



Buckingham County Planning Commission

Work Session Agenda

Monday, March 18, 2024 6:00PM

Buckingham County Administration Building

Peter Francisco Meeting Room

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1. Call to Order by Planning Commission Chairman
 - Invocation
 - Pledge of Allegiance
 - Establishment of Quorums
2. Adoption of Agenda
3. Discussion Topic
 - a. Comprehensive Plan with Commonwealth Regional Council
4. Commission Matters and Concerns
5. Adjournment

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Inventory and Analysis: Community Resources

A. Housing

Introduction

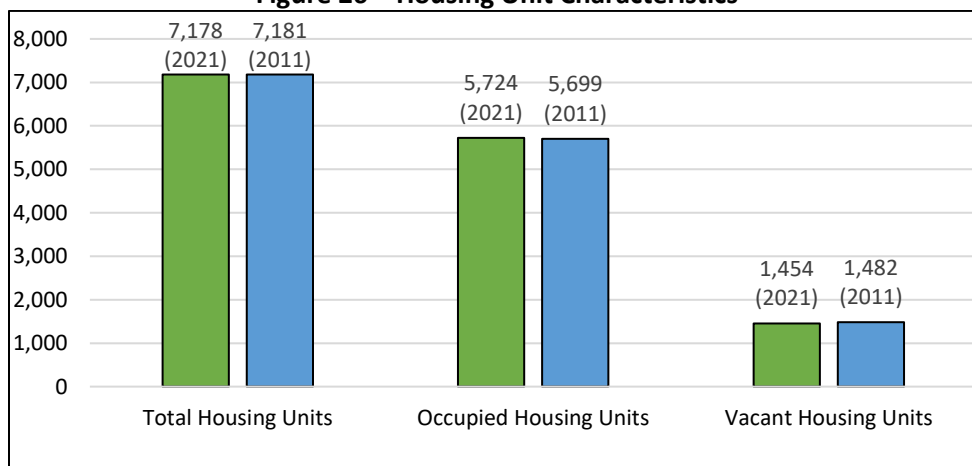
Attractive, safe, and affordable housing is a basic requirement of any community. Good quality housing aids in higher land valuation and better living conditions for the population. The availability of good quality housing can be an excellent enticement for facilitating the relocation of new industry or residents to the area. New industry can bring new workers into the community. Those workers would be more easily enticed by sufficient and appealing housing. This creates a more prosperous and desirable community in which to live, work and grow.

This section will examine housing in Buckingham County by type, quality, vacancy rate and household characteristics, such as household size and race. Furthermore, general trends and concerns relating to future housing needs will be discussed. Although the provision of housing is largely the responsibility of the private sector (which includes builders, developers, realtors, bankers and others), there has always been a close interdependence between the public and private sectors which is essential in meeting the needs of a community. This Plan will provide the basis for analysis of the current status of housing in the area as well as a broad base to aid in future growth decisions.

Housing Units

According to the U.S. Census Bureau, a housing unit is defined as a house, apartment, mobile home or trailer, group of rooms, or single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible. Statistics for Buckingham County reflect a slight decrease in the number of housing units from 7,181 to 7,178 from 2011 to 2021; a decrease of 3 units. Occupied housing units increased from 5,699 units to 5,724 units from 2011 to 2021; an increase of 25 units. There was a decrease in vacant units from 1,482 units to 1,454 units from 2011 to 2021; a decrease of 28 units (see Figure 26).

Figure 26 – Housing Unit Characteristics



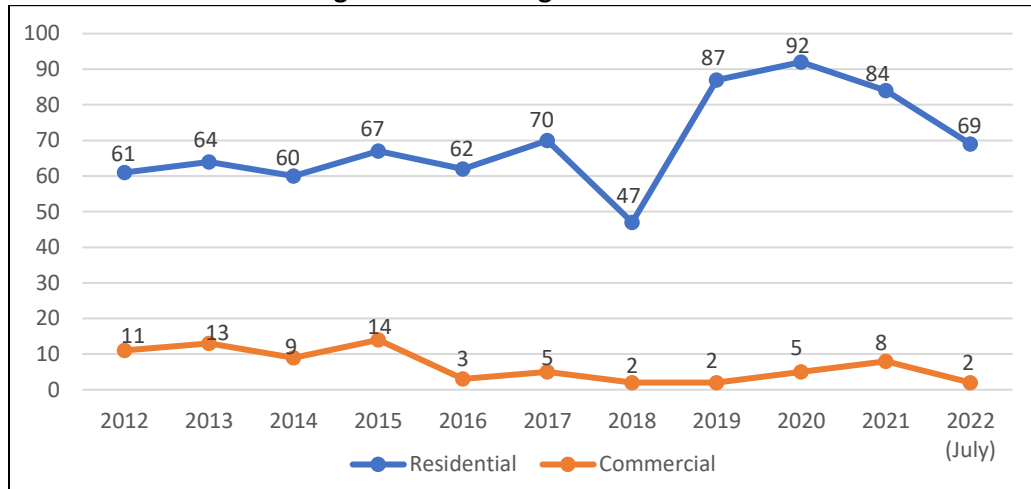
Source: U.S. Census Bureau, 2011 and 2021 American Community Survey

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Housing Growth (Building Permits Issued)

According to data provided by the Buckingham County Building Inspector's Office, based on available records, the County issued a total of 837 building permits from 2012 to July 2022 (see Figure 27). Of those 763 were residential and 74 were commercial. Building permits for the town of Dillwyn are handled by the County.

Figure 27 – Building Permits Issued

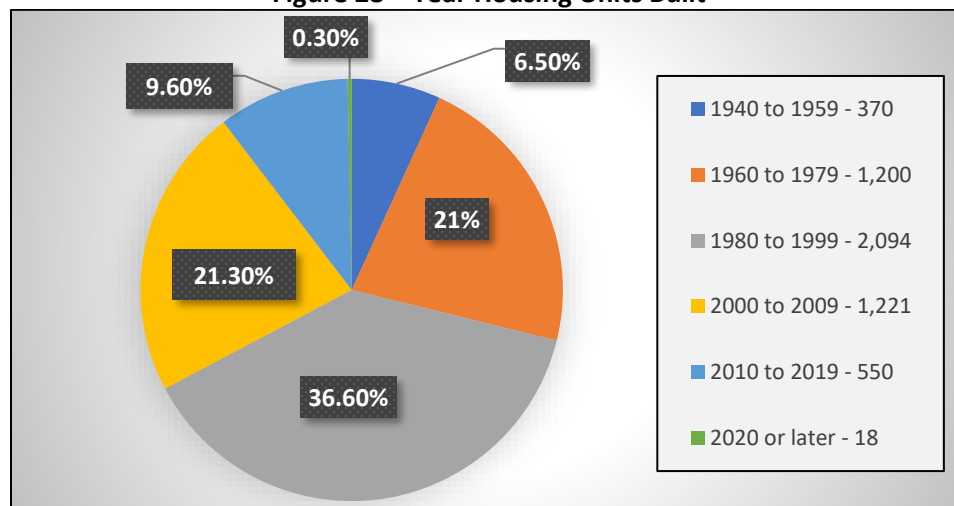


Source: Buckingham County Building Inspector's Office

Housing Quality

Indicators of housing conditions selected for this analysis include rental characteristics, owner occupied housing values, and housing deficiency characteristics. According to the U.S. Census Bureau's American Community Survey 2021 5-year estimates, of the 5,724 occupied housing units in the County, 4,240 were owner occupied and 1,484 were renter occupied. The data also shows that 21% of all housing units were built between 1960 and 1979, 36.6% were built between 1980 and 1999, and 21.30% were built between 2000 and 2009 (see Figure 28).

Figure 28 – Year Housing Units Built



Source: U.S. Census Bureau 2021 American Community Survey Estimates

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Buckingham County Governmental Policies

The Buckingham County Zoning Ordinance contains intents and purposes, permitted uses by right and by special exception, as well as rules and regulations for the various zoning districts found in Buckingham County. The Ordinances also lay out how they will be enforced, including penalties for violations, and the process for appeals for variances or appeals of decisions that are thought to be in error.

Building inspections for Buckingham County and the Town of Dillwyn are handled through the Buckingham County Building Inspector's Office. The County follows the 2018 Virginia Uniform Statewide Building Code, which sets standards for the construction, alteration, adoption, repair, removal, use, location, occupancy and maintenance of all buildings. This code standardizes the requirements for and quality of construction of all housing regardless of the type or ultimate price.

Per the Virginia Department of Taxation, for tax year 2023, the real estate tax rate in Buckingham County was \$0.55 per \$100.00 of assessed value.

B. Community Facilities and Services

Introduction

Community facilities and services are made possible by individuals, families, businesses and industries working together to serve Buckingham County. The provision of such facilities and services is usually determined by the tax income that can be obtained from local population and businesses.

The following inventory analysis summarizes the public resources for which the County has primary responsibility and control. However, it also considers other important resources and activities of other levels of government such as federal and state agencies. In addition, some private or quasi-public facilities such as educational institutions and some utility systems are important resources for the local community and must be taken into account when analyzing the full range of public resources available to the citizens of this locality.

Administrative Facilities

The Buckingham County Administration Office is located in Buckingham Court House on West James Anderson Highway (U.S. 60). This office serves as the center for government business in the County. The County Administrator, who reports to the Board of Supervisors, oversees the daily business for the County.

Public Education Facilities

- Buckingham PreSchool: Public Early Childhood Education program that serves preschool age children and is located at 77 Buckingham PreSchool Road, Buckingham, VA 23921
- Buckingham County Primary School: Public school that serves students in Grades K through 2 and is located at 128 Frank Harris Road, Dillwyn, VA 23936
- Buckingham County Elementary School: Public school that serves students in Grades 3 through 5 and is located at 40 Frank Harris Road Dillwyn, VA 23936
- Buckingham County Middle School: Public school that serves students in Grades 6 through 8 and is located at 1184 High School Road Buckingham, VA 23921

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- Buckingham County High School: Public school that serves students in Grades 9 through 12 and is located at 78 Knights Road Buckingham, VA 23921
- Buckingham County Career and Technical Education Center: Public school that provides career and technical education instruction for high school students in Grades 9 through 12 and is located at 98 Fanny White Road, Buckingham, VA 23921

Private Education Facilities

- Central Virginia Christian School (CVCS): Private Christian school that serves students in Pre-K through Eighth Grade is located at 164 Industrial Park Road, Dillwyn, VA 23936.
- Calvary Christian School: Private Christian school that serves students in Kindergarten through Twelfth Grade is located at 31139 James Madison Highway, New Canton, VA 23123.

Institutions of Higher Education

There are several institutions of higher education that are within commuting distance (1-hour or less) for residents of Buckingham County. Located in adjoining Prince Edward County are Longwood University and Hampden-Sydney College. In relation to the northern area of the County, in Albemarle County is the City of Charlottesville. Located in the heart of the City of Charlottesville is the University of Virginia. Also located in Albemarle County is Piedmont Virginia Community College (PVCC). In relation to the southern area of the County, a resident could also have an easy commute to Charlotte County where the John H. Danial (Keysville) campus of Southside Virginia Community College (SVCC) is located. In relation to the western area of the County, a resident could also have an easy commute to the City of Lynchburg. The City of Lynchburg is home to several institutions of higher education including Central Virginia Community College (CVCC), Liberty University, Sweet Briar College, University of Lynchburg, and Randolph College. In relation to the eastern area of the County, a resident could also have an easy commute to Chesterfield County where John Tyler Community College (JTCC) is located.

Industrial Sites

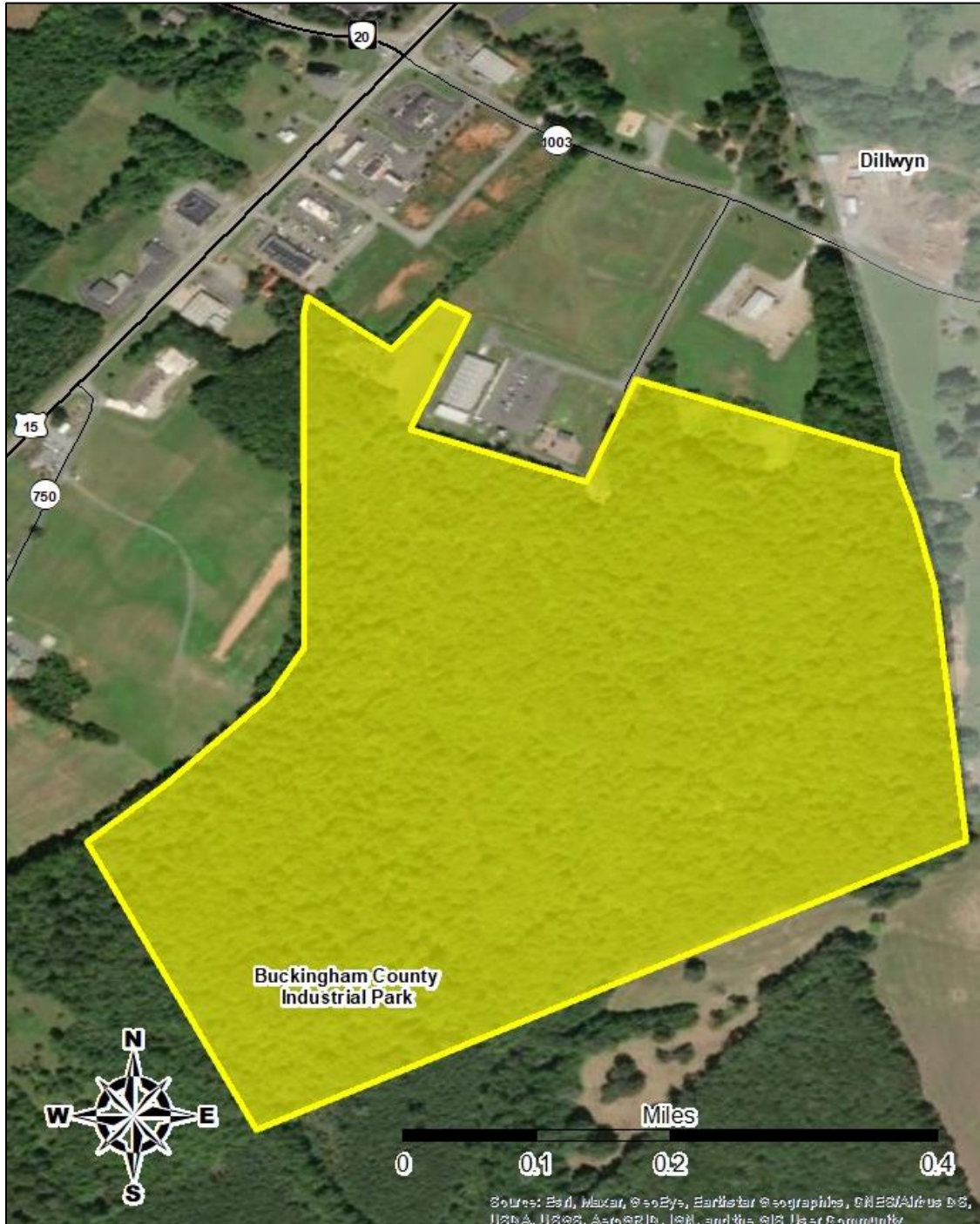
Buckingham County has one industrial park (see Map 3) and is served by one regional park. The industrial park in Buckingham County is located near Dillwyn. The regional industrial park is located in Keysville, in Charlotte County.

