

AT A JOINT MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY OF JAMES CITY,
VIRGINIA, CITY COUNCIL OF WILLIAMSBURG, AND WILLIAMSBURG-JAMES CITY COUNTY
SCHOOL BOARD HELD ON THE 29TH DAY OF OCTOBER, 1998, AT 7:31 P.M. IN THE COUNTY
GOVERNMENT CENTER BOARD ROOM, 101 MOUNTS BAY ROAD, JAMES CITY COUNTY,
VIRGINIA.

A. ROLL CALL

Jack D. Edwards, Chairman, Berkeley District
David L. Sisk, Vice Chairman, Roberts District

John J. McGlennon, Jamestown District
Ronald A. Nervitt, Powhatan District
M. Anderson Bradshaw, Stonehouse District
William C. Porter, Jr., Assistant County Administrator
Frank M. Morton, III, County Attorney

Mr. Edwards called the meeting to order.

The Board of Supervisors, Williamsburg City Council, and the Williamsburg/James City County School Board held a joint meeting to discuss current school enrollment and projects and proposal for timing of the third high school.

Discussion followed regarding the proposed agreement to build a high school with agreement that a critical issue was finding a site of 45-50 acres and the decision to build and occupy would require a four-year lead time.

Mr. Edwards made a motion to adjourn.

The motion passed by unanimous voice vote.

The Board adjourned at 9:12 p.m.


William C. Porter, Jr.
Deputy Clerk to the Board

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2. America Recycles Day**RESOLUTION****AMERICA RECYCLES DAY**

WHEREAS, to focus the nation's attention on the importance of recycling, businesses, industries, governmental agencies, nonprofit organizations, and individuals have joined together to celebrate "America Recycles Day," and are encouraging their employers, staff, customers, membership and all citizens to pledge to start or enhance recycling programs and buy recycled products on November 15; and

WHEREAS, participating in America Recycles Day is one way citizens can help raise awareness of the need to reduce waste by reusing, recycling, and buying recycled products; and

WHEREAS, recycling saves millions of dollars in disposal costs, created jobs, and is recognized as an easy way for everyone to help protect the environment by avoiding unnecessary use of important resources.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby proclaims Sunday, November 15, 1998, as

AMERICA RECYCLES DAY4. Real Estate Tax Records**RESOLUTION****REAL ESTATE TAX RECORDS**

WHEREAS, the Board of Supervisors of James City County must consent, under Sec 58.1-3129 of the Code of Virginia, before the Treasurer can dispose of paid real property and personal property tax tickets that are more than five years old; and

WHEREAS, the Treasurer has requested the Board's approval to destroy paid tax tickets for real property taxes in fiscal years 1986 through 1992 and for personal property taxes for the fiscal years 1988 through 1992.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the Treasurer to destroy all paid tax tickets for real property taxes in fiscal years 1986 through 1992 and for personal property taxes for the fiscal years 1988 through 1992, consistent with the provisions of Virginia Code Section 58.1-3129.

5. Budget Transfer - Tower Lease**RESOLUTION****BUDGET TRANSFER - TOWER LEASE**

WHEREAS, the Board of Supervisors has been requested to fund an operating lease for space on a communications tower to improve the County's public safety communications system coverage.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, authorizes the following budget transfer to pay for the annual costs of the lease:

Funds Transferred From:

Operating Contingency	<u>\$ 2,700</u>
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Funds Transferred To:

Central Dispatch	<u>\$ 2,700</u>
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6. Dedication of Streets in Deer Run**RESOLUTION****DEDICATION OF STREETS IN DEER RUN**

WHEREAS, the streets described on the attached Additions Form SR-5(A), fully incorporated herein by reference, are shown on plats recorded in the Clerk's Office of the Circuit Court of James City County; and

WHEREAS, the Resident Engineer for the Virginia Department of Transportation has advised this Board the streets meet the requirements established by the Subdivision Street Requirements of the Virginia Department of Transportation; and

WHEREAS, the County and the Virginia Department of Transportation have entered into an agreement on November 1, 1993, for comprehensive stormwater detention which applies to this request for addition.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby requests the Virginia Department of Transportation to add the streets described on the attached Additions Form SR-5(A) to the secondary system of State highways, pursuant to §33.1-229, Code of Virginia, and the Department's Subdivision Street Requirements.

BE IT FURTHER RESOLVED, this Board guarantees a clear and unrestricted right-of-way, as described, and any necessary easements for cuts, fills and drainage.

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

7. Surry County Membership in Hampton Roads Partnership

A RESOLUTION OF THE BOARD OF SUPERVISORS OF JAMES CITY COUNTY, VIRGINIA,

AUTHORIZING THE ADDITION OF SURRY COUNTY INTO THE

HAMPTON ROADS PARTNERSHIP

WHEREAS, the Hampton Roads Partnership (the Partnership) is a Virginia nonprofit, non-stock corporation comprised of leading representatives from the public, business, education, civic, and military communities and whose mission is to enhance regional cooperation and improve economic competitiveness in the Hampton Roads Region which is currently defined as the Cities of Norfolk, Virginia Beach, Portsmouth, Chesapeake, Suffolk, Newport News, Hampton, Franklin, Poquoson, and Williamsburg; the Counties of Gloucester, Isle of Wight, James City, Southampton, and York; and the Town of Smithfield; and

WHEREAS, Surry County has formally requested to become a member of the Hampton Roads Partnership; and

WHEREAS, Surry County is economically linked to the Hampton Roads Region, sharing labor and consumer markets; and

WHEREAS, Surry County joined the Hampton Roads Planning District Commission (HRPDC) July 1, 1998, and is currently the only HRPDC member not also a member of the Hampton Roads Partnership; and

WHEREAS, Surry proposes to divide its population, for Regional Competitiveness Program purposes, between the Hampton Roads Partnership (census tract 8601.00 -- approximate population 2,872) and the Crater Regional Partnership (census tract 8602.00 -- approximate population 3,273).

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of James City County, Virginia, that on behalf of James City County, Virginia:

1. It approves admitting Surry County into the Hampton Roads Partnership thereby bestowing upon Surry all rights and responsibilities that admission might confer.
2. It recognizes Surry County, as previously defined, to be a part of the Hampton Roads Region.

3. Resolution of Appreciation, Jack Charlton

Mr. Edwards read the resolution and stated that the resolution would be presented to Mr. Charlton at an event on Saturday evening.

Mr. Edwards made a motion to approve the resolution.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

RESOLUTION OF APPRECIATION**JACK C. CHARLTON**

WHEREAS, Jack Charlton has served the Williamsburg-James City Community with distinction for the past ten years as Chairman and member of the Williamsburg Aids Network; member of the Board of Directors, Williamsburg-James City County Community Action Agency; and as the first President of the Williamsburg Area "All Together" organization which promotes racial understanding, religious tolerance, community involvement, and leadership; and

WHEREAS, throughout this period, Jack Charlton willingly gave of his time and talents to serve the citizens of James City County and through his leadership efforts and inspirational work with diverse members of the community, those very important civic organizations have made a substantial difference in the lives of members of the community, thereby improving the quality of life of the community at large; and

WHEREAS, Jack Charlton has been a role model and a trail blazer for all of his adult life as a military officer, aviator, engineer, manager, consultant, civic activist, and humanitarian.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby extends its sincere appreciation to Jack C. Charlton and recognizes his distinguished service and dedication to the County and its citizenry.

E. PUBLIC HEARINGS**1. Defeasance of Bonds/Termination of Lease for Transfer Station**

Ms. Carol O. Davis, Assistant Manager of Financial and Management Services, stated that the resolution authorized a budget amendment of \$1,600,000 within the debt service fund to retire the bonds previously issued through Virginia Peninsulas Public Service Authority for the transfer station and landfill closure. She further stated that sufficient funds to retire the bonds would be available with this budget transfer.

