineering, construction, signage and wayfinding, and maintenance.

Prioritization

In order to determine an appropriate phasing sequence, LPDA compiled a detailed priority matrix (see appendix A) which considers the core values of the project (Conservation, Health and Wellness, Social Equity, and Economic Development) as well as a feasibility component (current use, ownership, cost, etc.). More than 60 sections of trail, including park improvements, were rated according to 12 “core value” characteristics and 5 “feasibility” characteristics. Each section was given a score of 1-5 for each category. It scored a “1” if it has little or no opportunity to fulfill that value. It was given a “5” if it is very likely to fulfill that value. Scores of 2-4 were given if the likelihood is uncertain at this point.

The top 4 trail segments, in terms of meeting the core value requirements (not including feasibility) are (60 points possible):

1. Trail between VSU and Appamatuck Park (59)
2. Patton Park trail extension to the east (57)
3. Improvements to trail on Pocahontas Island (53)
4. Pedestrian bridge using old Campbell’s Bridge (53)

There are some components of the trail system that are in the priority matrix but are not sections of trail (parks, trailheads, etc.). The top 3 items in this category are:

1. Improvements to Patton Park (59)
2. Hopewell City Park improvements (57)
3. Trail-related reuse of Hunter House (56)

It is no coincidence that these 7 projects are in the developed areas of Petersburg and Hopewell; when looking at the color-coded matrix it is clear that the high-priority segments are in densely developed areas. There are the areas that rate highest in terms of social equity and economic development.

The feasibility scores differ slightly in that they only consider the perceived ease of project implementation. The top 3 trail segments (not including park improvements) for feasibility are (25 points possible):

1. Paving trail on Pocahontas Island (23)
2. Paving trail through Riverside Park in Hopewell (23)
3. Paving canal trail between Ferndale Appomattox Riverside Park and University Blvd. (22)



Wiki Waki beach area -photo by Tara Ciavarella

Park improvements rate very high in terms of feasibility. The cost estimates for park improvements are not included, so the feasibility ratings for park improvements do not include the points for cost. Due to this missing piece, no park improvement projects scored in the top 5 for feasibility. Depending on the extent and cost of improvements, many of the parks will have feasibility ratings equal to or higher than the trail segments listed above. Park improvements, trailheads, and trail access points included are great projects for increasing the visibility of the trail and park system, providing community amenities, and utilizing community volunteer resources.

Priority should be given to the trail segments and trailheads that rate the highest in terms of Core Values as well as feasibility. However, there are other factors to consider (combining two or more trail segments for construction efficiency, community support and need, connectivity with other trails, related projects by other municipalities or organizations, etc.).

In addition to the feasibility rating system employed by LPDA, two consultant groups looked at specific areas along the trail corridor and prepared reports discussing the feasibility of constructing trail segments in those areas (see appendix F).

Cost Estimate

In order to compile a suitable master-plan level cost estimate, LPDA looked at comparable projects in the region. Total probable project costs were distilled into simplified cost-per-linear-foot numbers. Each trail segment was measured and the total estimated cost was generated (see appendix B). After estimated costs were assigned to each segment, a rating system was employed in order to rate the project costs for the feasibility matrix. The rating system is as follows:

- < \$50,000 (5)
- \$50,000- \$200,000 (4)
- \$200,000- \$400,000 (3)
- \$400,000- \$1,000,000 (2)
- > \$1,000,000 (1)

The priority matrix described in the previous section looks at several feasibility factors, including cost, in order to determine ease of construction. However, based on cost alone, the 3 projects that are likely to be the least expensive are:

1. Improving the rustic trail along the river adjacent to Ferndale Appomattox Riverside Park (improve trail tread with grading, add wooden trail bridges where needed, control seasonal vegetation)



Ferndale Appomattox Riverside Park building and bridge

2. Constructing neighborhood access paths to canal trail from adjacent neighborhoods (if access across the canal is already in place)
3. Connecting the C.H.A.R.T.S. trail to the sidewalk along Boulevard (Rt. 1)

Utilizing volunteers for trail building and maintenance can add up to a significant cost savings. The involvement of volunteer groups also helps establish a sense of community ownership and pride in the trail, which can increase usership and community-policing, and reduce the need for staff maintenance hours.

Action Plan for Implementation

The process for successfully implementing the trail across six municipalities and several more invested parties and groups, will take some organized planning and coordination. The action plan matrix on the following page is intended to help FOLAR guide that process.