- Buckingham County Industrial Park
The Buckingham County Industrial Park has approximately 124 acres zoned for NC1 Neighborhood Commercial. Rail transport is available nearby through the Buckingham Branch Railroad. The park is located just outside the Dillwyn Town Limits.
- The Heartland Regional Industrial Park
The Heartland Regional Industrial Park contains approximately 400 acres zoned for general industrial use and is owned by the Counties of Charlotte, Lunenburg, Prince Edward, Cumberland, Buckingham, and Amelia. These localities participate in a revenue share agreement. The Heartland Park is currently home to Eastern Engineered Wood Products and logging equipment retailer Forest Pro, as well as the office for the Commonwealth Regional Council. The property is located in Virginia's Tobacco Region and is also in an Enterprise Zone and a designated Opportunity Zone, which provides additional incentives for development. The park offers tenants

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convenient access to a four-lane arterial highway and Buckingham Branch's short-line rail and transload site on the northern border of the park as well as water and wastewater services provided by the Town of Keysville and T1 Broadband interconnectivity with redundancy.

Map 3 – Industrial Site – Buckingham County Industrial Park



Map created by CRC – October 2023

Source: ESRI, Buckingham County

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Health Care

As shown below, Buckingham County residents are in close proximity to the following hospitals (60 miles from the County line):

- Centra Southside Community Hospital (Farmville, Virginia)
- Sentara Martha Jefferson Hospital (Charlottesville, Virginia)
- University of Virginia Medical Center (Charlottesville, Virginia)
- Centra Lynchburg General Hospital (Lynchburg, Virginia)
- Centra Virginia Baptist Hospital (Lynchburg, Virginia)
- Augusta Health (Fishersville, Virginia)
- Bon Secours-St. Francis Medical Center (Midlothian, Virginia)
- Carillion Stonewall Jackson Hospital (Lexington, Virginia)
- Johnston Willis Hospital (Richmond, Virginia)
- Centra Bedford Memorial Hospital (Bedford, Virginia)
- Henrico Doctors' Hospital (Richmond, Virginia)
- Bon Secours – St. Mary's Hospital of Richmond (Richmond, Virginia)
- Richmond VA Medical Center (Richmond, Virginia)
- Sentara Halifax Regional Hospital (South Boston, Virginia)

Located in New Canton is the Central Virginia Community Health Services, a division of Central Virginia Health Services, Inc. This facility provides comprehensive medical care for the residents of Buckingham County and some residents from the surrounding area on an outpatient basis (including physical therapy, dentistry and a pharmacy).

Located between Dillwyn and Sprouses Corner on N. James Madison Highway (U.S. 15) is Troublesome Creek Medicine. The clinic was opened in 2022 by Chris Hucks, a licensed Family Nurse Practitioner, and was originally operated out of his residence on Troublesome Creek Road while the office at the current location was completed. The clinic offers lab service, referrals, and sick visits, and also offers home visits.

Located in Dillwyn is Centra CNG Buckingham. This facility on Brickyard Drive is at the site of the former Buckingham Family Medicine (which was owned by Sentara Healthcare). Centra Health acquired the site and opened Centra CNG Buckingham in November 2023. The clinic provides primary medical care for residents of Buckingham County.

In addition, Buckingham County has two (2) dentist offices, Buckingham Family Dentistry, LLC and Central Virginia Dentistry (Dr. Walter Saxon, Jr. DDS, PC). One orthodontist, Dr. William Horbaly, is based in Charlottesville but has satellite office hours at Dr. Saxon's Office. There is one (1) pharmacy, Dillwyn Pharmacy. The County also has one (1) physical therapy business – Progressive Therapy, Inc. (located in Dillwyn) and a chiropractic business - Arvonía Chiropractic Center (located in Arvonía).

Nursing Homes

There is one (1) nursing home located in Buckingham County. Heritage Hall Dillwyn is a state certified/licensed nursing home. The facility has a total of 60 beds. Onsite services provided by Heritage Hall Dillwyn include the following: daily activities, dietary services, housekeeping services, mental health services, nursing services, occupational therapy services, physical therapy services, physician services, podiatry services, social work services, and speech/language pathology services.

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Library

Buckingham County has two (2) libraries - one is located on North James Madison Highway in Dillwyn and the other is located in the Village Center of Yogaville. The Buckingham County Library is one (1) of two (2) branches of the Central Virginia Library system. The other branch is located in the Town of Farmville in neighboring Prince Edward County.

Museums

Buckingham County is fortunate to have a beautiful historical museum. The Housewright Museum, located across from the Buckingham Courthouse Village Center, contains two floors full of Buckingham history. Included are old photos, documents, furniture, farm implements, toys, family records, and much more. The group responsible for the operation of the museum is Historic Buckingham Inc.

Located directly behind the Housewright Museum is the Adams Museum. Established in 2018 through a gift from H. Spencer Adams and his wife, the late Winnifred Bryant Adams, the Adams Museum includes a genealogy research room for people to research people, places, and things related to Buckingham County.

Religious Facilities

There are approximately 70 churches of various denominations in the area including the following: Apostolic, Baptist, Baptist (Independent), Catholic, Church of Jesus Christ of Latter-Day Saints, United Methodist, Pentecostal Holiness, Presbyterian, etc. There are also various non-denominational churches located in the area.

Also located within the County is the Light of Truth Universal Shrine (LOTUS), international headquarters of Integral Yoga Institute. It is located at Satchidananda Ashram-Yogaville, on Route 604, between Routes 56 and 601. Dedicated to the light of all faiths and to world peace, LOTUS is unique in the world. LOTUS is the first interfaith Shrine to include altars for all faiths known and yet unknown.

Buckingham County is also home to the Virginia Nazarene Camp and Retreat Center. This Christian Retreat Center provides a variety of retreat and camping experiences for all-ages. This camp and retreat is located at 1151 High School Road, Buckingham, VA 23921.

Water Service/Sewer Service

Wells provide the main supply of domestic water needs of the County's rural residents. However, a portion of the County is serviced by a public water system. Buckingham County provides the Town of Dillwyn residents and some surrounding areas with water service.

A large majority of the residents in the rural areas of the County use individual septic systems. However, a small portion of the County is serviced by a public sewer system. The Town of Dillwyn is all served by the County Public Sewer. There is one additional community sewer system ~~within~~ Buckingham County, ~~located w-~~ Within the community of Yogaville, ~~the central sewer system main plant is a 10,000 gallon-per-day sewer treatment facility. In the same area, a 2,500 gallon per day sand filter system serves the laundry mat.~~

Solid Waste Collection/Recycling

Buckingham County operates seven (7) waste collection/recycling centers where County residents may bring their household waste and/or recyclables for disposal. See Map 4. These centers are managed by

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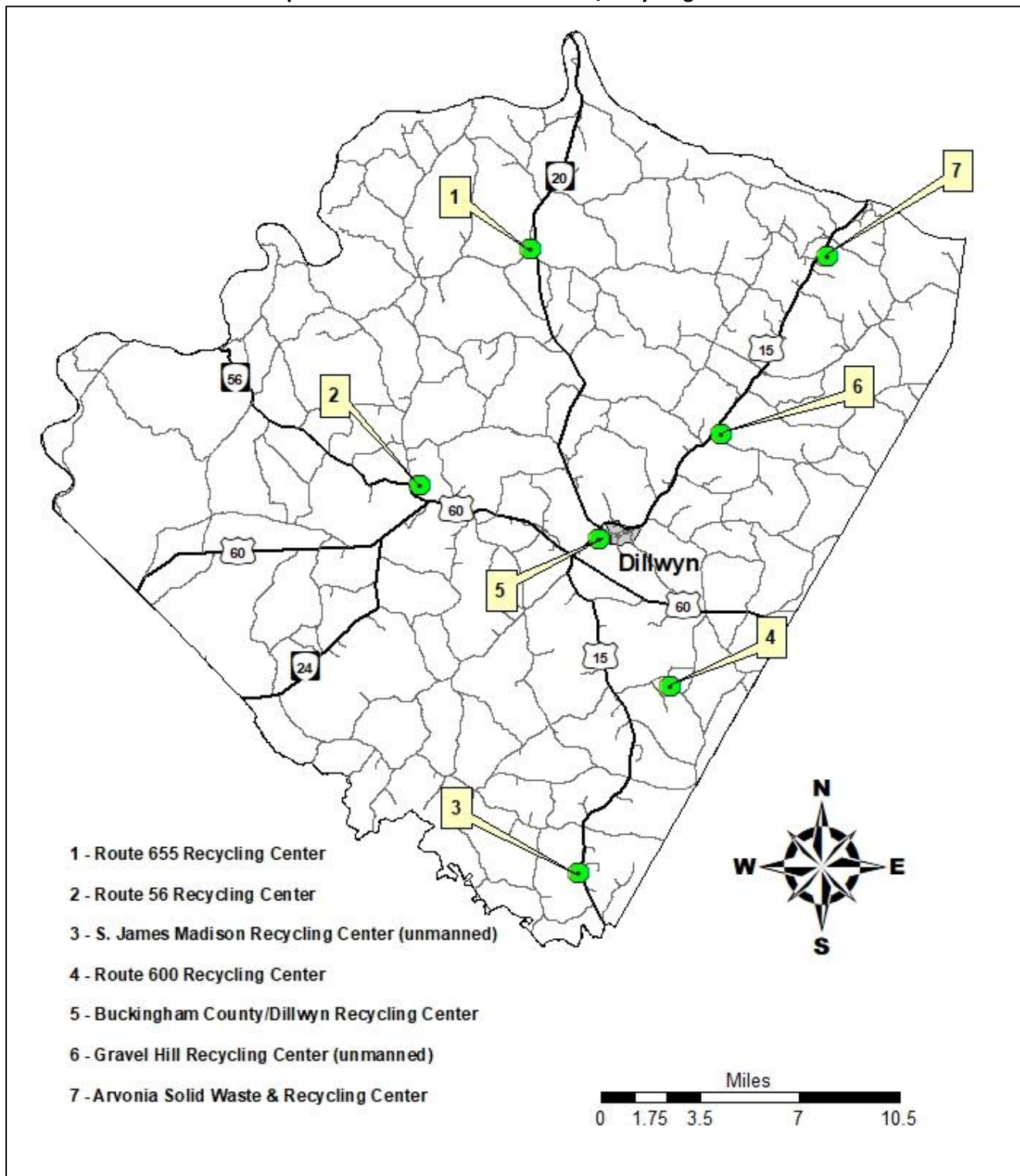
the County's Public Works Department. The Department administers the Solid Waste Ordinance, in conjunction with the Virginia Department of Environmental Quality and Environmental Protection Agency regulations relating to solid waste issues. The convenience centers are at the following locations:

- **1) Route 655 Recycling Center** is located at 4487 Glenmore Road (Route 655) just 0.3 mile west of N. Constitution Route (Route 20). This site offers newspaper recycling, metal recycling, general household waste, and construction debris.
- **2) Route 56 Recycling Center** is located at 10238 S. James River Road (Route 56) just 0.2 mile northwest of James Anderson Hwy (U.S. 60). This site offers newspaper recycling, metal recycling, general household waste, and construction debris.
- **3) S. James Madison Recycling Center** is located at 2001 S. James Madison Highway (U.S. 15). This site offers general household waste containers.
- **4) Route 600 Recycling Center** is located at 7121 Plank Road (Route 600), just 1.1 miles east of S. James Madison Highway (U.S. 15). This site offers newspaper recycling, metal recycling, general household waste, and construction debris.
- **5) Buckingham County/Dillwyn Recycling Center** is located at 750 Wingo Road (Route 750), just east of N. James Madison Highway (U.S. 15) between Sprouses Corner and Dillwyn. This site offers paper and cardboard recycling, metal recycling, general household waste, and construction debris.
- **6) Gravel Hill Recycling Center** is located at 60 Gravel Hill Road (Route 617) just east of N. James Madison Highway (U.S. 15). This site offers general household waste containers.
- **7) Arvonias Solid Waste & Recycling Center** is located at 29420 N. James Madison Hwy (U.S. 15), beside the old Arvonias Primary School. This site offers newspaper recycling, metal recycling, general household waste, construction debris, and appliances.

All sites are open 24 hours daily. Electronics may be recycled at the Buckingham County Recycling Center between the hours of 6:00a.m - 7:00p.m. seven days a week.

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Map 4 – Solid Waste Collection Sites/Recycling Centers



Map created by CRC – August 2014 (updated September 2023)
Source: Buckingham County Solid Waste/Recycling Director

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Law Enforcement and Public Safety

The Buckingham County Sheriff's Office provides law enforcement protection to the citizens of Buckingham County. The Sheriff's Office is responsible for criminal investigations, calls for service, court room security, and service of the civil process. The Sheriff's Office employs a total of approximately 36 citizens – including 19 full time and 5 part time law enforcement officers, 9 full time and 3 part time dispatchers. The Sheriff's office also runs 9-1-1 dispatch out of their office. The Virginia State Police (VSP) provides traffic enforcement and investigative support for Buckingham County. The incorporated town of Dillwyn does not currently have an officer, but they still receive mutual aid response from the VSP and the Buckingham County Sheriff's Office.

Fire and Rescue

Buckingham County is protected by a coordinated emergency medical services (EMS) system that includes approximately 35 full-time and part-time staff plus three (3) active volunteers. The EMS is led by the Chief of the Buckingham County Department of Emergency Services.

Buckingham EMS has three (3) facilities. One facility is located just south of Dillwyn, another is located in the community of Arvon, and the other is located in the community of Glenmore. These facilities offer 24/7 medical level ambulances. Previously, the Buckingham Volunteer Rescue Squad (BVRS) provided the EMS services for the County for almost 50 years. In 2020, Buckingham County took over the management of the EMS services including staffing after BVRS transferred control. The County initially selected to contract the EMS services to the Delta Response Team through a transitional year. In Fall of 2021, that contract was ended and the County moved forward with an all-County employed staff.

The County has four (4) all-volunteer fire departments. The Dillwyn Volunteer Fire Department serves the Town of Dillwyn and surrounding areas. The fire station is located on North James Madison Highway in Dillwyn. The Arvon Volunteer Fire Department serves the village center of Arvon and the surrounding area. The fire station is located on Arvon Road. The fire house also houses one of the EMS facilities as well. The Toga Volunteer Fire Department serves the southwestern portion of the County and is located on Mount Rush Highway. The Glenmore Volunteer Fire Department serves the Village Center of Glenmore and surrounding area. The fire station is located on Firehouse Road. There is an EMS facility on Glenmore road. On various occasions, fire companies assist one another where needed. Mutual Aid Agreements currently exist with the following counties: Albemarle, Fluvanna, Cumberland, Nelson and Prince Edward.