Staff recommended approval of the resolution.

Mr. Nervitt asked what percentage of County's debt service would be removed by defeasance of the bonds.

Staff responded that information would be provided.

Mr. Edwards opened the public hearing, and as no one wished to speak, he closed the public hearing.

Mr. McGlennon made a motion to approve the resolution.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

RESOLUTION**BUDGET AMENDMENT - DEFEASANCE OF TRANSFER STATION BONDS**

- WHEREAS, the Board of Supervisors entered into a 30-year lease and operating agreement for the Transfer Station with USA Waste Landfills of Virginia, Inc. ("USA Waste"); and
- WHEREAS, USA Waste will make an upfront payment of \$1.6 million to the County under the Transfer Station lease and operating agreement; and
- WHEREAS, in 1993, the County borrowed money from the Virginia Peninsulas Public Service Authority to close the County landfill and construct the Transfer Station; and
- WHEREAS, the Board of Supervisors held a public hearing pursuant to Virginia Code Section 15.2-2507 to reflect the \$1.6 million in revenue from the payments by USA Waste and a \$1.6 million expenditure to defease the Transfer Station bonds.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the following appropriation of additional monies within the Debt Service Fund of the FY 99 Budget:

Revenue:

Proceeds from 30-year Lease and Operating Agreement for the Transfer Station	<u>\$1,600,000</u>
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Expenditures:

VRA - Landfill Closure	<u>\$1,600,000</u>
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BE IT FURTHER RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes and directs the County Administrator to execute any and all documents to defease the Series 1993B Solid Waste Management Revenue Bonds with the Virginia Peninsulas Public Services Authority and/or the Virginia Resources Authority for closure of the landfill and construction of the Transfer Station.

BE IT FURTHER RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes and directs the County Administrator to terminate the County lease of the Transfer Station with the Virginia Peninsulas Public Services Authority dated May 1, 1993.

F. BOARD CONSIDERATIONS**1. Regional Bicycle Facilities Plan (Deferred from October 27, 1998)**

Mr. O. Marvin Sowers, Jr., Director of Planning, stated that the issues raised at the October 27, 1998, Board of Supervisors meeting regarding the consistency between the Plan map and the table of proposed Bikeway Facilities in the Plan had been addressed.

Staff recommended approval of the resolution.

Mr. Nervitt had additional questions primarily with Board Consideration Item No. 2, Capital to Capital Bikeway Feasibility Study.

Mr. Edwards stated that citizens had requested to speak to that Item, and without Board objection, he asked that Board Consideration Item No. 2 be considered prior to action on this item.

2. Capital to Capital Bikeway Feasibility Study

Mr. Sowers introduced Ms. Elizabeth Waters, consultant working with Virginia Department of Transportation, who presented the final draft conclusions of the Feasibility Study.

Ms. Waters requested the Board to endorse VDOT's proceeding with the preliminary design and environmental study and stating desires and guidance regarding the project alternatives. She stated she understood the County's concerns were the need to improve safety of Route 5, preserve the beauty of the corridor, protect the tree canopy, and provide access from neighborhoods to bikeway facilities that connect Route 5 and Jamestown. She emphasized that further analysis of alternatives for the best connection from Route 5 to Jamestown was continuing during the next phases of the project.

Mr. Tony Opperman, Virginia Department of Transportation, stated that the Commonwealth Transportation Board would be requested to endorse proceeding to preliminary engineering and design phase in December. He explained VDOT's goal was to complete the work with no impact on the County's transportation fund.

Mr. Sowers reminded the Board that meetings would be held throughout the next phases for further public discussion.

Without objection, Mr. Edwards opened the floor to speakers.

1. Mr. Chris Solimene, 3504 Fieldcrest Court, President, Fieldcrest Homeowners Association, on behalf of Fieldcrest, Berkeley's Green, Greater First Colony, and Drummond's Field, requested that the group be allowed to participate formally in design phase to minimize negative effects on neighbors and Greensprings Road.

2. Mr. Steve Wigley, 3008 Stoney Creek, explained the Regional Bicycle Facilities Plan process and requested the Board adopt the Regional Bicycle Facilities Plan for the County and endorse the Capital to Capital Feasibility Study.

3. Mr. George F. Wright, 148 Cooley Road, stated that the Council of the Historic Route Five Association approved a resolution on November 5, 1998, requesting the Board of Supervisors to make no final decision on alternatives until details of the planned implementation could be assessed for impacts upon its interests.

4. Mr. Larry Summers, 1 Tyndal Court, representative for Williamsburg Area Bicyclists, stated that adding bike lanes would add supporters for environmental caring of those routes, and multiuse paths are an asset to any community.

5. Mr. George Homewood, 133 Stanley Drive, stated multiuse lanes, perhaps moved back behind tree line with a landscape buffer rather than widening the road, adequately serve the most people and would be a benefit to the community.

6. Ms. Pat Rowe, 3208 Woods Walk Court, stated that her concern was for her children to ride safely on roads. She stated that a path currently exists in the woods along Route 5 to Jamestown High School and suggested improvements be made to that path for everyone's use.

7. Mr. Marc Sher, 3008 Stanford Place, stated citizens want the tree canopy on Route 5 protected, and also want access to the bikeway from all neighborhoods. He suggested putting the bikeway on Berkeley's Green side of the road and expressed willingness to work with Virginia Department of Transportation.

8. Dr. Camilla Buchanan, 196 The Maine, stated preservation of scenic beauty of Route 5 and Greensprings add value to community. She expressed pleasure at the progress and neighborhood cooperation to maximize benefits for citizens.

9. Mr. Don Smith, 3509 Robin's Way, stated his concern as a non-bicyclist, was the safety of having a bikeway cut across a number of streets. He emphasized that during the 2007 celebration, Route 5 would be gateway to Jamestown. He agreed with the use of the path behind Jamestown High School.

Mr. Edwards expressed appreciation for the time and effort spent on this issue by the community organizations.

Board members expressed support for the concept and Mr. Nervitt expressed a desire to preserve Greensprings Road tree canopy and his concern about the risks for bicyclists that would continue to use Greensprings Road.

Mr. Nervitt asked whether any County funds would be used for costs associated with the bikeway.

Mr. Opperman, VDOT, stated that funding would be through Federal highway matching with State funds.

Mr. Edwards stated more information was needed and we needed the preliminary design to assist the Board in making a decision among the alternate options.

Mr. McGlennon made a motion to approve the Capital to Capital Bikeway Feasibility Study resolution.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

RESOLUTION

CAPITAL TO CAPITAL BIKEWAY FEASIBILITY STUDY

WHEREAS, the Virginia Department of Transportation (VDOT) has completed a study known as the "Capital to Capital Bikeway Feasibility Study" that examined the feasibility of locating a combination bikeway and pedestrian facility in the Route 5 corridor from Richmond to Williamsburg with a section of the facility located in James City County; and

WHEREAS, VDOT appointed a Community Advisory Committee to provide advice throughout the study process, and said Committee has endorsed Alternative 3 consisting of a multi use path close to but separate from Route 5 in James City County with the conditions listed in the feasibility study; and

WHEREAS, VDOT has held public forums on the study on March 11, 1998, and on October 12, 1998, in James City County which were well attended and a number of comments were received; and

WHEREAS, a separate multiuse path in James City County would serve the broadest range of users and provide both State and local benefits, including promotion of tourism, interconnection of neighborhoods, safety for motorists, bicyclists and pedestrians, and environmental sensitivity.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, endorses:

1. VDOT's proceeding with the next phases of project implementation to include preliminary design and environmental study; and
2. A separate, paved multiuse path along Route 5, including a connection from Route 5 to Jamestown, with the specific location and design of that connection determined during the next phase of the project after further consideration of alternatives and community input; and
3. That the next phase of the project consider alternative locations for the connection between Route 5 and Jamestown, including but not limited to the following alternatives:
 - * Multiuse path along the east and west sides of Greensprings Road, and combinations thereof;
 - * Multiuse path east of the Fieldcrest subdivision in the vicinity of Jamestown High School and Mainland Farm;
 - * Shared bikeway using existing residential streets in neighborhoods along Route 5 and Greensprings Road; and
 - * Combinations of the above.