APPOMATTOX RIVER TRAIL MASTER PLAN		IMPLEMENTATION LEAD					IMPLEMENTATION TIMING (YRS.)					
Action Plan		FOLAR	MUNICIPALITY	REGIONAL	STATE	PRIVATE	IMMEDIATE	1	2	3	4	5+
ORGANIZATION												
GOAL: To create and support the organizational capacity to implement trail development objectively and systematically.												
Recommendation #1	Gain local support and approval											
Action 1:	Obtain official resolution of approval and support from all affected municipalities and support organizations	X	X	X	X	X						
Action 2:	Adopt and Incorporate trail plans into current and future comprehensive plans	X	X	X	X							
Action 3:	Define implementation priorities for each municipality (these may differ from overall system priorities)		X									
Action 4:	Obtain commitments for CIP and maintenance funding from all affected municipalities	X	X			X						
Recommendation #2	Identify a single entity responsible for implementation and funding											
Action 1:	Create an implementation task force to manage and organize municipal and volunteer efforts and fund raising	X										
Recommendation #3	Seek annual funding for operations											
Action 1:	Seek annual funding commitments from each municipality to operate and staff FOLAR and Implementation task force	X	X			X						
Recommendation #4	Secure strategic partnerships											
	VDOT, DCR, NPS, EDA, MPO	X	X	X	X	X						
INFORMATION, MARKETING AND VISIBILITY												
GOAL: To make the Appomattox River Trail, plan, mission integral to the community												
Recommendation #1	Partner with supporting local initiatives											
Action 1:	Incorporate trail plans into current and future gateway planning		X	X								
Action 2:	Partner with community health, preservation, economic and environmental campaigns	X	X	X	X							
Recommendation #2	Implement the Appomattox River Trail brand											
Action 1:	Incorporate new logos and brand into all press and digital media	X	X			X						
Action 2:	Place new signage with logo at all existing trail heads	X	X									
Recommendation #3	Refine public relations approach											
Action 1:	Update FOLAR web site or create web site for the ART focused on access, routes, and amenities	X										
Action 2:	Create educational materials related to the trail benefits, use, and safety	X	X	X		X						
LAND OWNERSHIP, EASEMENTS & AGREEMENTS, TAX INCENTIVES												
GOAL: To inform land owners and facilitate easements, purchases and donations.												
Recommendation #1	Contact all affected businesses and property owners											
Action 1:	Share master plan and other trail planning and design ideas with land owners	X	X			X						
Action 2:	Create partnerships with landowners for trail routes and access	X	X			X						
Recommendation #2	Acquire necessary easements, parcels, or use agreements											
Action 1:	Identify and document proffers and tax incentives each municipality can offer	X	X									
Action 2:	Model an easement agreement and include in an information packet for land owners	X	X									
Action 3:	Work with a legal representative in acquiring permits and agreements	X	X									
SUPPORT, LEGAL, ACCESS, AND INFORMATION												
GOAL: To inform trail users, neighborhoods and land owners about trail safety and liability												
Recommendation #1	Inform trail users											
Action 1:	Create and locate appropriate safety signage	X	X			X						
Action 2:	Consider employing staff or volunteer trail safety officers	X	X									
Recommendation #2	Inform adjacent property owners											
Action 1:	Consult with trail experienced lawyer to identify risks, liabilities and responsibilities of all parties	X	X									
Action 2:	Clearly denote parking areas and the difference between public and neighborhood access points	X	X									
INFRASTRUCTURE SUPPORT												
GOAL: To implement critical infrastructure throughout the trail system												
Recommendation #1	Create a uniform design for trails and amenities											
Action 1:	Create a trail design standard manual	X				X						
Action 2:	Create a trail maintenance standard manual	X				X						
Action 3:	Share design and maintenance standards with municipalities	X	X	X		X						
PUBLIC FINANCING AND DEVELOPMENT INCENTIVES												
GOAL: Secure funding and support for trail development												
Recommendation #1	Secure Local Funding											
Action 1:	Obtain commitments from municipalities to sponsor grants and fund implementation of their sections	X	X									
Recommendation #2	Secure State and Federal Funding and Grants											
Action 1:	Pursue state and federal funding options outlined in appendix C	X	X	X	X							
Recommendation #3	Create tax districts, if strategically viable											
Action 1:	Investigate the viability of a community improvement tax district	X	X									