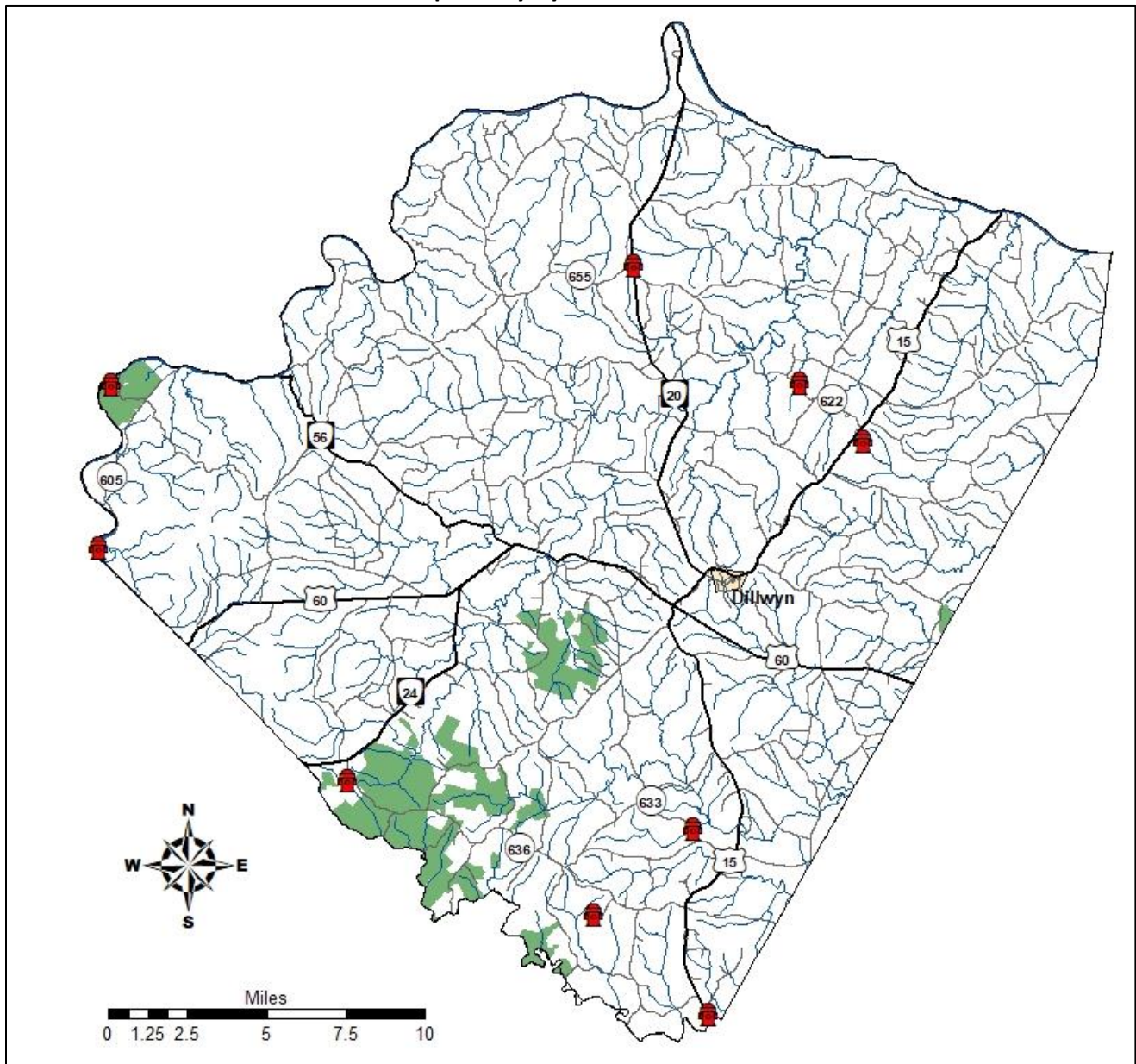
The Buckingham County Board of Supervisors and the Department of Emergency Services have worked together to develop a 5-year strategic plan of growth and improvement for the County's fire and rescue services. This plan was developed after careful evaluation of metrics and trends pertaining to the Department, and will require planning and budgeting for the targeted initiatives. They include:

- Partnering with Arvon Volunteer Fire Department (AVFD) to immediately place 12-hour daytime EMS coverage in their fire station Monday through Friday, with a plan to transition this to 24/7 coverage within the next 1-2 years (either out of the AVFD station or in a new station).
- Construction on a fourth EMS station in District 3 (Curdsville/Sheppards) area. The end goal would be 24/7 coverage at this station as well, leading to the county being covered by four 24/7 EMS units.
- Renovations for the Dillwyn EMS Station, which is 20 years old.
- Purchase of one new ambulance every other year. This purchase rate coincides with projected needs based upon the life-span of Buckingham County's EMS unit.

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Because the County is large in area and the existence of public water is limited, many areas of the County have dry hydrants (see Map 5). Dry hydrant systems ensure an adequate water supply in areas where conventional fire protection is not available. Dry hydrant systems consist of a non-pressurized PVC pipe with a fire hydrant head above ground and a strainer below water. Dry hydrants, placed strategically around a rural fire district in ponds, lakes, streams or other bodies of water, eliminate the need for trucks to return to town to refill. Pumping water into tank trucks from these sources saves precious time. Reducing the travel distance for shuttling water saves time and energy. Adequate water supplies can reduce fire losses and lives. They may also lower the cost of insurance. Improved fire protection can stimulate economic growth by making an area more attractive to homeowners and developers.

Map 5 – Dry Hydrant Locations



Source: ~~Virginia Department of Forestry~~ Buckingham County Emergency Services

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Telecommunications and Internet Access

Within any community, access to fiber optics is extremely important. The unprecedented growth in telecommunications capacity and in telecommunication applications has changed the way all persons and businesses function. Due to the County's rural nature and limited resources, it is unable to implement the infrastructure necessary for fiber optics on its own. There are a number of Internet/telephone/cell service providers in the County. They include: Firefly, Brightspeed, Shentel, AT&T, US Cellular, Verizon, DirectTV, Hughes Net, Skylink, and Viasat. See Map 6 for locations of communications towers in Buckingham County.

Due to the lack of current telecommunication access in the County, members of the community have provided alternative access for citizens to provide access to the internet in areas that otherwise do not have access. The Buckingham County Library branch also provides free Wifi access at their facility. This allows for Buckingham County students to complete online school work even when the internet is not accessible at home.

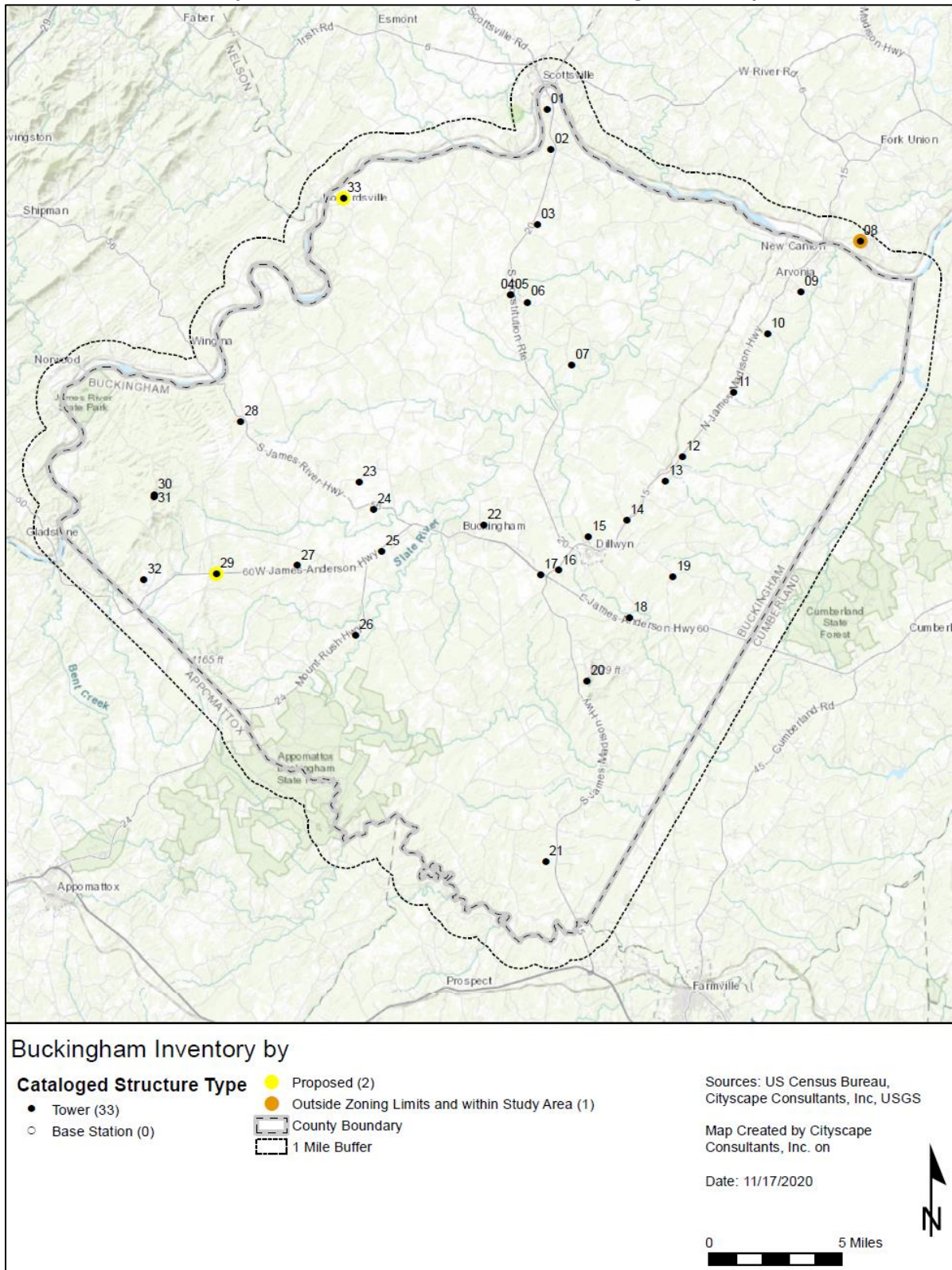
Buckingham County and the entire region are served by Mid-Atlantic Broadband Communities Corporation (MBC). Using a \$4,000,000 federal matching grant from the U.S. Department of Commerce Economic Development Administration and a \$4,000,000 grant from the Virginia Tobacco Region Revitalization Commission, MBC built an open access 144 strand fiber optic backbone which extends over 300 miles and serves more than 350 businesses, commercial, community colleges and industrial parks in Southside Virginia. See Map 7 for MBC coverage in the County.

To combat the lack of fiber optics within rural America, the Federal Communications Commission established a Connect America Fund (CAF) to help accelerate the broadband buildout to 23 million homes in rural America including Buckingham County. One hundred and three (103) bidders won \$1.49 billion over 10 years. FireFly fiber broadband, a wholly-owned subsidiary of Central Virginia Electric Cooperative (CVEC), won the bid for the areas available in Buckingham County. The Federal Communications Commission also established the \$20.4 billion Rural Digital Opportunity Fund to bring high speed fixed broadband to service rural homes and small businesses that are lacking. FireFly also won the bid for the areas available in Buckingham County.

Additionally, Buckingham County was part of a December 2021 grant award under the Department of Housing and Community Development's Virginia Telecommunications Initiative (VATI) program. Buckingham was part of a regional application. The application was submitted by the Thomas Jefferson Planning District Commission, in affiliation with FireFly fiber broadband, to build fiber in unserved locations and achieve universal access for multiple counties across Central Virginia. This project was awarded more than \$79 million under the VATI program.

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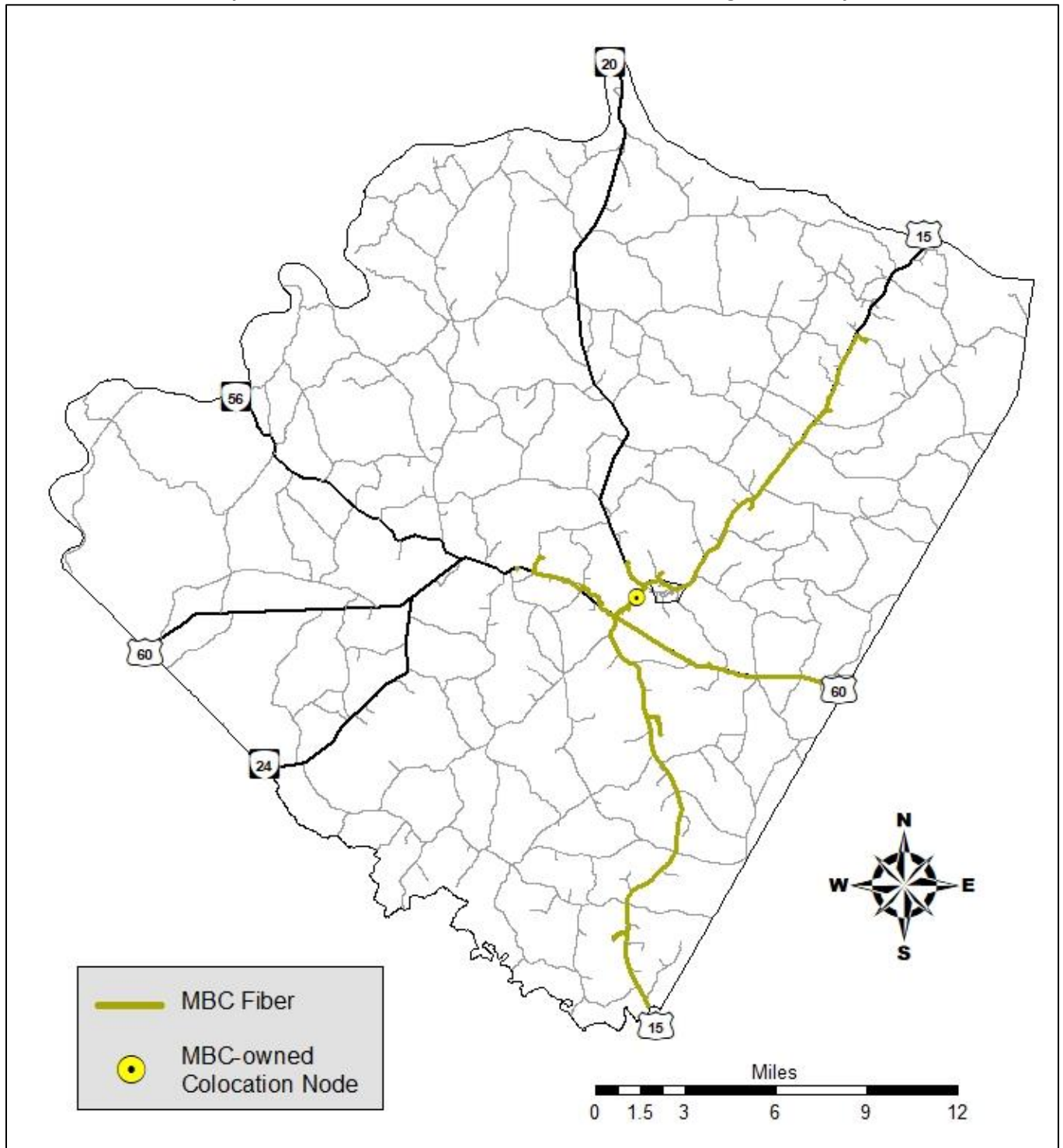
Map 6 – Antenna/Tower Locations in Buckingham County