BE IT FURTHER RESOLVED that the following conditions be adhered to by VDOT throughout the next project phases: 1) VDOT will apply design standards and construction practices in a flexible manner commensurate with the designation of Route 5 and Greensprings Road as Virginia Byways especially in regard to landscaping, tree and tree canopy preservation, and aesthetics of natural features and man-made improvements; 2) An arborist must be retained during the design process and before, during and after construction to ensure maximum tree preservation and facility safety; and 3) The County must be consulted throughout the design and construction process, including joint County/VDOT field inspections during both of these stages to determine and document the extent of clearing operations.

Mr. Edwards brought forward the Regional Bikeway Facilities Plan.

Mr. Sisk made a motion to approve the resolution.

Mr. McGlennon stated that Neck-O-Land Road was shown as a shoulder bike lane and citizens on Neck-O-Land Road do not want a widening of that roadway.

Mr. McGlennon made a motion to amend the Regional Bikeway Facilities Chart listing Neck-O-Land Road from Shoulder Bike Lane to Shared Roadway.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

On a roll call on motion to approve the resolution, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

RESOLUTION**REGIONAL BICYCLE FACILITIES PLAN**

WHEREAS, a Regional Bicycle Facilities Plan for the City of Williamsburg, James City County, and York County was developed under the joint leadership of the Historic Triangle Bicycle Advisory Committee, James City County Parks and Recreation Advisory Commission, York County Parks and Recreation Advisory Board, and the Williamsburg Parks and Recreation Department to encourage the coordinated development of a comprehensive system of bikeways throughout the region; and

WHEREAS, the comprehensive plans for James City County, York County, and the City of Williamsburg support the planning and development of bicycle facilities on a regional basis; and

WHEREAS, public hearings were held on the Regional Bicycle Facilities Plan by the Historic Triangle Bicycle Advisory Committee and James City County Parks and Recreation Advisory Commission on November 19, 1997, the City of Williamsburg Planning Commission on December 17, 1997, and the James City County Planning Commissions on December 1, 1997, and the plan was unanimously endorsed by those bodies following public hearings.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, adopts the Williamsburg, James City County, and York County Regional Bicycle Facilities Plan as its official Comprehensive Bicycle Facilities Plan.

3. **Virginia Public School Authority Bond Refunding**

Mr. John E. McDonald, Manager of Financial and Management Services, stated that Virginia Public School Authority had refinanced past bond issues to take advantage of lower interest costs, resulting in a savings to the County, and deposited in Debt Service Fund upon approval of the resolution. He further stated that a second resolution would amend the budget by appropriating the savings to Debt Service Fund balance.

Staff recommended approval of the resolution.

Mr. Sisk made a motion to approve the resolutions.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

RESOLUTION**VIRGINIA PUBLIC SCHOOL BOND REFUNDING**

WHEREAS, the Board of Supervisors of James City County has approved a refunding of bonds issued through the Virginia Public School Authority (VPSA) and will receive \$59,121.20 in proceeds from this refunding.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby amends the budget of the Debt Service Fund and increases its appropriation of funds in the fiscal year ending June 30, 1999, by appropriating \$59,121.20 in proceeds from the VPSA refunding and adding that same amount to the Debt Service Fund balance.

RESOLUTION

AUTHORIZING THE EXECUTION AND DELIVERY OF A CONTINUING DISCLOSURE AGREEMENT, USE OF PROCEEDS CERTIFICATE AND ANY OTHER NECESSARY OR USEFUL TAX LAW DOCUMENTS IN CONNECTION WITH THE DISTRIBUTION BY THE VIRGINIA PUBLIC SCHOOL AUTHORITY OF THE NET SAVINGS REALIZED BY THE VIRGINIA PUBLIC SCHOOL AUTHORITY THROUGH THE ISSUANCE BY THE VIRGINIA PUBLIC SCHOOL AUTHORITY OF ITS SCHOOL FINANCING AND REFUNDING BONDS (1997 RESOLUTION) SERIES 1997-I, CERTAIN OF THE PROCEEDS OF WHICH REFUNDED JAMES CITY COUNTY, GENERAL OBLIGATION SCHOOL BONDS, SERIES 1991-A AND JAMES CITY COUNTY, GENERAL OBLIGATION SCHOOL BONDS, SERIES 1994-A; AND AUTHORIZING ANY OTHER ACTIONS NECESSARY TO ACHIEVE THE OBJECTIVES CONTEMPLATED HEREBY

- WHEREAS,** the Virginia Public School Authority (the "Authority") pursuant a resolution duly adopted on August 13, 1987, as amended and supplemented (the "1987 Resolution") issued, amongst other series, two certain series of bonds designated as "Virginia Public School Authority School Financing Bonds (1987 Resolution) 1991 Series A" and "Virginia Public School Authority School Financing Bonds (1987 Resolution) 1992 Series A" (the "1987 Resolution Bonds") for the purposes of purchasing general obligation school bonds of certain cities and counties within the Commonwealth of Virginia; and
- WHEREAS,** the Authority used a portion of the proceeds of the 1987 Resolution Bonds to purchase certain duly authorized and issued general obligation school bonds of the County of James City, Virginia, designated James City County, General Obligation School Bonds, Series 1991 A and James City County, General Obligation School Bonds, Series 1994 A (collectively, "Local School Bonds"); and
- WHEREAS,** the Authority refunded certain of the 1987 Resolution Bonds (the "Refunded Bonds") from a portion of the proceeds of its Virginia Public School Authority School Financing and Refunding Bonds (1987 Resolution) Series 1997-I (the "refunding Bonds") issued pursuant to a resolution duly adopted by the Authority on October 23, 1997 (the "1997 Resolution"); and
- WHEREAS,** the Authority anticipates delivering to the County of James City, its allocable share of the savings realized from the refunding of the Refundable Bonds; and
- WHEREAS,** the Authority, in effecting the refunding, has pledged the Local School Bonds for the benefit of the holders of Bonds issued under its 1997 Resolution; and
- WHEREAS,** the Authority is required to assist the underwriters (the "Underwriters") of the Refunding Bonds with their duty to comply with Securities and Exchange Commission Rule 15c2-12 (the "Rule"); and
- WHEREAS,** the Authority has requested the County of James City, Virginia, to execute a Continuing Disclosure Agreement in order for the Authority to assist the Underwriters in complying with the Rule; and
- WHEREAS,** the Authority has requested the County of James City, Virginia, to execute a Use of Proceeds Certificate and any other instruments necessary or useful to evidence compliance with the requirements for maintaining the tax-exempt status of the Virginia Public School Authority's bonds; and
- WHEREAS,** the Board of Supervisors of James City County, Virginia, considers it to be advisable for the County to fulfill the request of the Authority to execute a Continuing Disclosure Agreement,

Use of Proceeds Certificate, and other instruments necessary or useful to comply with requirements for maintaining said tax exempt status.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia:

1. Continuing Disclosure Agreement.

The Chairman of the Board and the County Administrator and such officer or officers as either may designate, are hereby authorized to enter into a Continuing Disclosure Agreement in the form presented at this meeting as Exhibit I hereto, containing such covenants as may be necessary in order for compliance with the provisions of the Rule.

2. Documentation Required for Tax Law Purposes.

The officers of the County of James City, Virginia, are hereby authorized and directed to execute a Use of Proceeds Certificate and any other instruments, including an 8038-G form, (collectively, the "Tax Documents") necessary or useful for evidencing compliance with the requirements for maintaining the tax-exempt status of the Virginia Public School Authority's bonds.

