



PROPOSED KERR-TAR LAKES DISTRICT REGIONAL BICYCLE PLAN

The Plan seeks to wrap a viable and vibrant bicycle plan around a core of issues (mobility, economic development, and environmental and human health) as one catalyst for realizing solutions to some of the region's most pressing problems and to harness the opportunities inherent in the region's wealth of natural and historic features, principally, the region's lakes and riparian corridors.

What is the proposed geographic area boundary for your regional bicycle plan (more than one option can be provided)?

The planning area encompasses five counties in north central North Carolina: Person, Granville, Franklin and Warren and the communities of Roxboro, Leasburg, Oxford, Butner, Stem, Stovall, Henderson, Middleburg, Kittrell, Louisburg, Franklinton, Bunn, Centerville, Warrenton, Norlina and Macon. The focus of the plan will to be link the region's myriad of lakes, riparian corridors, and recreation areas; reinforcing and enhancing the region's existing character: compact traditional town centers surrounded by sparsely settled rural areas of forests, farms, lakes and rivers.

What are potential connections (localities, colleges/universities, recreation/park facilities, natural resource/public lands, etc.) of a regional bike route system? What type of system will serve your area (on-road, off-road, hybrid)?

The goal of the plan is to link the region's lakes utilizing a system of on- and off-road trails.

- Link existing network of state, county, and local parks along the proposed bike routes and adjacent to the regional lakes;
- Link and incorporate into the plan, regional and locally significant features including public facilities (i.e. schools, colleges, libraries, etc.) currently primarily located in or immediately

adjacent to our region's towns and cities; historic sites and landscapes; and, natural and recreation areas (including existing and proposed parks and recreation facilities);

- Integrate identified river basin priority riparian corridors into planned off-road road bicycle network.

What staff is available to work on plan development? What is your agency's experience and capabilities for developing a regional bike plan? Will a consultant be hired? What will be the roles of both the consultant and Council staff?

Plan development will be coordinated by Kerr Tar Regional Council of Governments' planning and transportation planning staff, with contributions of in-kind assistance from staff from local communities including the Granville County Transportation Planner, county and municipal planning staffs, and local GIS planners. Depending on funding resources, a consultant may be engaged that meets the standards established by NCDOT. Alternatively, COG and local staff will be supplemented by an intern(s) to assist with plan development, including outreach and research.

The Kerr-Tar Regional Council of Governments' Planning Director has a master's degree in landscape architecture from North Carolina State University. He has been involved in a number of corridor plans including the NC 73 multi-jurisdictional plan; and, greenway and parks planning in Green Level, Huntersville, and Knightdale, NC. In addition, the Planning Director is tasked with managing the Kerr-Tar Rural Planning Organization which is responsible for coordinating regional transportation planning, and regional transportation funding, in conjunction with NCDOT. Additional COG staff includes the Community Development Director, a former Vance County Planning Director, and the Regional Economic Development Director.

Who are potential partners with plan development and plan implementation?

The Plan will need active input from people representing a variety of viewpoints and interests not only to ensure that the plan is comprehensive but that it has champions who can carry the Plan through to implementation. An active group of stakeholders and partners will be critical to the long-term success of the plan and will include generally, local citizens, local and state planning professionals, and organizations concerned with bicycling, recreation and other planning focus areas,

- NCDOT Transportation Planning Branch, Division 5; Rail, and Bike and Pedestrian Divisions;
- Caswell County, NC Planning Department (for plan components attached to the Caswell County portion of the Hyco Lake trails);
- Local, county, and regional environmental groups including, Tar-Pam River Basin Association and Roanoke River Basin Association;
- Kerr-Tar municipal and county parks and recreation departments;
- Kerr-Tar municipal and county planning departments;
- Kerr-Tar municipal and county public schools;
- Kerr-Tar Regional Council of Governments' Aging and Public Health Departments
- Kerr-Tar municipal and county health departments;
- Kerr-Tar local and regional economic and tourism development planners;
- Kerr-Tar local and regional historic preservation offices;
- Kerr-Tar local chambers of commerce; and,
- NC Department of Commerce Tourism Marketing and Cultural and Historic Resources.

Do you have evidence of local support for bicycling in your region?

In the past year, two very successful events have been organized and realized in the region. One, the Mayo Lake / Person County Triathlon attracted nearly 300 participants; the other, a bike race, attracted over 600 participants to a route that linked Hyco and Kerr Lakes in Granville and Person

counties. Plans to repeat these events in 2011 are underway; the lessons learned from these events will be used to inform the development of the plan.

Until recently, Warren County, and the Town of Warrenton in particular, were active participants in the annual “AIDS Ride” – opening their hearts and homes to hosting and providing assistance to bicycle riders who travelled the county when event was operated between Raleigh and Washington. Warren and Vance counties’ tourism and economic development offices, in conjunction with local bicycle enthusiasts, have also hosted a “Ride between the Lakes” bicycle race.

In addition, the success of the Kerr-Tar Lakes District Bicycle Plan will depend partly on the recognition and incorporation of work that has gone into previous planning efforts including existing adopted local and county greenway, bicycle, pedestrian, comprehensive transportation, economic development, environmental protection, and human health and recreation plans. Therefore, the planning process must begin with the compilation, review and integration of associated plans not limited to, but including,

- Existing and proposed Rails-to-Trails links and plans (plans are adopted in Granville and Franklin counties; a portion of the adopted Tobacco Heritage Trail is in northern Person County); and, identification of potential future linkages;
- County and local bike and greenway plans;
- “Safe Routes to School” plans; and,
- SESHR Corridor’s Proposed companion Bike (and Pedestrian) Trail

While the appeal of tying into and expanding the geographic scope of the study area (including the “Triangle” and “Triad” to the south and west of the region and Virginia to the north) is compelling and will ultimately enhance the integrity and value of the Kerr-Tar Lakes District Plan, at this time the planning process will focus within the immediate region.



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