Source: Cityscape Consultants

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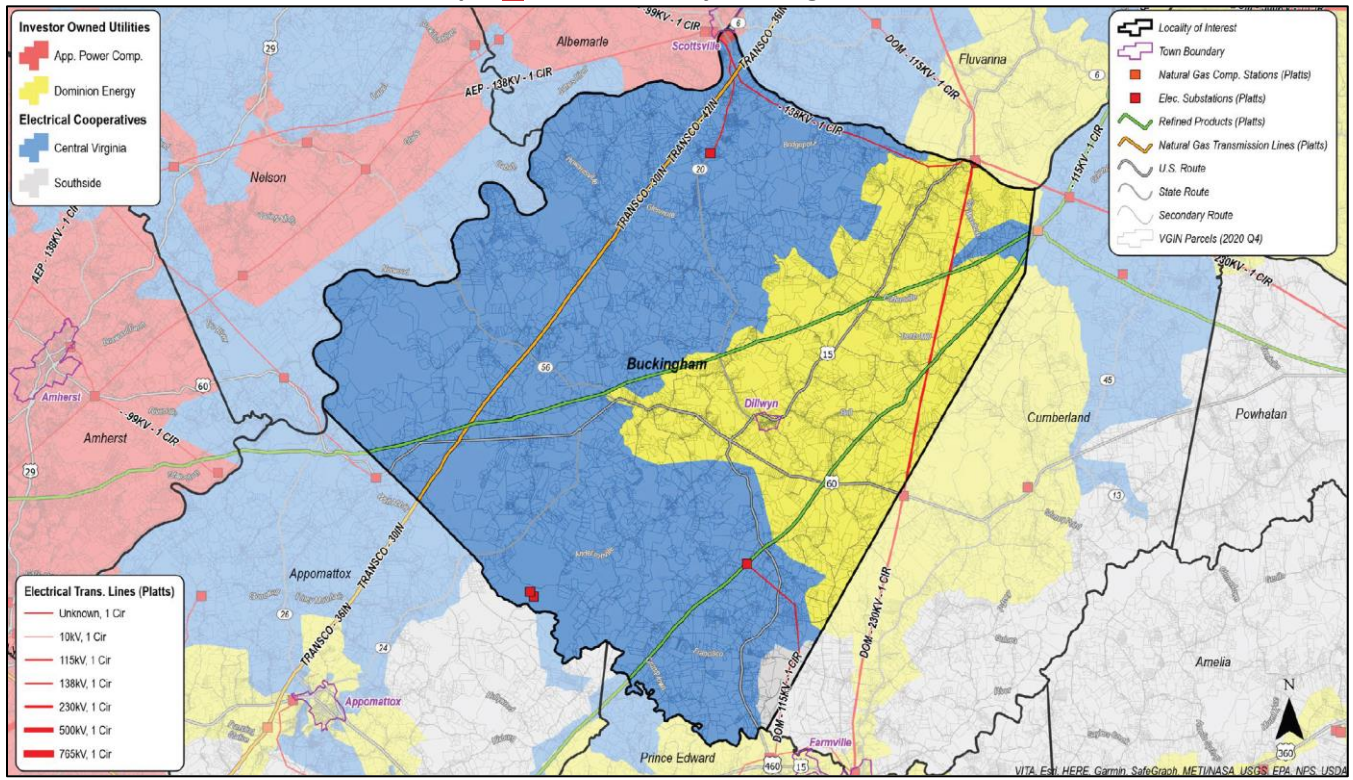
Map 7 – Mid-Atlantic Broadband Fiber Routes in Buckingham County



Map created by CRC – October 2023
Source: MBC

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Map 8-9 – Electric Utility Coverage Areas



Natural Gas/Fuel Sources

Two pipelines run through Buckingham County: Colonial and Williams. Colonial transports liquids, while Williams transports natural gas. Colonial also owns the Mithcell Junction Tank Farm, located in northern Cumberland County near the Buckingham County line. The County does not currently have the ability to tap into existing lines. However, the County does have a close proximity to other natural gas distribution including the City of Lynchburg and City of Richmond.

Recreation

The Buckingham County Recreation Department offers sports and activities including basketball, cornhole, gymnastics, Parents Night Out, soccer, yoga, swimming, tennis, and others. The Department also offers a program for individuals 50 and older, Buckingham Active Seniors. The group meets on the second Tuesday of each month at the Buckingham Community Center. Their program includes guest speakers, program meetings, and game and social time. Buckingham County has a public park, the Buckingham Community Park, located on Route 1003 behind the Buckingham Community Center. The park has a covered pavilion with 12 picnic tables, a grill for cooking, and a playground. The Town of Dillwyn has Ellis Acres Park, which has a covered pavilion with picnic tables, a playground, and basketball/tennis courts.

The Buckingham County Youth League (BCYL) offers leagues in baseball, softball, football, basketball, and cheer. BCYL baseball has four (4) fall leagues and 11 spring leagues. BCYL softball has five (5) fall leagues and six (6) spring leagues. For the 2023-2024 season, BCYL basketball is offering five co-ed leagues plus

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one (1) boys league and four girls leagues. BCYL football offers four fall leagues. BCYL offers cheer for football and basketball to youth aged four to 16.

Buckingham County provides opportunities for outdoor recreation exploration as well. Due to its rural nature, the County is perfect for biking along the backroads while you enjoy the picturesque views and see a variety of wildlife. Additionally, the County is home to a number of public areas.

James River State Park is located in the northwest corner of the County between U.S. 60 and Route 56. It offers cabins for lodging, a natural playground, picnic shelters, multi-use trails, boat launches, campgrounds, a universally accessible fishing pier, and a wheelchair-accessible trail. The park received International Dark Sky Park designation in 2019. DarkSky International, originally founded as the International Dark Sky Association, designates communities, parks, and protected areas around the world that protect dark sites through responsible lighting policies and public education. There are more than 200 designated Dark Sky places around the world consisting of 118 Dark Sky Parks (including James River), 18 Dark Sky Sanctuaries, 21 Dark Sky Reserves, nine (9) Urban Night Sky Places, and 43 International Dark Sky Communities. The Dark Sky designations are part of the organization's mission to restore the nighttime environment and protect communities from the effects of light pollution through outreach, advocacy, and conservation.

Appomattox-Buckingham State Forest is located in parts of Appomattox and Buckingham Counties. Cumberland State Forest covers parts of Cumberland and Buckingham Counties and offers multi-use trails. Both areas offer multi-use trails as well as opportunities for fishing, hunting, trapping, and wildlife watching.

Featherfin Wildlife Management Area is located along the Appomattox River in parts of Appomattox, Prince Edward, and Buckingham Counties and offers opportunities for hunting, fishing, camping, hiking, and birding. Horsepen Wildlife Management Area is located just south of the Buckingham Court House Village area and offers opportunities for hunting, trapping, camping, hiking, horseback riding, boating, and birding.

Civic Organizations

Buckingham County has many civic clubs and organizations for children and adults. Some, but not all, are listed below:

- Buckingham County 4-H/Holiday Lake 4-H
- Buckingham County Cooperative Extension
- Buckingham County Chamber of Commerce
- Piedmont Habitat for Humanity (serves Buckingham County)
- Buckingham County Lions Club
- American Legion Post 0134
- Veterans of Foreign Wars Post 8446
- Historic Buckingham, Inc.

Festivals/Community Events

Buckingham County has a variety of local events and community activities for residents and visitors to enjoy. Some, but not all, are listed below in this section.

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- The Historic Village at Lee Wayside hosts events including:
 - Mayfest (early May),~~the~~
 - Indian Relic Show (September),
 - Fall Farm Fest (early October),
 - Spooky Hollow Drive-Thru (late October),~~and the~~V
 - Village Christmas Market (early December).
- The Buckingham Chamber of Commerce hosts events including:
 - Local Artisans Market (early November)
 - ~~and~~ Christmas House Tour (early December).
- The Town of Dillwyn hosts events including:
 - ~~T~~rick-or-treating at the Dillwyn Pocket Park (late October)
 - ~~A and an~~ annual Christmas Parade (early December).

Commerce

Businesses within the County include a Food Lion (just south of Dillywn), Farrish Hardware (near Sprouses Corner), general merchandise stores, convenience stores, a Virginia ABC Store (in Dillwyn), auto dealerships, a florist, and various service-related businesses (restaurants, insurance, attorneys, auto repair, medical/dentistry, gas/oil, beauty salons, and banking). Because of the location of Buckingham County, the Lynchburg, Charlottesville, and Farmville areas are popular destinations for residents when shopping for goods and services.

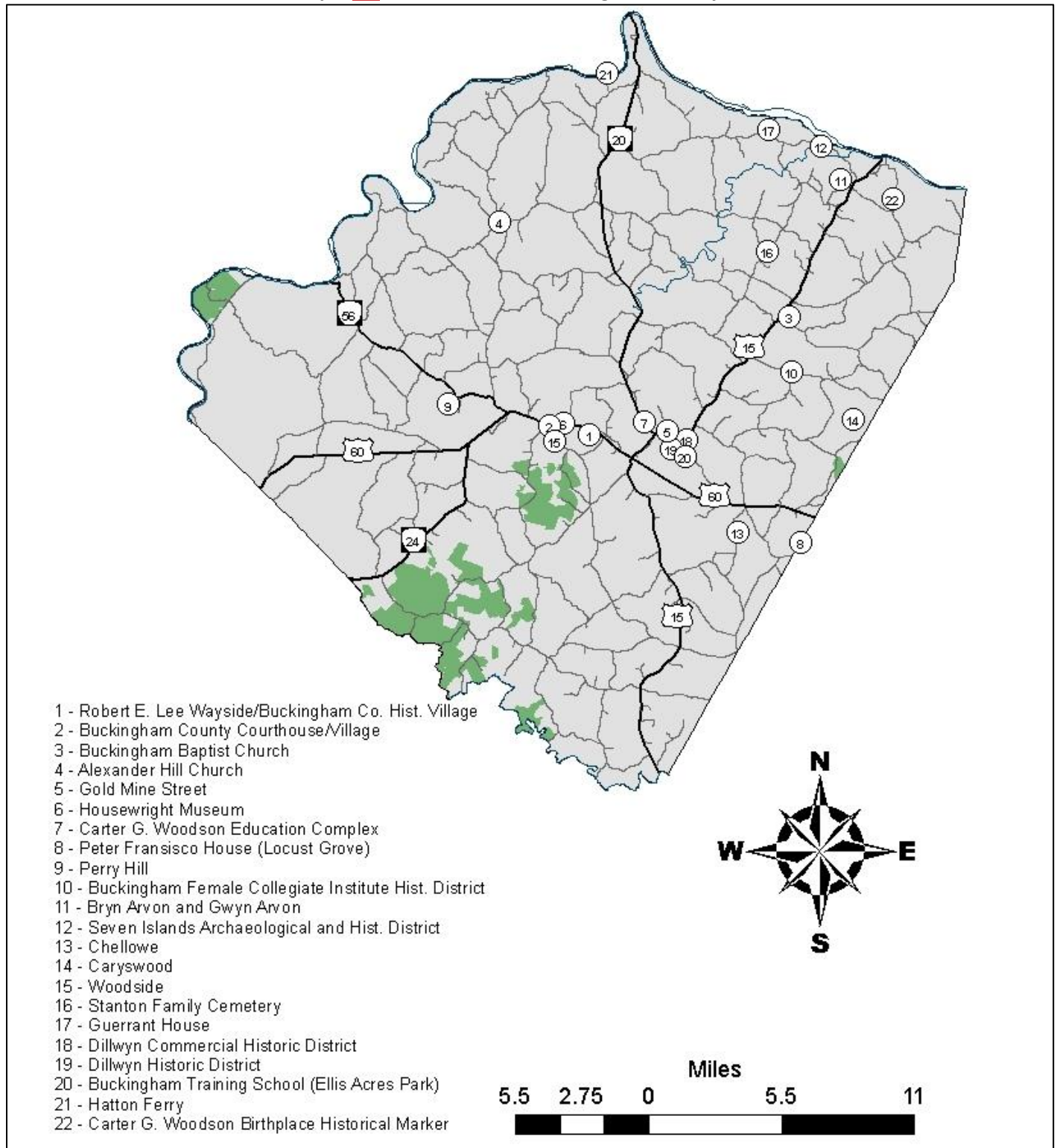
D. Historical Sites

Introduction

Many historic sites exist throughout Buckingham County. Of these, some have been placed in the Virginia Landmarks Register and the National Register of Historic Places. Through the enhancement of the assets comes economic development via tourism. See Maps 9-10 and 109a for locations of historic resources in Buckingham County.