3. Further Actions.

The members of the Board and all officers, employees, and agents of the County are hereby authorized to take such action as they or any one of them may consider necessary or desirable in connection with the execution and delivery of the Continuing Disclosure Agreement and the Tax Documents and any such action previously taken is hereby ratified and confirmed.

4. Effective Date.

This resolution shall take effect immediately.

G. PUBLIC COMMENT

1. Ms. Dawn J. Estrin, 112 Haradd Lane, asked the Board to consider moving the Sensei John Spence's Shorin-Ryu Karate class from D. J. Montague School to the James City-Williamsburg Community Center. She emphasized that with classes at the Community Center, more citizens would be exposed to the class and to the Center facilities, and the location would be safer for children when waiting for pick up by parents.

H. REPORTS OF THE COUNTY ADMINISTRATOR

Mr. Wanner recommended rescheduling the 2:00 p.m., November 25, 1998, Work Sessions to December 2, 1998, at 2:00 p.m. because several participants would be unable to attend. He stated that the local General Assembly representatives would be invited to the Legislative Program Work Session on December 2, 1998.

Mr. Edwards made a motion to approve rescheduling the November 25, 1998, Work Sessions to December 2, 1998.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

Mr. William C. Porter, Jr., Assistant County Administrator, stated that the Transfer Station and Convenience Centers and Recycling Center would be open on November 11, 1998. He stated that the Daily Press had reported that those activities would be closed.

I. BOARD REQUESTS AND DIRECTIVES

Mr. Sisk stated that a Veterans Day remembrance ceremony would be held at Cedar Grove cemetery at 10:30 a.m. on Wednesday, November 11, 1998.

Mr. McGlennon made a motion to adjourn.

On a roll call, the vote was: AYE: Sisk, McGlennon, Bradshaw, Nervitt, Edwards (5). NAY: (0).

The Board adjourned at 8:40 p.m.



Sanford B. Wanner
Clerk to the Board

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THE WILLIAMSBURG, JAMES CITY COUNTY AND YORK COUNTY REGIONAL BICYCLE FACILITIES PLAN

The Regional Bicycle Facilities Plan was developed to identify areas in James City County, the City of Williamsburg, and York County where the construction of bikeway facilities is both desirable and appropriate. Initial efforts in 1993 focused on bikeways from a transportation perspective; however, this update incorporates not only transportation-oriented facilities but recreational ones as well, including off-road facilities. This holistic approach is intended to recognize that the bicycle is both a transportation mode and a recreational vehicle while acknowledging that different funding sources may be required to achieve the purposes of each. However, it is also apparent that there can be and is a substantial overlap between trip purposes and the types of facilities serving them.

Purpose

The purpose of the Regional Bicycle Facilities Plan is to encourage the coordinated development of a comprehensive system of bikeways throughout the region as a mode of transportation, increased recreational opportunities, and as connections for neighborhoods to parks, schools, libraries, government buildings, and major destinations providing commercial services. Because of the potential recreational aspect and given the unique nature of the Historic Triangle, the development of a regional bikeway system can significantly enhance the area's appeal as a tourist destination and provide direct and indirect economic benefits. Other positive attributes of a regional bikeway system include energy conservation, reduced noise and air pollution, motor vehicle traffic reduction, health and fitness improvement, as well as other personal and economic benefits. The Comprehensive Plans of all three jurisdictions identify a clear need for bikeways in the region and include strategies that specifically call for the development of an integrated bikeway system.

Citizen Input

Several series of public input sessions were held during the development of this plan. These were sponsored by the Historic Triangle Bicycle Advisory Committee (HTBAC), the James City County Parks and Recreation Commission, the York County Parks and Recreation Advisory Board, and the Williamsburg Department of Parks and Recreation. The first series of meetings occurred on June 4 and 6, 1996 to gather input from citizens. Suggestions from these meetings were subsequently used to create a draft map of proposed bikeways, and a second series of public input sessions was held on May 8 and 22, 1997 to present this information. From there a draft plan was created. This plan was presented at joint public hearings sponsored by the aforementioned bodies on November 13 and 19, 1997.

Bikeway Route Identification

In addition to citizen input, the designation of bikeways in the region was developed through a variety of other sources. Bikeways identified in the 1993 Regional Bikeways Plan, the James City County Parks and Recreation Master Plan, the York County Comprehensive Plan, and existing bikeways and bicycle routes were compiled and then displayed on one region-wide map. Existing and planned sidewalks were also shown on this map. This map provided a framework to identify bikeway connections and joint bicycle/pedestrian facility opportunities, and bicycle parking needs.

The emphasis throughout the process was to develop logical corridors that could be used by cyclists of all ability levels for both recreational and commuting purposes. A new feature of this plan is the addition of several off-road facilities, including some specifically for mountain bikes. There is a preference for locating bikeways along lower volume roadways and finding alternative routes to major traffic arteries. Bicycles are recognized under Virginia law as vehicles with the same rights and responsibilities as motor vehicles. Bicycles are allowed on all roads (except limited access facilities such as I-64) and it is recognized that experienced cyclists do use, and will continue to use, many of the high-volume traffic arteries in the community. The Bicycle Facilities Plan is not intended to preclude or discourage the continued use of these streets.

Bicycle Parking

Several locations in the region have been identified for the eventual development of bicycle parking facilities. Some of the locations encourage people to transfer from one mode of transportation to another. These are recommended to be constructed where transit lines, commuter parking lots, and bicycle paths intersect. At these locations, bicycle lockers are proposed to be constructed which provide bicyclists with the opportunity to safely store their bicycles as they change transportation modes. Other places needing bicycle parking were also identified, including employment, shopping, and public centers. It is also recommended that transit buses ultimately be equipped with bicycle racks that would enable individuals to take their bicycles with them while on the bus. These parking locations will make bicycling much more convenient, and, as a result, may increase the popularity of alternative modes of transportation.

Types of Facilities

The Regional Bicycle Facilities Plan identifies three major types of bikeway facilities; these are Multi-Use Paths, Shoulder Bike Lanes, and Shared Roadways with Signage. In addition, the plan includes several other categories of bikeway facilities. These include Existing Bike Trails, National Park Service Responsible Facilities, Conceptual Corridors, Conceptual Locations, and Mountain Bike Trails.

Multi-Use Paths are constructed physically separate from the roadway. They may either be developed in a separate right-of-way, apart from roads and streets, or as a path within the road right-of-way, but physically separated and protected from motor vehicle traffic. These facilities are usually eight to twelve feet wide and are designed to accommodate two-way bicycle traffic. (See Figure 1)

Shoulder Bike Lanes are constructed adjacent to traffic lanes and are generally delineated by pavement markings. These bike lanes are typically 3 to 6 feet wide paved shoulders. Shoulder Bike Lanes can also be separate lanes between the travel lanes and on-street parking areas in urban areas. To accommodate two-way traffic, these bike lanes must be constructed on each side of the road. Shoulder bike lanes provide wider right hand travel lanes and are considerably less costly than the Multi-Use Paths. Shoulder Bike Lanes can often be constructed in conjunction with highway widening projects. (See Figure 2) When preparing the detailed implementation plans for the bikeway network, conflicts may arise in the establishment of shoulder bike lanes, particularly in

developed areas. These include right-of-way width (particularly for streets having curbs and gutters), on-street parking, intersection design, and open space and landscaped areas adjacent to the street. If implementation studies indicate that shoulder bike lanes cannot be constructed in certain areas, Shared Roadways with Signage would be the appropriate designation, and it is possible that in certain instances restriping could allow wider curbside travel lanes providing more room for motorists and cyclists.