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Map 9-10 – Historic Sites in Buckingham County

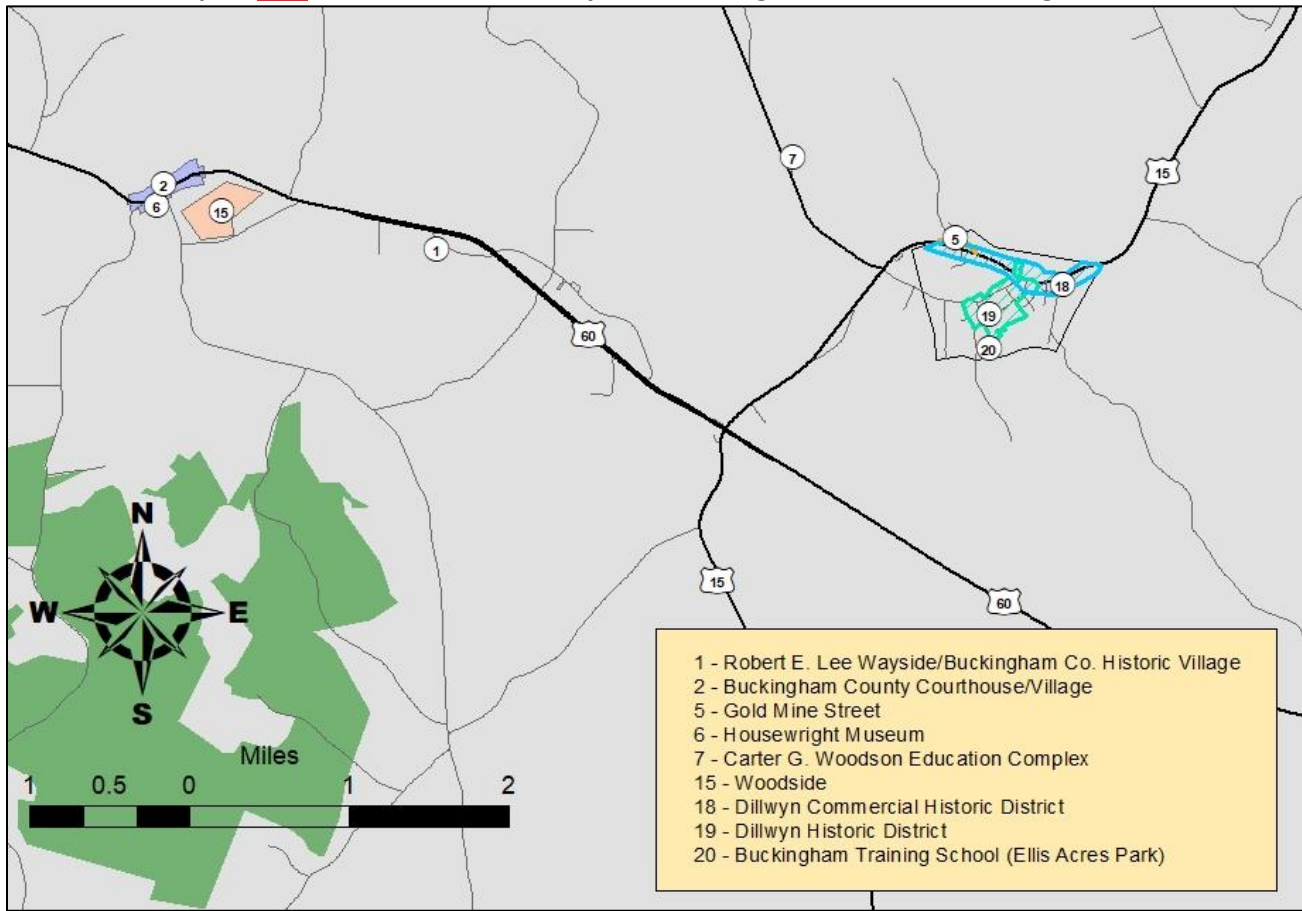


Map created by CRC – September 2014 (updated ~~October~~ February 20242023)

Source: Virginia Department of Historic Resources, Buckingham County

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Map 9a-10a – Historic Sites in Dillwyn and Buckingham Court House Village Areas



Map created by CRC – September 2014 (updated ~~October~~ November 2023)

Source: Virginia Department of Historic Resources, Buckingham County

Regional Historic Initiatives

In March, 1993, Virginia's Retreat was organized to explore ways that the Counties of Amelia, Appomattox, Buckingham, Charlotte, Cumberland, Dinwiddie, Nottoway and Prince Edward and the City of Petersburg, could work together to promote the region's rich abundance of natural and historical resources. Representatives of these localities, working closely with the Virginia Division of Tourism, the Virginia Division of State Parks and the National Park Service, held a planning retreat in April 1993, to design a strategy for accomplishing the Consortium's mission—increase tourism and economic development activity in this region of Virginia.

Virginia's Retreat, now known as Virginia's Crossroads, has continued its successful mission of increasing tourism, economic activity and quality of life in the participating Southside Virginia localities through the promotion, preservation, enhancement and education of the region's natural, recreational and historic resources. One of those successful regional historic initiatives is the Civil Rights in Education Heritage Trail (see Map 11). In March 2004, Virginia's Crossroads kicked off the grand opening of the trail – which is modeled after the successful Lee's Retreat Trail and the Wilson-Kautz Raid Driving Trail. Instead of focusing on the Civil War, the Heritage Trail highlights contributions made to bring equal education to all Americans.

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The trail includes 53 sites throughout 13 counties (including Buckingham County) and the Cities of Petersburg and Emporia that describe the history of education in Southside Virginia. The self-guided driving tour allows you to enjoy the trail at your own pace, letting you linger longer at some stops and pass by others, if time is short. Because the trail is not linear or chronological, it can be started and ended at any point. Once you begin, follow the Civil Rights in Education trail blazing signs from one stop to the next. The Trail has three (3) stops in Buckingham County (see Map [10](#) and Map [10a11a](#)):

- One Room School House – located on Lee Wayside Road, Buckingham, VA
- Buckingham Training School Stephen J. Ellis Elementary School For African Americans – located on 245 Camden Street, Dillwyn, VA
- Carter G. Woodson birthplace – located near 2325 C.G. Woodson Road, New Canton, VA

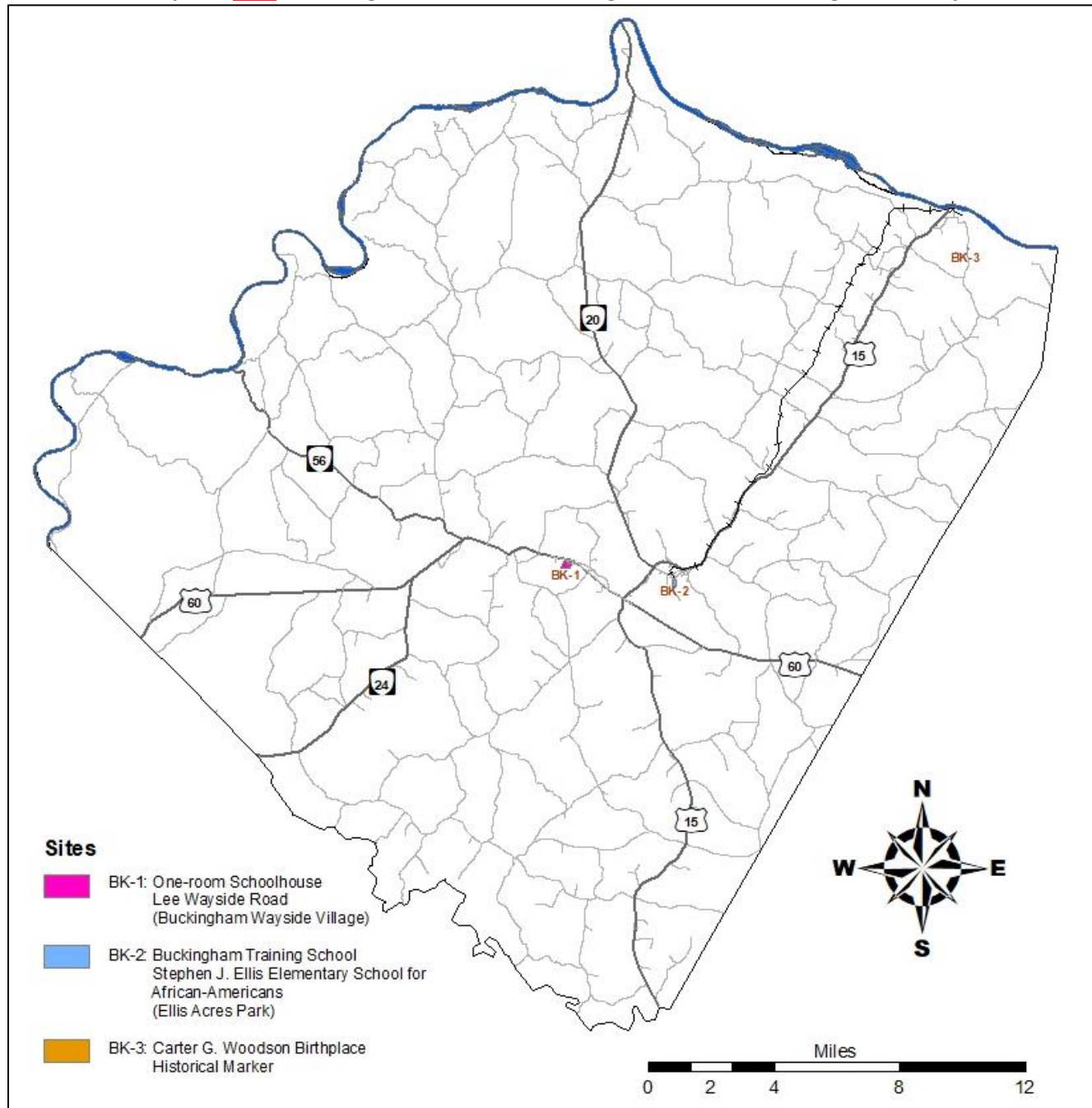
Map 10-11 – Civil Rights in Education Heritage Trail



Source: [CRIEHT Brochure | Virginia's Crossroads \(vacrossroads.com\)](#)

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Map ~~10.a11.a~~ – Civil Rights in Education Heritage Trail Sites in Buckingham County



E. Natural Resources

Land Surface

Buckingham County is located in the Virginia Piedmont, which is largely characterized by rolling hills and numerous ridges near the boundary with the Blue Ridge Mountains. Lying between the mountain and

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coastal plain regions, the piedmont region is a naturally diverse landscape. The bedrock consists mostly of gneiss, schist and granite rocks at a typical depth of between 2 and 10 feet. Soils developed from these rocks and minerals form acid, infertile soils, with sandy loam surfaces. Many of the clayey subsoils are red or yellowish red due to the oxidized iron weathered from the primary minerals. Natural fertility is low; however, these soils respond well to liming and fertilization.

Historically, much of the Piedmont region was cleared and farmed intensively, causing extreme erosion over much of the region. Before modern soil fertility and managerial practices were adapted to these soils, agricultural production diminished and most farms reverted to forests. Over two thirds of this region is wooded today. The best soils are still agriculturally productive through well managed soil fertility and erosion control plans. The region contains several areas and stretches of land which are of relatively high agricultural value.

Climate

Buckingham County has warm summers, relatively cool winters, and normally adequate rainfall. The growing season is approximately 190 days, long enough to allow maturity of a wide variety of crops. The pasture season is slightly longer, but winter months are cold enough to require feed and shelter for livestock. Monthly average precipitation amounts vary greatly from year to year for any given month. Using the Town of Dillwyn as the reference point, Buckingham County is about 180 miles from the Atlantic Ocean. Due to the proximity from the Atlantic Ocean, the remnants of hurricanes or tropical storms may pass over the county from the east or south, occasionally causing flooding and wind damage. The data from the National Weather Service in Figure 30 is for Farmville, as it was not available for Buckingham County, and is based on monthly and yearly averages between 1991 and 2020.

Figure 30 – Climate Data (Averages), Farmville, VA 1991-2020

Criteria	Data
Annual Average Precipitation	44.47 inches
Annual Average Snowfall	6.1 inches
Annual Average Temperature	57.2 °F
January Average High Temperature	47.6 °F
January Average Low Temperature	25.7 °F
July Average High Temperature	88.5°F
July Average Low Temperature	67.3 °F
Month with Highest Average Rainfall	September – 4.58 inches
Month with Lowest Average Rainfall	February – 3.00 inches
Month with Highest Average Snowfall	February – 3.1 inches

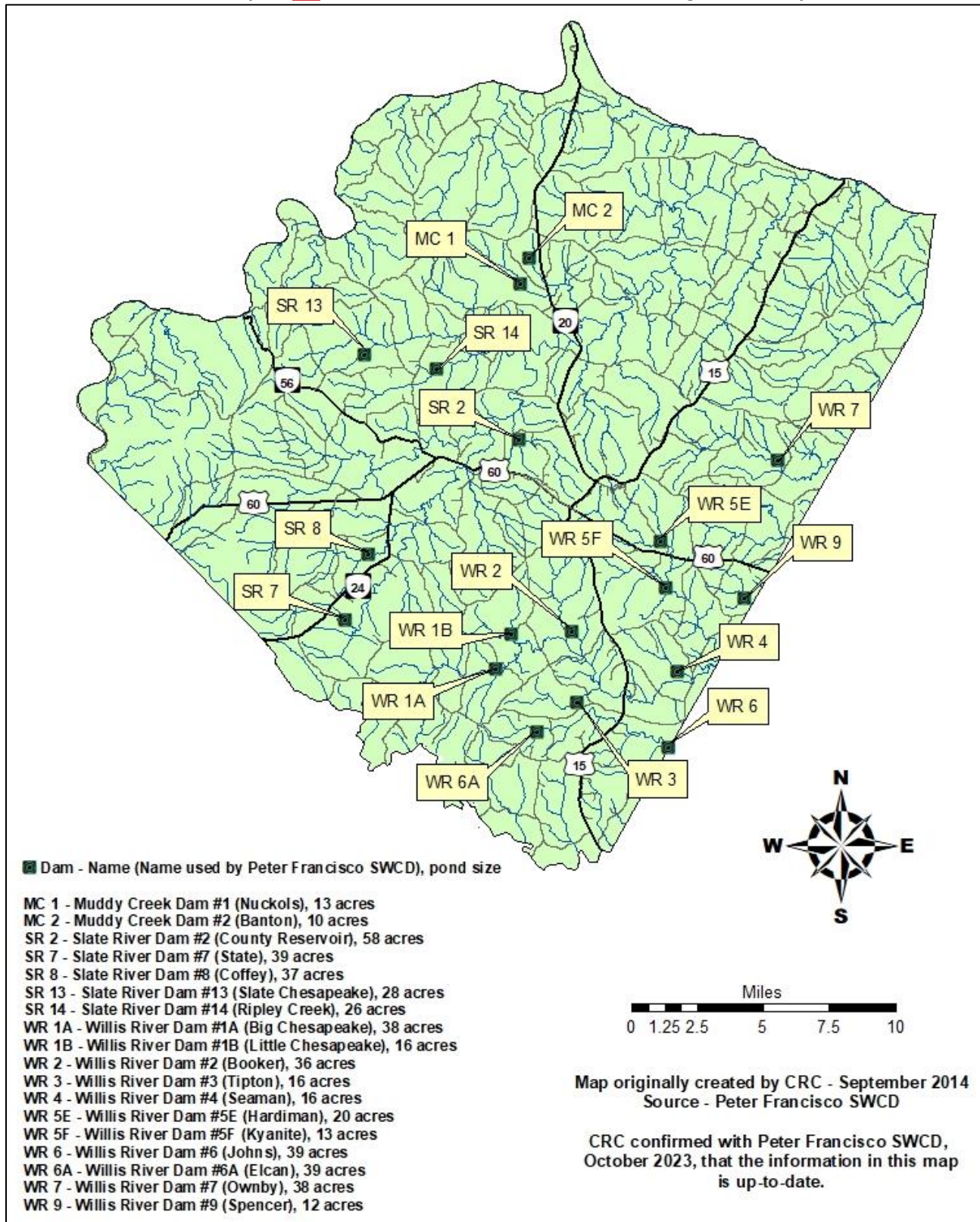
Source: National Weather Service

Rivers and Watershed Dams

The James River forms the northern border of Buckingham County. It winds through Central Virginia and empties into the Chesapeake Bay. The Appomattox River forms much of the southern border of Buckingham County. It winds through parts of Central Virginia, and empties into the James River east of Richmond. The Willis and Slate Rivers pass through Buckingham County and empty into the James River. Map ~~11-12~~ shows rivers and watershed dams in the County.

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Map ~~11-12~~ – Rivers and Watershed Dams in Buckingham County



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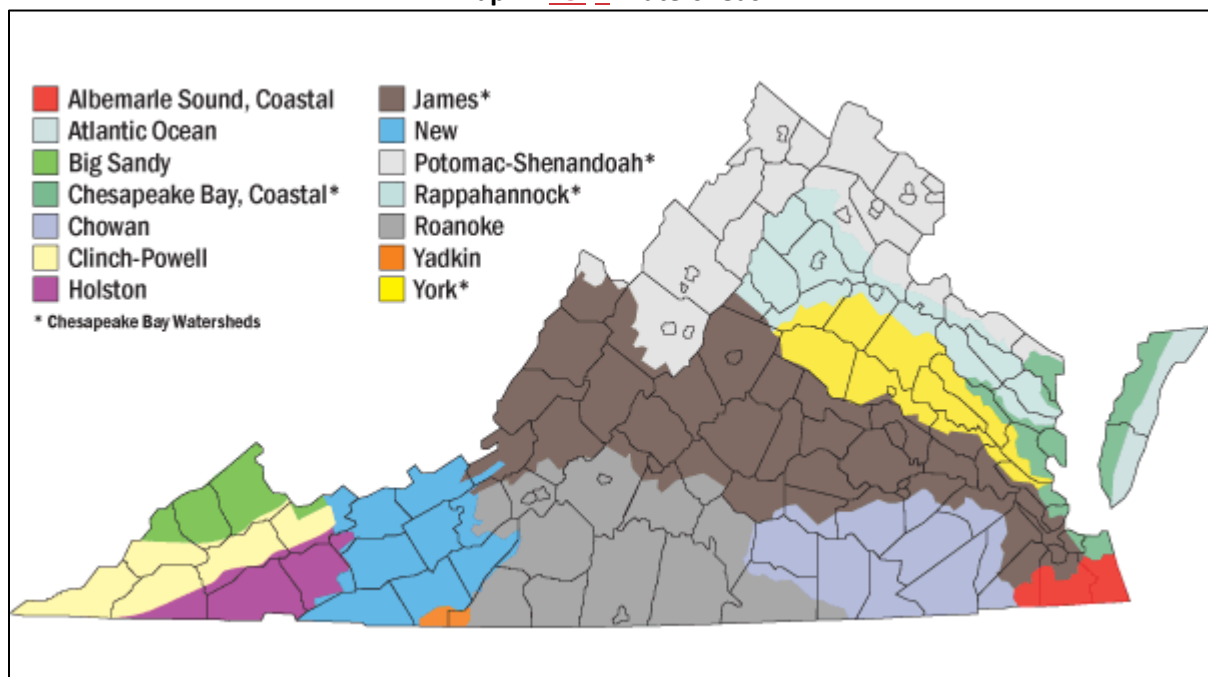
Watersheds

Buckingham County is within the James River Watershed (see Map ~~12~~13). The James River Basin runs west to east across the State. According to the James River Association, the watershed covers approximately 10,000 square miles or approximately 25% of the Commonwealth's total area. The basin is bordered by the New River, Roanoke, Chowan, and Albemarle Sound-Coastal Basins to the south, and the Potomac/Shenandoah, Rappahannock, York, and Chesapeake Bay-Coastal Basins to the north. The James River begins at the confluence of the Cowpasture and Jackson Rivers in Botetourt County and ends in the Chesapeake Bay. Map 30a shows the sub watersheds in Buckingham County. The Virginia Cooperative Extension defines a subwatershed as "an area of land that drains into a body of water. Watersheds (or basins) can be any size, but generally the larger the body of water the larger the watershed. Smaller local or sub-watersheds (tributaries) drain much smaller areas that are sometimes only a few acres in size."

Flood Zones

Federal Emergency Management Agency (FEMA) releases annual data on areas that flooding tends to occur and base flood information is available. ~~The map below, Map 1314,~~ displays the flood zones within Buckingham County. Zone A is an area that is subject to one (1) percent chance of an annual flood with no base flood information available. Zone AE is an area that is subject to one (1) percent chance of an annual flood with base flood information readily available. FEMA defines Base Flood Elevation as "the elevation of surface water resulting from a flood that has a 1% chance of equaling or exceeding that level in any given year." Zone X is an area that is at a minimal or moderate risk for annual flooding. Map 15 shows different wetlands types in Buckingham County as identified by the U.S. Fish and Wildlife Service.

Map ~~12~~13 — Watersheds

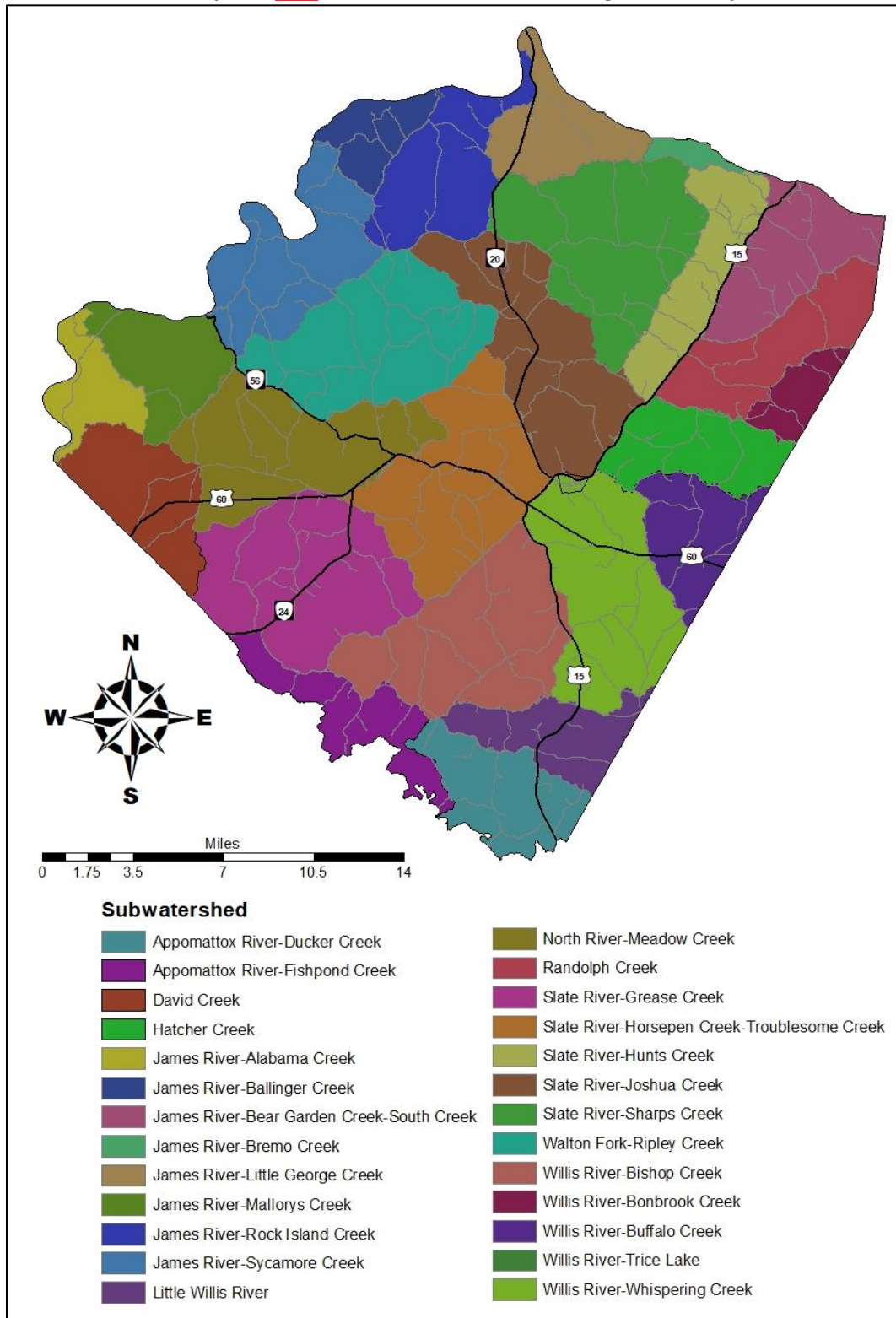


Source: Virginia Department of Conservation and Recreation (DCR) Website

<https://www.dcr.virginia.gov/soil-and-water/wsheds>

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Map **12a-13a** – Sub Watersheds in Buckingham County

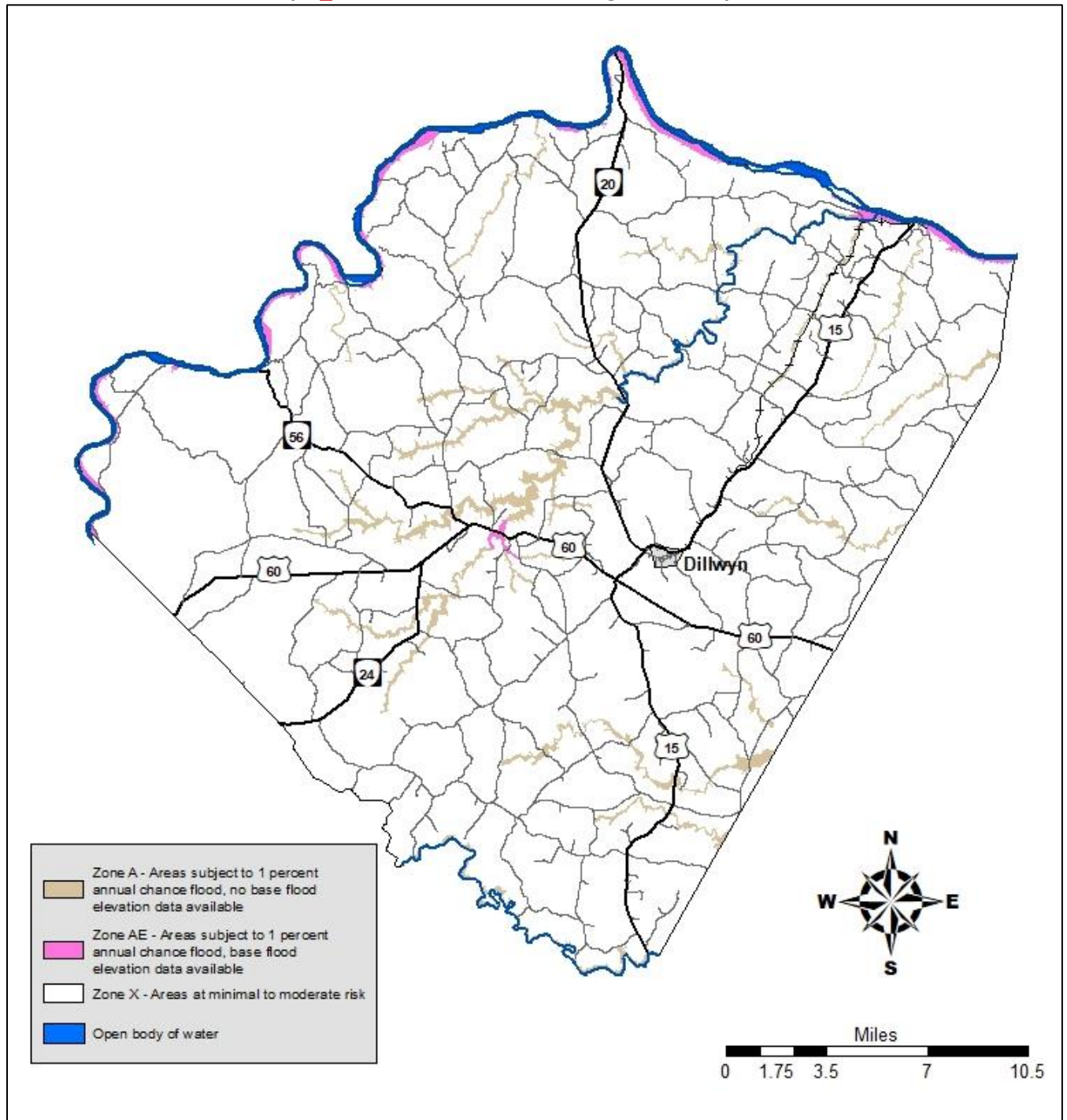


Map created by CRC – March 2023

Source: DCR

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Map 143: Flood Zones within Buckingham County

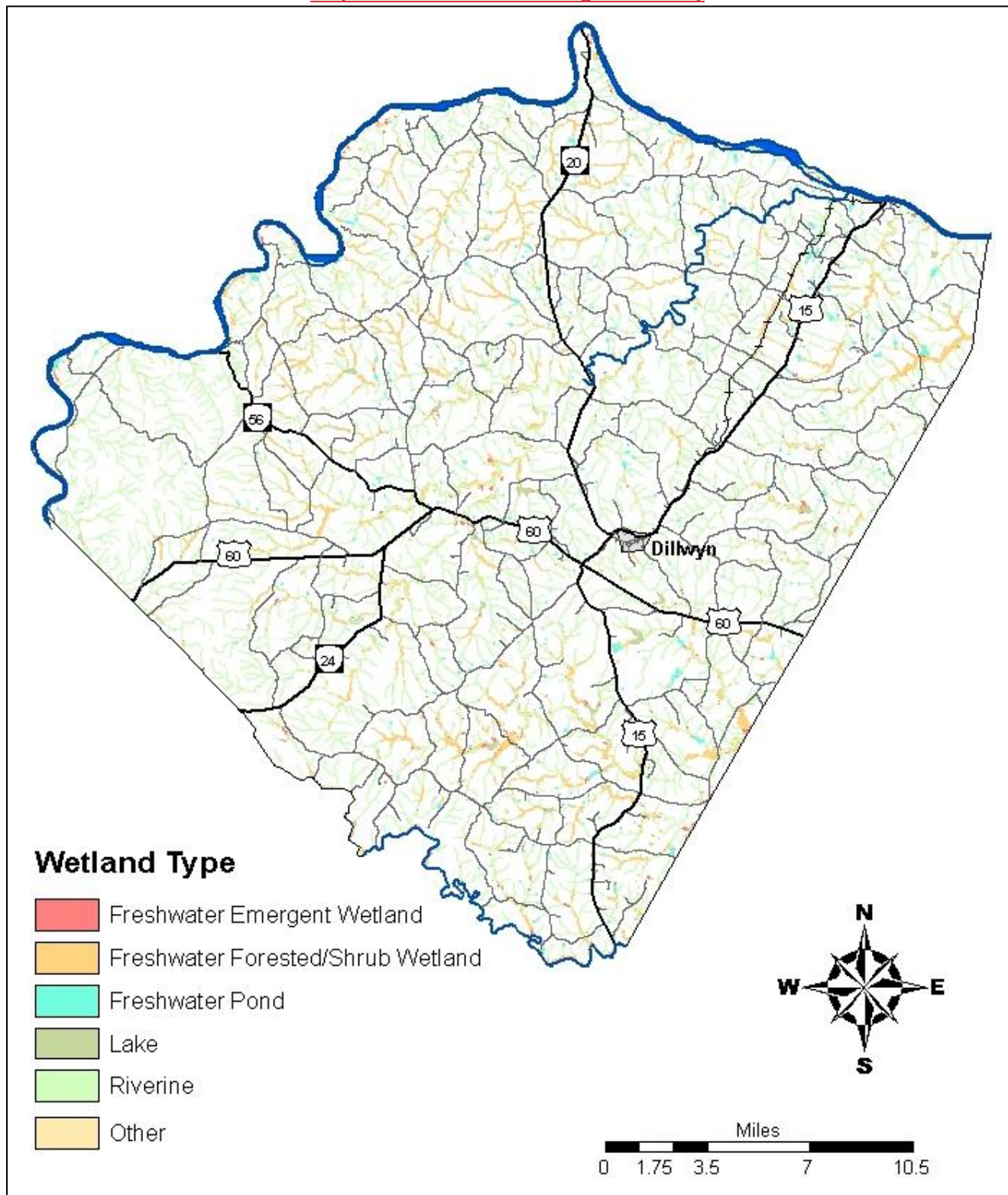


Map created by CRC – March 2023

Source: FEMA

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Map 15 – Wetlands in Buckingham County



Map created by CRC – January 2024
Source: U.S. Fish and Wildlife Service

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River/Stream Flow Rates

There are a few locations within Buckingham County that measure river and stream flow rates to determine the amount of discharge that is released at each location. The U.S. Geological Survey Site uses a stream guage to measure the waterflow rate. The waterflow rate is measured by Cubic Feet per Second or CFS. The higher the cubic feet per second the higher the stream or river. According to the U.S. Geological Survey site, the mean for James River at Scottsville is 6270 CFS, the mean for the Appomattox River at Farmville is 457 CPS, and the mean for the Slate River near Arvonias is 313 CFS (See Figure 31). All three of the waterflow rates that were recorded are identified as the calculate average mean of recorded historical data. For the James River at Scottsville, this data is based on 44 years of historical data. For the Appomattox River at Farmville, this data is based on 97 years of historical data. For the Slate River near Arvonias, this data is based on 86 years of historical data.