Shared Roadways with Signage are travel lanes that are shared by all users of the roadway. Occasionally the travel lanes are widened to 14 or 15 feet rather than the standard 12 feet, but often signage is the only accommodation. There are no bikeway pavement markings associated with these facilities, and the roadway is simply signed as a bicycle route. Typically, Shared Roadways are only designated on roadways with very light traffic and in developed areas where other modes are not feasible. Shared Roadways are easy to develop and are much less costly than the other types of facilities and can significantly improve bicycle mobility at relatively low cost.

The Regional Bicycle Facilities Plan also depicts Conceptual Corridors and Conceptual Locations. Conceptual Corridors are proposed bikeways where the type has not yet been determined. Conceptual Locations are bikeways where the specific location has not been determined, but the location will generally follow the direction indicated on the Plan. These conceptual locations will include an analysis of a wide range of alternative locations, including but not limited to roadway corridors and utility easements. Determinations as to type or location will be made as part of future feasibility studies. Both descriptions are used together where both the type and location are certain. Conceptual Location is also sometimes used on the Plan with one of the three facility types where a specific type of facility is recommended, but the specific location is undetermined.

During the public input sessions, citizens requested that a mixture of bikeway facility types be constructed in the region. The serious cyclists, commuters and racers preferred the Shoulder Bike Lanes, while the casual and family oriented cyclists preferred the Multi-Use Paths. The Shared Roadways will serve residents in rural areas where alternative routes through residential areas are feasible and appropriate. However, the public also strongly encouraged upgrading of shared roadways wherever possible, especially when roadway construction/improvement work is undertaken. Interconnection of neighborhoods can ultimately be provided with a combination of Multi-Use Paths and Shared Roadways which will provide access to schools, parks, businesses, and other areas both for neighborhood residents and less experienced cyclists. Shared Roadways will be very inexpensive to develop compared to Multi-Use Paths and Shoulder Bike Lanes and can significantly improve bicycle and pedestrian mobility for less experienced riders. Special attention to good planning practices will be necessary to ensure that neighborhood interconnections serve the purpose of facilitating non-motorized mobility without increasing the hazards associated with higher vehicle volumes. Emphasis should be placed on securing rights-of-way for Multi-Use Paths on which motorized traffic would be excluded between neighborhoods. If appropriately located and designed these Multi-Use Paths might serve as an emergency access for fire and rescue services.

Several of the proposed Multi-Use Paths parallel existing roadways. This plan does not propose that cyclists be restricted to the Multi-Use Paths in these situations. It is recognized that the more experienced cyclists may wish to continue to use the parallel roadway in order to avoid conflicts with

slower, less experienced cyclists. Because of this, even where parallel Multi-Use Paths are available, efforts to make the roadway more bicycle friendly should continue. This best serves the needs of cyclists and motorists alike.

Funding Strategies

There are a number of sources available to fund the construction of the proposed bikeways. The three local governing bodies are committed to pursuing all alternative funding sources available prior to using local funds exclusively. Previous federal funding has already come from funding categories within the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 including: Enhancement funds within the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds, and Scenic Byway program funds. This federal legislation has been replaced by the Transportation Equity Act for the 21st Century (T-21). This act continues several of the previous ISTEA funding categories that can be used to construct bikeways, including the STP and CMAQ funds. CMAQ funds are available to state and local governments provided that the locality provides 10 %-20% matching funds. Secondary System road construction funds are available when bikeways are constructed concurrently with road improvements. Similarly, Primary System funds may be available for bikeway development in conjunction with other roadway construction. In the City of Williamsburg, Urban System funds can be used for bikeway facilities subject to the two percent match requirement applicable to all Urban System projects.

Other potential funding sources include funds from the National Park Service such as the Land and Water Conservation Fund and the Urban Park and Recreation Recovery Program. Some available state funding sources include grants through the Virginia Recreational Access Program and the Virginia Department of Conservation and Recreation.

Another potential source of funding and construction of bikeways is through the land development proffer system. During the consideration of development review cases such as special use permits and rezonings, a developer make "proffers" or offers to the jurisdiction (rezoning applications), or the jurisdiction may apply conditions (use permit applications) requiring certain improvements including the construction, or cash payments for needed public facilities such as sewer and water facilities, park land and bikeways. Similarly, the approval of site plans and subdivision plats along designated bike routes may be conditioned on the construction of bikeways along the frontage of the specific property. It is likely that some of the bikeways identified in this plan will be funded by developers as part of the development review process.

Annual Transportation Improvement Plan

Each year a four-year Transportation Improvement Plan (TIP) is prepared for the Hampton Roads region. The TIP coordinates the development of transportation projects proposed throughout the region. The Hampton Roads Planning District Commission (HRPDC) works with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation, and the Metropolitan Planning Organization (MPO) to develop the annual TIP. The Hampton Roads Metropolitan Organization is comprised of elected officials, managers, and transit administrators

from every jurisdiction within the urbanized area of Hampton Roads. This body has the final regional approval authority over the annual TIP.

Each year, as part of the TIP development process, representatives from York County, the City of Williamsburg, and James City County will consider forwarding bikeway development projects together with other transportation requests for inclusion in the annual TIP. This regional coordination will increase the possibility that the competitive federal and state funds mentioned previously will become available to fund bikeways outlined in our regional plan.

Coordination with the Hampton Roads Planning District Commission

The Hampton Roads Planning District Commission (HRPDC) has developed a Regional Non-Highway Plan for the development of transit, sidewalk, trail, and bikeway facilities. Williamsburg, James City and York have been active in the development of this plan, which includes the bikeways identified in this plan.

Coordination with the Virginia Department of Transportation

Each jurisdiction will continue to work with VDOT to ensure that the bikeways are constructed in an appropriate and timely fashion. The vast majority of the bikeways will be designed, constructed and maintained by VDOT or the City of Williamsburg. All bikeways maintained by VDOT must be within VDOT owned right-of-way. In addition, local engineers and planners will work with VDOT to ensure that bikeway construction will occur, wherever possible, as part of regularly scheduled roadway widening and improvement projects. Finally, VDOT will be encouraged to construct paved shoulders as part of all new road construction projects and to generally ensure that all local roadways are more "bicycle friendly." As the edge of the pavement is particularly of concern to cyclists, VDOT and the City of Williamsburg will be requested to more actively maintain pavement edges along bikeways, especially shared roadway facilities. Furthermore, an attempt will be made to achieve an agreement with VDOT regarding the placement of pavement markers and roadside signage in order to reduce the potential for these important roadway safety features to be dangerous obstructions to cyclists.

Bikeways Brochure and Bikeway Safety Classes

As the Regional Bicycle Facilities Plan is implemented, and a number of bikeways are constructed in the region, a Bikeways Brochure will be created. This brochure will include information on suggested bike routes for day trips, parking locations, and safe cycling guidelines. In addition, bicycle safety programs and tours may be sponsored by the local schools or recreation divisions.

Bicycle Advisory Committee

As with any plan, this Regional Bicycle Facilities Plan needs to be an evolving "living" plan which can be changed to respond to changing circumstances. The HTBAC, a 9-member regional bicycle advisory committee has been created and given the responsibility of overseeing implementation of the plan and keeping it up-to-date. Representation is included from the three governmental entities,

Colonial Williamsburg, College of William and Mary, and VDOT. This advisory committee reports to the governing bodies of the three jurisdictions.

Bikeways Status

A number of the proposed bikeways have received funding allocations sufficient to permit further analysis of their feasibility and/or possible construction. The majority of these funds are from the Federal ISTEA program, with matching funds from the State Primary Road System Program, the counties' Secondary Road System Program, and the City's Urban Road System Program. Actual construction will also depend on the results of detailed cost estimates as part of preliminary engineering, further environmental analysis, and final action by the respective local governing body. Following is a list of these bikeways:

- South Henry Street
- Monticello Avenue
- John Tyler Lane
- Route 5 (feasibility study only)
- Strawberry Plains Road
- Longhill Road
- Ironbound Road
- Jamestown Road
- Centerville Road
- Croaker Road
- Richmond Road (in Norge)
- Connections to Colonial Parkway in James City County
- East Rochambeau Drive
- Route 17
- Waller Mill Multi Use Path (Airport Road Parallels)
- Cook Road
- Goodwin Neck Road

GOALS, OBJECTIVES AND STRATEGIES

GOAL

To identify and develop a viable bikeway system within James City County, the City of Williamsburg and York County.