Figure 31: Average Mean River/Stream Flow Rates

River/Stream	Flow Rates Measured by Cubic Feet per Second (CFS)
James River at Scottsville	6270 CFS
Appomattox River at Farmville	457 CFS
Slate River near Arvonias	313 CPS

Source: United States Geological Survey

Farmland

The number of farms within Buckingham County has fluctuated over the course of the last 20 years. Since 1974, a farm is defined by the USDA Census of Agriculture to be a place from which \$1,000 or more agricultural products were produced or sold, or would have normally been sold during the census year. According to the 2017 USDA Agriculture Census, Buckingham County has 408 farms with an average of

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194 acres within each farm. Since 1992, Buckingham County has seen an increase in the number of farms by 73. While the number of farms may have increased, the average size of farms has decreased by 3 acres within same time frame. See Figure 32.

Figure 32: Buckingham County Agriculture Summary

	1992	1997	2002	2007	2012	2017
<i>Number of Farms</i>	335	370	389	411	391	408
<i>Farm Land (acres)</i>	66,034	75,854	81,150	77,293	83,921	79,245
<i>Average Size per Farm (acres)</i>	197	205	209	188	215	194
<i>Harvested cropland (acres)</i>	14,459	18,014	21,638	19,530	20,241	21,685
<i>Farm Receipts</i>	\$15,531,000	\$18,084,000	\$20,254,000	\$32,617,000	\$39,881,000	\$43,445,000
<i>Receipts - Crops</i>	\$522,000	\$928,000	\$1,896,000	\$1,417,000	\$6,472,000	\$6,822,000
<i>Receipts - Livestock</i>	\$15,009,000	\$17,209,000	\$18,358,000	\$31,199,000	\$33,409,000	\$36,622,000
<i>Hired Farm Workers</i>	251	328	158	370	348	255
<i>Farm Labor Payroll</i>	\$383,000	\$1,349,000	\$379,000	\$1,208,000	\$1,597,000	\$2,681,000

Source: 1992, 1997, 2002, 2007, 2012, and 2017 USDA Census of Agriculture

Crops and Livestock

Buckingham County grows a variety of crop throughout the growing season. While some crops such as Hay has seen a decrease in the past 10 years, other crops have seen a dramatic increase in production due to an increase in demand. According to the USDA 2017 Census of Agriculture, Corn that is used for grain has increased by 973 acres since the 2007 Census.

Not only does Buckingham County grow a number of crops, the County's residents also raise a number of livestock. According to the USDA 2017 Census of Agriculture, Poultry products have increased by 6,295,000 animals over the past 10 years. According to the National Agricultural Census Service, the letter D in a column represents National Agricultural Statistics Service (NASS) disclosure rules. NASS is obligated to withhold, under Title 7, U.S. Code, any total that would reveal an individual's information or allow it to

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be closely estimated by the public. Because of this disclosure rule, data regarding the 2007 inventory of Beef and Dairy Cattle, 2017 inventory of Corn (for silage), and the 2007 inventory of Soybeans are not available for public knowledge. The growth and decline of crops and livestock are denoted in Figure 33.

Figure 33: Buckingham County Select Farm Activities

<i>Crop</i>	<i>Acres 2007</i>	<i>Acres 2012</i>	<i>Acres 2017</i>	<i>Change from 2007 - 2017</i>
<i>Corn (for grain)</i>	459	742	1,432	+973 acres
<i>Corn (for silage)</i>	1,628	2,028	(D)	-
<i>Soybeans</i>	(D)	1,210	1,432	+222 acres
<i>Wheat</i>	208	581	905	+697 acres
<i>Hay (all types)</i>	17,987	17,102	16,818	-1,169 acres
<i>Vegetables</i>	8	8	18	+10 acres
<i>Livestock</i>	<i>2007 Inventory</i>	<i>2012 Inventory</i>	<i>2017 Inventory</i>	<i>Change from 2007-2017</i>
<i>Beef Cattle</i>	(D)	10,294	8,259	-2,035 animals
<i>Dairy Cattle</i>	(D)	311	56	-255 animals
<i>Equine</i>	601	996	654	+53 animals
<i>Hogs and Pigs</i>	26,386	21,480	64,071	+37,685 animals
<i>Sheep and Lambs</i>	1,259	580	921	-338 animals
<i>Goats</i>	759	634	395	-364 animals
<i>Poultry</i>	249,697	882,808	6,545,091	+6,295,394 animals

Please note that in the 2007 inventory for Poultry - Pullets and Turkeys were listed as (D).

Source: 2007, 2012, and 2017 USDA Census of Agriculture

Soil

Buckingham County contains a wide variety of soils, with agricultural productivity ratings ranging from very good to very poor. A county-wide soil survey and analysis is found in the publication Soil Survey – Buckingham County Virginia, United States Department of Agriculture Soil Conservation Service and Virginia Polytechnic Institute and State University, 1974. The different types of soils in Buckingham County are as follows:denoted in Map 14.

- Bugley-Rock outcrop complex, 7 to 15 percent slopes
- Bugley-Rock outcrop complex, 15 to 35 percent slopes
- Bugley-Rock outcrop complex, 35 to 60 percent slopes
- Carbonton loam, 0 to 2 percent slopes
- Codorus-Hatboro complex, 0 to 3 percent slopes, frequently flooded

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- Dan River loam, 0 to 4 percent slopes, occasionally flooded
- Delanco loam, 2 to 7 percent slopes, rarely flooded
- Devotion gravelly sandy loam, 7 to 15 percent slopes
- Devotion gravelly sandy loam, 15 to 25 percent slopes
- Devotion gravelly sandy loam, 25 to 50 percent slopes
- Elsinboro loam, 2 to 7 percent slopes, rarely flooded
- Fairview sandy loam, 2 to 7 percent slopes
- Fairview-Devotion complex, 7 to 15 percent slopes
- Fairview-Devotion complex, 15 to 25 percent slopes
- Fairview-Devotion complex, 25 to 45 percent slopes
- Grassland-Delanco complex, 2 to 7 percent slopes, rarely flooded
- Appomattox-Ayersville complex, 7 to 15 percent slopes
- Appomattox-Ayersville complex, 15 to 25 percent slopes
- Halifax-Delanco complex, 2 to 7 percent slopes, rarely flooded
- Hatboro loam, 0 to 2 percent slopes, frequently flooded
- Jackland-Mirerock complex, 2 to 7 percent slopes
- Littlejoe silt loam, 2 to 7 percent slopes
- Littlejoe silt loam, 7 to 15 percent slopes
- Littlejoe-Appomattox complex, 7 to 15 percent slopes
- Littlejoe-Bentley complex, 7 to 15 percent slopes
- Mayodan-Exway complex, 7 to 15 percent slopes
- Meadows loam, 25 to 60 percent slopes
- Oak Level loam, 7 to 15 percent slopes, extremely boulder
- Oak Level loam, 15 to 50 percent slopes, extremely boulder
- Oak Level-Diana Mills complex, 2 to 7 percent slopes
- Appomattox-Littlejoe complex, 2 to 7 percent slopes
- Appomattox-Littlejoe complex, 7 to 15 percent slopes
- Appomattox-Littlejoe complex, 15 to 25 percent slopes
- Oak Level-Siloam complex, 7 to 15 percent slopes
- Oak Level-Siloam complex, 15 to 25 percent slopes
- Penhook loam, 2 to 7 percent slopes
- Pilot Mountain-Westfield complex, 25 to 60 percent slopes, very rubbly
- Pits, quarry
- Polkton-Altavista complex, 2 to 7 percent slopes, rarely flooded
- Sindion loam, 0 to 3 percent slopes, occasionally flooded
- Spears Mountain silt loam, 2 to 7 percent slopes
- Spears Mountain silt loam, 7 to 15 percent slopes
- Spears Mountain silt loam, 15 to 25 percent slopes
- Spears Mountain-Bugley complex, 7 to 15 percent slopes
- Spears Mountain-Bugley complex, 15 to 25 percent slopes
- Spears Mountain-Bugley complex, 25 to 50 percent slopes
- Speedwell loam, 0 to 3 percent slopes, occasionally flooded
- Spriggs-Toast complex, 7 to 15 percent slopes
- Spriggs-Toast complex, 15 to 25 percent slopes
- Spriggs-Toast complex, 25 to 50 percent slopes

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- [Appomattox-Penhook complex, 2 to 7 percent slopes](#)
- [Stoneville loam, 2 to 7 percent slopes](#)
- [Toast sandy loam, 2 to 7 percent slopes](#)
- [Toast-Devotion complex, 7 to 15 percent slopes](#)
- [Toast-Devotion complex, 15 to 25 percent slopes](#)
- [Udorthents, loamy](#)
- [Westfield-Pilot Mountain complex, 7 to 15 percent slopes](#)
- [Westfield-Pilot Mountain complex, 15 to 25 percent slopes](#)
- [Westfield-Pilot Mountain complex, 25 to 60 percent slopes](#)
- [Wintergreen clay loam, 2 to 7 percent slopes, severely eroded](#)
- [Wintergreen clay loam, 7 to 15 percent slopes, severely eroded](#)
- [Yogaville loam, 0 to 2 percent slopes, frequently flooded](#)
- [Ayersville-Meadows complex, 7 to 15 percent slopes](#)
- [Ayersville-Meadows complex, 15 to 25 percent slopes](#)
- [Banister fine sandy loam, 2 to 7 percent slopes, rarely flooded](#)
- [Bentley-Fairview complex, 2 to 7 percent slopes](#)
- [Bentley-Fairview complex, 7 to 15 percent slopes](#)
- [Bentley-Penhook complex, 2 to 7 percent slopes](#)
- [Bentley-Spears Mountain complex, 2 to 7 percent slopes](#)
- [Bentley-Spears Mountain complex, 7 to 15 percent slopes](#)
- [Bentley-Spears Mountain complex, 15 to 25 percent slopes](#)
- [Brickhaven-Creedmoor complex, 2 to 7 percent slopes](#)
- [Brickhaven-Creedmoor complex, 7 to 15 percent slopes](#)

Rocks/Minerals

Map ~~15~~ [16](#) shows the different rock/mineral types in Buckingham County. The data is from Virginia Energy, the agency formerly known as the Virginia Department of Mines, Minerals, and Energy. The County is underlain by phyllite, diorite, greenstone, mylonite, amphibolite, quartzite, felsic volcanic rock, schist, granite, and other rocks.

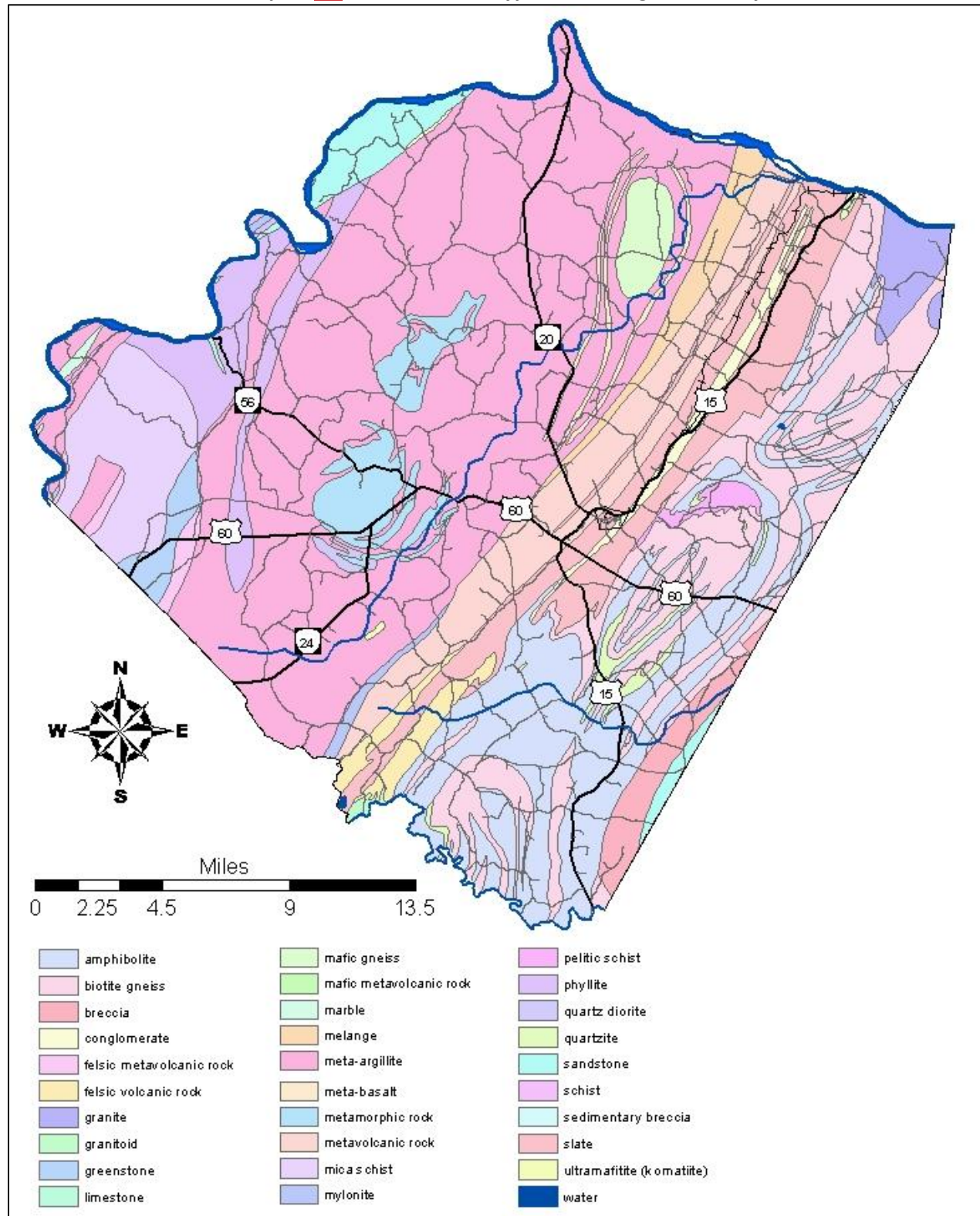
Map 17 shows locations of mines in Buckingham County. The data is from Virginia Energy, and is broken into three categories: Mines with active permits, mines facing bond forfeiture, and abandoned mines. The third category, abandoned mines, is broken down further by priority for reclamation. Abandoned mine sites have been assessed by an [Orphaned Land Advisory Committee](#) (OLAC) that was created through the Orphaned land Program, which was established by legislation in 1978. The OLAC consists of state, federal, local, and industry stakeholders and evaluates orphaned land sites that have undergone a site investigation by Virginia Energy. Sites are ranked by the Committee based on the evaluation. A site is ranked as:

- High Priority (reclamation of these sites occurs first).
- Medium Priority (reclamation occurs after all high priority sites are complete).
- Low Priority (reclamation will occur after all high and medium priority sites are complete or the site is naturally reclaimed).