OBJECTIVES

To provide an alternative mode of transportation and to increase recreational opportunities through bikeways development.

To identify connections among automotive, transit, bicycle and pedestrian modes.

To create interconnections of neighborhoods providing a safe pedestrian and bicycle oriented method of travel for children and adults.

To enhance the region as a tourist destination.

To foster energy conservation, reduced noise and air pollution, and motor vehicle traffic, and health and fitness improvement.

To implement the bikeways-related strategies identified in the James City County, City of Williamsburg, and York County Comprehensive Plans.

To minimize the local financial burden of bikeways construction wherever possible and practical.

STRATEGIES

Develop a mixture of multi-use trails, shoulder bike lanes, and shared roadway facilities to accommodate the needs of bicycle enthusiasts of all age and ability levels including commuters, racers and family oriented cyclists.

Develop, as demand dictates, several bicycle parking locations that will allow people to safely and conveniently transfer from one mode of transportation to another and use their bicycles for transportation purposes. Continue to adapt transit buses to carry bicycles.

Work with the Virginia Department of Transportation to ensure that the bikeways are constructed or upgraded in an appropriate and timely fashion, and wherever possible, as part of regularly scheduled roadway widening and improvement projects. Shared roadway facilities should be automatically upgraded to shoulder bike lanes as part of such improvement projects.

Facilitate the timely construction of bikeways in accordance with the priorities established by this plan.

Provide a wider shoulder bike lane design than the minimum standard where bikeways are expected to accommodate a wide range of bicycle types.

Ensure adequate maintenance of bikeways, including regular debris removal.

Ensure that all roads and railroad crossings, whether a part of the proposed network or not, are constructed, improved or maintained in a manner to make them more bicycle friendly.

Utilize Federal, State, Local and private funding sources for bikeways development.

Work with the Hampton Roads Planning District Commission and the Virginia Department of Transportation to ensure that bikeways are included as part of the annual Transportation Improvement Program.

Develop regional bikeway brochures and maps to facilitate safe and convenient use of bikeways in the region. Encourage the creation of bikeway safety classes and locally sponsored biking tours.

Encourage developers to include bikeways consistent with planned facilities as part of their developments, and further encourage them to provide connections to adjoining bikeways and other developments, both existing and future. Consideration should be given to authorizing bikeways which are designed to afford emergency access by emergency personnel, but preclude other forms of motorized vehicle travel.

Continue efforts of James City County, the City of Williamsburg and York County to coordinate and implement a regional bicycle network, including further joint planning and development of regional funding proposals.

FACILITIES SUMMARY

The following table provides a general summary of both the existing and proposed bikeways facilities shown on the Regional Bicycle Facilities map. As facilities are constructed, actual mileage figures may vary somewhat due to more precise design studies and field conditions. Stated mileage estimates for facilities that are designated as Conceptual Locations are very general estimates given the need to determine the actual routes as part of a feasibility study. This table is presented as a reference only; the Regional Bicycle Facilities Plan map is the official guide for use in planning the location and type of recommended bicycle facilities.

REGIONAL BIKEWAY FACILITIES			
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
James City County	Centerville Road	Multi-Use Path/Conceptual Corridor	8
James City County	Colonial Parkway/Treasure Island Rd.	Multi-Use Path	0.3
James City County	Colonial Parkway/Neck O' Land Road	Multi-Use Path	0.2
James City County	Longhill Road	Multi-Use Path/Conceptual Corridor	2.4
James City County	Monticello Avenue	Multi-Use Path	1
James City County	Pipeline/Virginia Power Easement	Multi-Use Path/Conceptual Corridor	11
James City County	Recreation Center	Multi-Use Path (Existing)	0.5
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
James City County	Alt. Rt. 5	Shoulder Bike Lanes	4.5
James City County	Barhamsville Road	Shoulder Bike Lanes	2.3
James City County	Barnes Road	Shoulder Bike Lanes	1.1
James City County	Brookwood Drive	Shoulder Bike Lanes	0.2
James City County	Centerville Road	Shoulder Bike Lanes (Existing)	6
James City County	Chickahominy Road	Shoulder Bike Lanes	2.1
James City County	Croaker Road	Shoulder Bike Lanes	3.6
James City County	Diascund Road	Shoulder Bike Lanes	2.1
James City County	Forge Road	Shoulder Bike Lanes	3.1
James City County	Greensprings Plantation Drive	Shoulder Bike Lanes (Existing)	1
James City County	Ironbound Road	Shoulder Bike Lanes	2.2
James City County	Jamestown Road	Shoulder Bike Lanes	3.7
James City County	Lake Powell Road	Shoulder Bike Lanes	1.5
James City County	Legacy Drive	Shoulder Bike Lanes	0.8
James City County	Little Creek Dam Road	Shoulder Bike Lanes	3.8
James City County	Longhill Road	Shoulder Bike Lanes	4.6
James City County	Merrimac Trail	Shoulder Bike Lanes	3.5
James City County	News Road	Shoulder Bike Lanes	3.4
James City County	Old Stage	Shoulder Bike Lanes	1
James City County	Olde Towne Road	Shoulder Bike Lanes	1.4
James City County	Pocahontas Trail	Shoulder Bike Lanes	2.8
James City County	Richmond Road	Shoulder Bike Lanes	9.5
James City County	Rochambeau Drive	Shoulder Bike Lanes	4.2
James City County	Six Mount Zion	Shoulder Bike Lanes	2.9
James City County	Sycamore Landing	Shoulder Bike Lanes	1.9
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
James City County	Barnes Road	Shared Roadway	2.4
James City County	Brick Bat Road	Shared Roadway	2.6
James City County	Bush Neck Road	Shared Roadway	2.1
James City County	Chickahominy Haven Subd.	Shared Roadway	4.3
James City County	Church Lane	Shared Roadway	0.9
James City County	Cranston's Mill Pond Road	Shared Roadway	1.5
James City County	Diascund Reservoir Road	Shared Roadway	0.4
James City County	Diascund Road	Shared Roadway	1.6
James City County	Fenton Mill Road	Shared Roadway	1.7
James City County	First Colony Subdv.	Shared Roadway	3.2
James City County	Forge Road	Shared Roadway	1.1
James City County	Hickory Signpost Road	Shared Roadway	1.3
James City County	Hicks Island Road	Shared Roadway	1.4
James City County	Holly Forks Road	Shared Roadway	0.8
James City County	Ironbound Road	Shared Roadway	0.8
James City County	Jolly Pond Road	Shared Roadway	7.6
James City County	Kings Way Road	Shared Roadway	0.2

James City County	Lake Powell Road	Shared Roadway	1.4
James City County	Lakeview Drive	Shared Roadway	1
James City County	Leisure Road	Shared Roadway	0.3
James City County	Log Cabin Beach Road	Shared Roadway	0.4
James City County	Menzel's Road	Shared Roadway	1.3
James City County	Merry Oaks Lane	Shared Roadway	0.6
James City County	Mount Laurel	Shared Roadway	2.3
James City County	Neck O' Land Road	Shared Roadway	1.5
James City County	Newman Road	Shared Roadway	1.5
James City County	Old Field Road	Shared Roadway	0.2
James City County	Old Stage Road	Shared Roadway	2.7
James City County	Oxford Road	Shared Roadway	0.5
James City County	Racefield Drive	Shared Roadway	2.2
James City County	Riverview Road	Shared Roadway	4.2
James City County	Ron Springs Road	Shared Roadway	0.5
James City County	Ropers Church	Shared Roadway	1
James City County	Stanley Drive	Shared Roadway	0.6
James City County	Stewarts Drive	Shared Roadway	1
James City County	Treasure Island Road	Shared Roadway	1.4
James City County	Ware Creek Road	Shared Roadway	1.3
James City County	Whistle Walk	Shared Roadway	0.2
James City County	York River Park Road	Shared Roadway	1.6
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
James City County	Chickahominy River	Conceptual Corridor/Location	11
James City County	District Park	Conceptual Corridor/Location	1.5
James City County	Greensprings Road	Conceptual Corridor/Location	2
James City County	Grove/Carters Grove	Conceptual Corridor/Location	7.5
James City County	Hickory Sign Post Road	Conceptual Corridor/Location	0.3
James City County	Jamestown Ferry	Conceptual Corridor/Location	1
James City County	Meadows/Indigo Park	Conceptual Corridor/Location	0.2
James City County	Powhatan Creek	Conceptual Corridor/Location	3.5
James City County	Route 5	Conceptual Corridor/Location	0.3
James City County	Warhill	Conceptual Corridor/Location	2
James City County	Williamsburg Crossing	Conceptual Corridor/Location	0.2
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
James City County	York River State Park	Mountain Bike Trails	5
James City County	District Park	Mountain Bike Trails	N/A
James City County	Jamestown Island	NPS Facility	6
James City County	Colonial Parkway	NPS Facility	7
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
James City County	Carters Grove	Parking	N/A
James City County	Community Center	Parking	N/A
James City County	District Park	Parking	N/A
James City County	Monticello Marketplace	Parking	N/A
James City County	New Town/Casey	Parking	N/A
James City County	Norge	Parking	N/A
James City County	Toano Middle School	Parking	N/A
James City County	Upper County Park	Parking	N/A
James City County	York River State Park	Parking	N/A

LOCALITY	LOCATION	TYPE OF FACILITY	MILES
Williamsburg	Bypass Road Connector	Multi-Use Path	0.6
Williamsburg	Ironbound(Dillard Complex)	Multi-Use Path	0.4
Williamsburg	Kiwanis Park Connector	Multi-Use Path	0.5
Williamsburg	Longhill/Treyburn Connector	Multi-Use Path	1.1
Williamsburg	Virginia Power Easement	Multi-Use Path/Conceptual Corridor	0.2
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
Williamsburg	Boundary Street	Shoulder Bike Lanes	0.1
Williamsburg	Bypass Road	Shoulder Bike Lanes	0.5
Williamsburg	Capitol Landing Road	Shoulder Bike Lanes	1.3
Williamsburg	Francis Street	Shoulder Bike Lanes	1
Williamsburg	John Tyler Highway	Shoulder Bike Lanes	0.5
Williamsburg	Lafayette Street	Shoulder Bike Lanes	1.8
Williamsburg	Monticello/Compton	Shoulder Bike Lanes	1.2
Williamsburg	North Henry Street/Rt. 132	Shoulder Bike Lanes	0.8
Williamsburg	Parkway Dr/Merrimac Tr Connector	Shoulder Bike Lanes	0.3
Williamsburg	Quarterpath Road	Shoulder Bike Lanes	1.8
Williamsburg	Richmond Road	Shoulder Bike Lanes	1
Williamsburg	Richmond Road/Commons Way Con	Shoulder Bike Lanes	0.5
Williamsburg	Route 132 Y	Shoulder Bike Lanes	0.4
Williamsburg	Rt. 143 Merrimac Trail	Shoulder Bike Lanes	1.4
Williamsburg	South Henry Street	Shoulder Bike Lanes	1.7
Williamsburg	York Street/Rt. 60 East	Shoulder Bike Lanes	0.5
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
Williamsburg	Brooks Street	Shared Roadway	0.5
Williamsburg	Governor Berkeley Road	Shared Roadway	0.2
Williamsburg	Jamestown Road	Shared Roadway	1.7
Williamsburg	Jamestown Road	Shared Roadway	0.2
Williamsburg	Newport Avenue	Shared Roadway	0.9
Williamsburg	Parkway Drive	Shared Roadway	0.4
Williamsburg	Patrick Henry Drive	Shared Roadway	1
Williamsburg	South England Street	Shared Roadway	0.2
Williamsburg	South Henry Street	Shared Roadway	0.1
Williamsburg	Tyler Brooks Drive	Shared Roadway	1
Williamsburg	Waltz Farm Drive	Shared Roadway	1
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
Williamsburg	Colonial Parkway	NPS Facility	2.8
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
Williamsburg	Municipal Center	Parking	N/A

LOCALITY	LOCATION	TYPE OF FACILITY	MILES
York County	Back Creek/Seaford Road Connector	Multi-Use Path/Conceptual Corridor	1.2
York County	Big Bethel/Hampton Hwy Connector	Multi-Use Path/Conceptual Corridor	0.4
York County	Burbank Court	Multi-Use Path/Conceptual Corridor	0.3
York County	Coventry Boulevard	Multi-Use Path	0.5
York County	Ft. Eustis/Oriana Connector	Multi-Use Path/Conceptual Corridor	3.5
York County	Hampton Highway	Multi-Use Path	1.4

York County	Lodge/Parchment Connector	Multi-Use Path	0.2
York County	Route 17	Multi-Use Path	0.5
York County	Rt 17/Kiln Creek Pkwy Connector	Multi-Use Path/Conceptual Corridor	1.4
York County	Siege/Ft. Eustis Connector	Multi-Use Path	1.5
York County	Waller Mill/Airport Road	Multi-Use Path	2
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
York County	Alans Mill Road	Shoulder Bike Lanes	1.2
York County	Amory Lane	Shoulder Bike Lanes	0.2
York County	Big Bethel Road	Shoulder Bike Lanes	2.3
York County	Burts Road	Shoulder Bike Lanes	0.9
York County	Bypass Road	Shoulder Bike Lanes	1
York County	Calthrop Neck Road	Shoulder Bike Lanes	0.1
York County	Carys Chapel Road	Shoulder Bike Lanes	1.8
York County	Commons Way	Shoulder Bike Lanes	0.4
York County	Constitution Drive	Shoulder Bike Lanes	0.1
York County	Cook Road	Shoulder Bike Lanes	0.7
York County	Coventry Boulevard	Shoulder Bike Lanes	0.9
York County	Dare Road	Shoulder Bike Lanes	2.2
York County	Denbigh Boulevard	Shoulder Bike Lanes	2.2
York County	Ft. Eustis Boulevard	Shoulder Bike Lanes	2.1
York County	Goodwin Neck Road	Shoulder Bike Lanes	2.1
York County	Goosley Road	Shoulder Bike Lanes	1.1
York County	Grafton Drive	Shoulder Bike Lanes	0.6
York County	Grafton Station Lane	Shoulder Bike Lanes	0.1
York County	International Parkway	Shoulder Bike Lanes	1.2
York County	Kiln Creek Parkway	Shoulder Bike Lanes	1.5
York County	Lakeside Drive	Shoulder Bike Lanes	1.9
York County	Merrimac Trail	Shoulder Bike Lanes	7.2
York County	Mooretown Road	Shoulder Bike Lanes	5.5
York County	Newman Road	Shoulder Bike Lanes	0.7
York County	Old Williamsburg Road	Shoulder Bike Lanes	3.8
York County	Old York-Hampton Highway	Shoulder Bike Lanes	2.5
York County	Oriana Road	Shoulder Bike Lanes	2.6
York County	Owen Davis Boulevard	Shoulder Bike Lanes	0.5
York County	Penniman Road	Shoulder Bike Lanes	3.7
York County	Richneck Road	Shoulder Bike Lanes	0.9
York County	Rochambeau Drive	Shoulder Bike Lanes	5
York County	Route 132	Shoulder Bike Lanes	1.2
York County	Running Man Trail	Shoulder Bike Lanes	1
York County	Showalter Road	Shoulder Bike Lanes	1.4
York County	Siege Lane	Shoulder Bike Lanes	0.6
York County	Village Avenue	Shoulder Bike Lanes	0.6
York County	Village Road/Coventry Connector	Shoulder Bike Lanes	0.6
York County	Wolf Trap Road	Shoulder Bike Lanes	1.6
York County	Yorktown Road	Shoulder Bike Lanes	2.1
LOCALITY	LOCATION	TYPE OF FACILITY	MILES
York County	Beak Creek Road	Shared Roadway	1.6
York County	Ballard Street	Shared Roadway	0.7
York County	Barlow Road	Shared Roadway	2.2
York County	Brentmeade Drive	Shared Roadway	0.4
York County	Cardinal Lane	Shared Roadway	0.4
York County	Comte de Grasse Street	Shared Roadway	0.2
York County	Crawford Road	Shared Roadway	2.9

York County	Dandy Loop Road	Shared Roadway	1.4
York County	Dare Road	Shared Roadway	1
York County	Dennis Drive	Shared Roadway	0.3
York County	East/West Queens Drive	Shared Roadway	2.8
York County	Falcon Road	Shared Roadway	0.2
York County	Fenton Mill Road	Shared Roadway	3.9
York County	Goodwin Neck Road	Shared Roadway	2.3
York County	Goosley Road	Shared Roadway	0.5
York County	Hornsbyville Road	Shared Roadway	1.6
York County	Hubbard Lane	Shared Roadway	0.9
York County	Lakeshead Drive	Shared Roadway	1.8
York County	Lightfoot Road/Intl Pkwy Connector	Shared Roadway	0.3
York County	Link Road	Shared Roadway	1
York County	Lodge Road	Shared Roadway	0.4
York County	Main Street	Shared Roadway	0.5
York County	Middle Road	Shared Roadway	0.5
York County	Moore House Road	Shared Roadway	2.3
York County	Mt. Vernon Drive	Shared Roadway	0.3
York County	Newman Road	Shared Roadway	0.6
York County	Old Wormley Creek Road	Shared Roadway	1
York County	Parchment Boulevard	Shared Roadway	0.5
York County	Potomac Run	Shared Roadway	0.2
York County	Railway Road	Shared Roadway	0.9
York County	Route 17	Shared Roadway	0.2
York County	Seaford Road	Shared Roadway	3.8
York County	Tide Mill Road	Shared Roadway	0.9
York County	Waller Mill Road	Shared Roadway	0.7
York County	Water Street	Shared Roadway	1.6
York County	Waterview Road	Shared Roadway	0.9
York County	Wolf Trap Road	Shared Roadway	0.9

LOCALITY	LOCATION	TYPE OF FACILITY	MILES
York County	Harwood Mill Reservoir	Mountain Bike Trails	10
York County	Waller Mill Park	Mountain Bike Trails	4.4
York County	Colonial Parkway	NPS Facility	11
York County	Yorktown Battlefield	NPS Facility	13

LOCALITY	LOCATION	TYPE OF FACILITY	MILES
York County	East Roanoke Commuter Lot	Parking	N/A
York County	York County Library - Tabb	Parking	N/A
York County	York County Operations Center	Parking	N/A
York County	Yorktown Victory Center	Parking	N/A
York County	Yorktown Visitor	Parking	N/A

LOCALITY	LOCATION	TYPE OF FACILITY	MILES
REGION	SUBTOTAL	Multi-Use Path/Conceptual Corr.	38.6
REGION	SUBTOTAL	Multi-Use Trails	155.6
REGION	SUBTOTAL	Multi-Use Pathways	109.8
REGION	SUBTOTAL	Conceptual Corridor Location	29.5
REGION	SUBTOTAL	Multi-Use Paths	39.2
REGION	SUBTOTAL	Other	0.0
REGION	SUBTOTAL		332.7

FIGURE 1

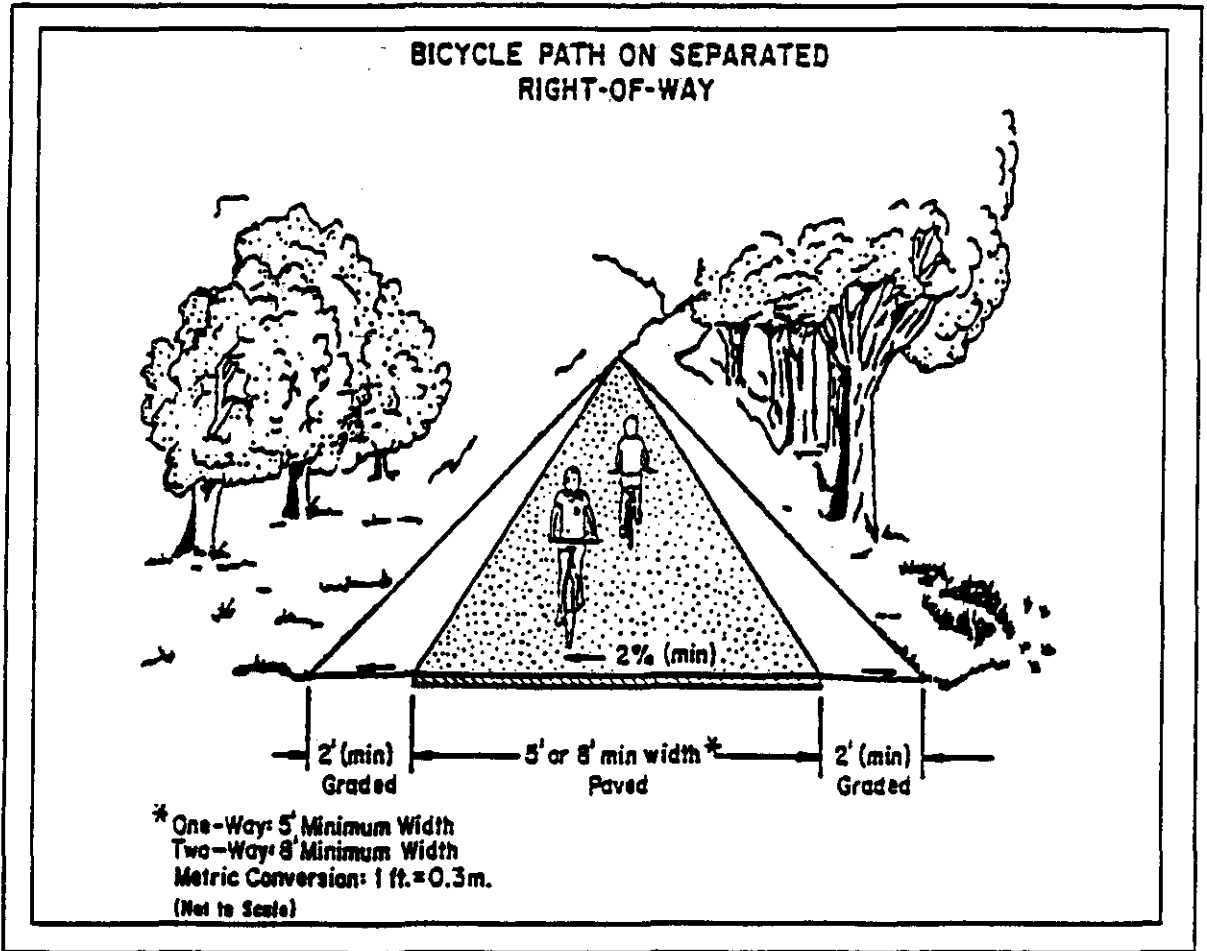


FIGURE 2