It should be noted that some sites have not been evaluated. Those sites are not ranked.

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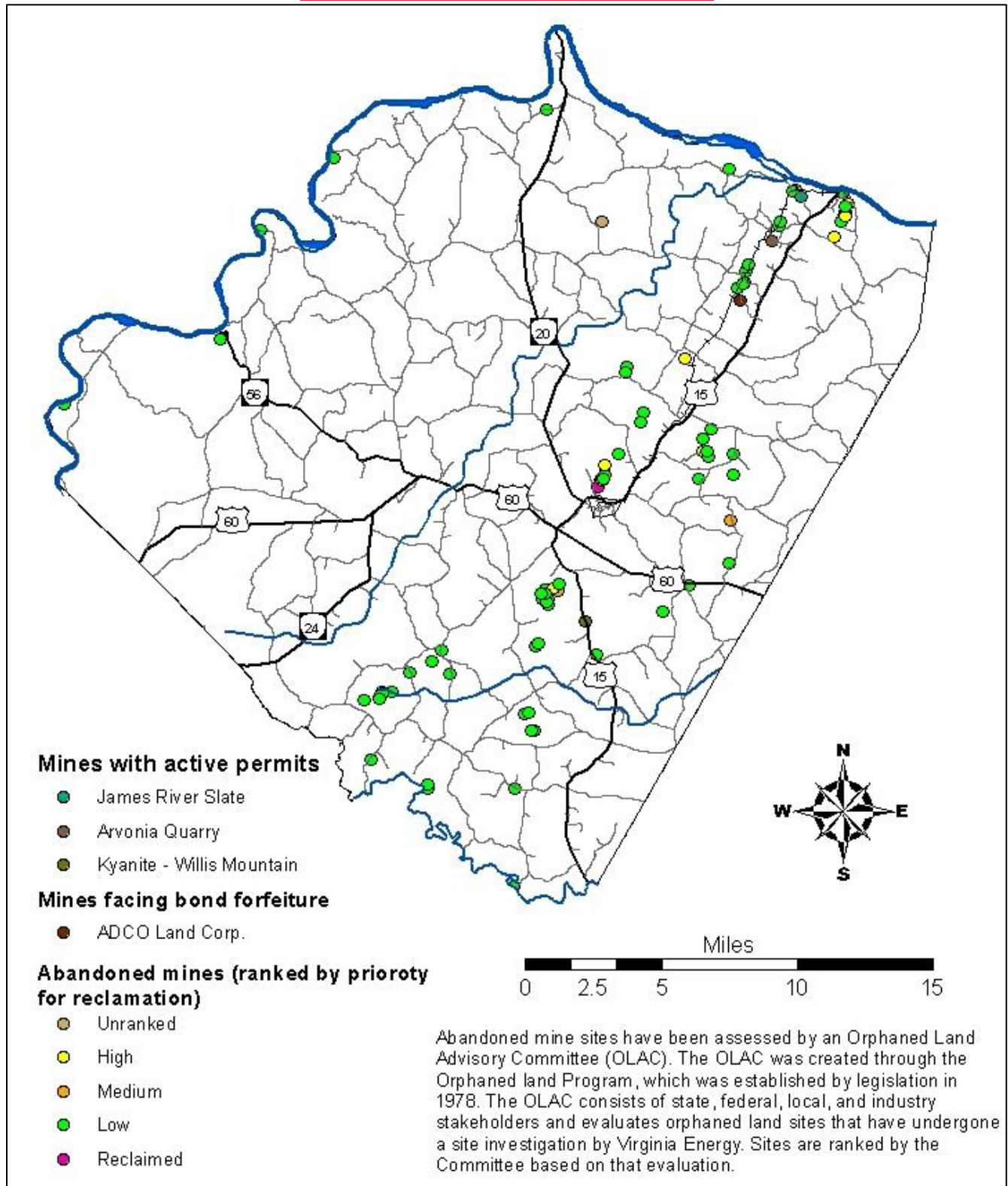
Map ~~15~~16 – Rock/Mineral Types in Buckingham County



Map created by CRC – October 2023 (source: Virginia Energy)

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Map 17 – Mining Sites in Buckingham County



Map created by CRC – December 2023 (source: Virginia Energy)

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Forestland

Forests make up a large part of Buckingham County, both in terms of acreage and economic yields. There are 321,356 total acres of forestland in Buckingham County, according to the 2020 data from the USDA Forest Service. Of that total, 22,710 acres are publicly owned and 298,646 are privately owned. The Appomattox - Buckingham State Forest is Virginia's largest state forest covering a total of 19,513 acres in Appomattox and Buckingham Counties. A small portion of the Cumberland State Forest is also located in Buckingham County as well. The Cumberland State Forest is Virginia's second largest state forest at 16,154 acres.

Forestland is defined by the USDA Forest Service as a forest that is at least ten (10) percent stocked by forest trees of any size, or formerly having had such tree cover, and not currently developed for non-forest use. The minimum area is considered for classification as one (1) acre with forest strips must be at least 120 feet wide.

Dominant soft species in the area include Loblolly Pine, Shortleaf Pine, Virginia Pine and Red Cedar. Dominant hardwoods include White Oak, Red Oak, Black Oak, Scarlet Oaks, Yellow Poplar, American Beech, Green Ash, Chestnut, Sycamore, Mockernut and Pignut Hickory, Black Gum, Red Maple and Birch.

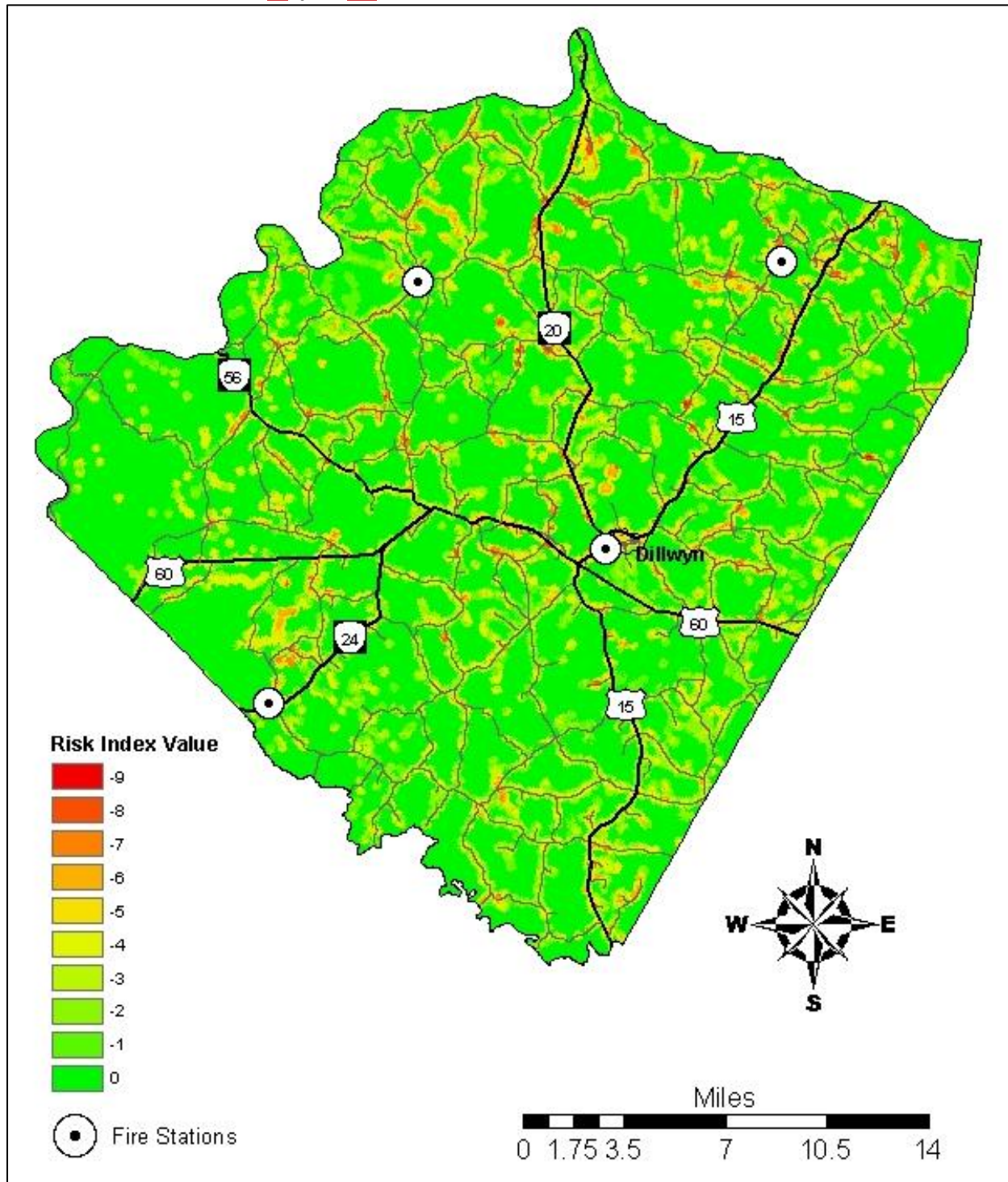
Buckingham County is served by several timber mills, and is home to many forestry consultants and timber managers. They work to monitor the timber markets and respond to product demands. Additionally, they work with the VDOF to control insect or disease outbreaks and keep the forest healthy. Forest landowners who harvest their timber may reforest these areas by planting one-year-old seedlings or rely on natural regeneration of commercially valuable species. The VDOF sells various species of seedlings for planting.

Wildland Urban-interface

The Wildland Urban Interface (WUI) Risk Index for Buckingham County is shown in Map ~~16~~[18 and maps 18a – 18d](#). The WUI Risk Index rates the potential impact of wildfire on people and their homes on a scale of 0 (lowest risk) to ~~9~~9 (highest risk). The Index uses housing density as a key factor to determine risk. ~~The~~[The](#) Index was developed by the Southern Group of State Foresters and uses housing density, plus others factors, to assess risk. [Housing density is categorized based on the standard Federal Register and U.S. Forest Service Silvis data set categories. The data is presented as the number of houses per acre.](#)

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Map 16-18 – Wildland-Urban Interface Risk Index

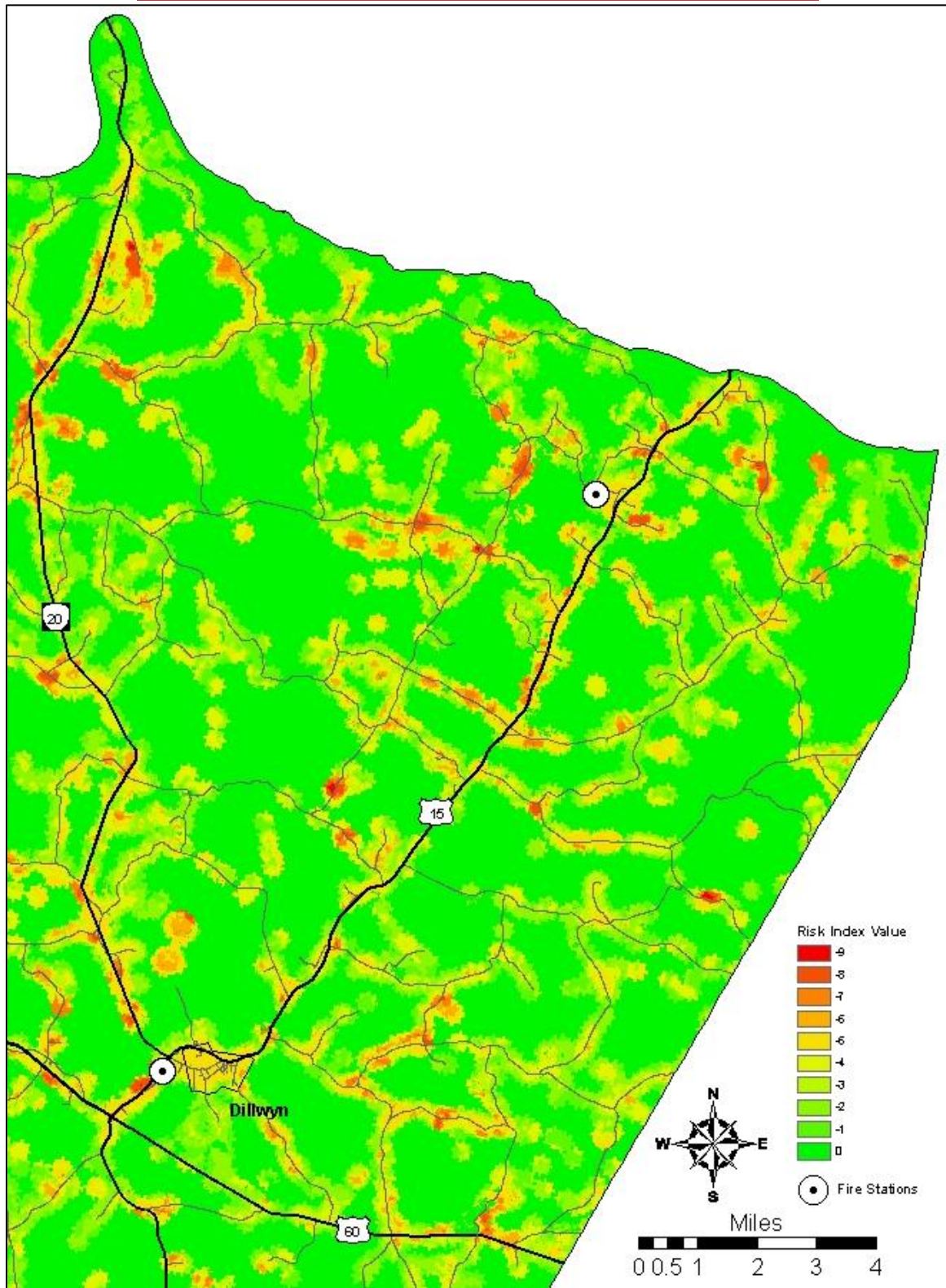


Map created by CRC – October 2023

(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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Map 18a – Wildland-Urban Interface Risk Index, Northeast Quadrant

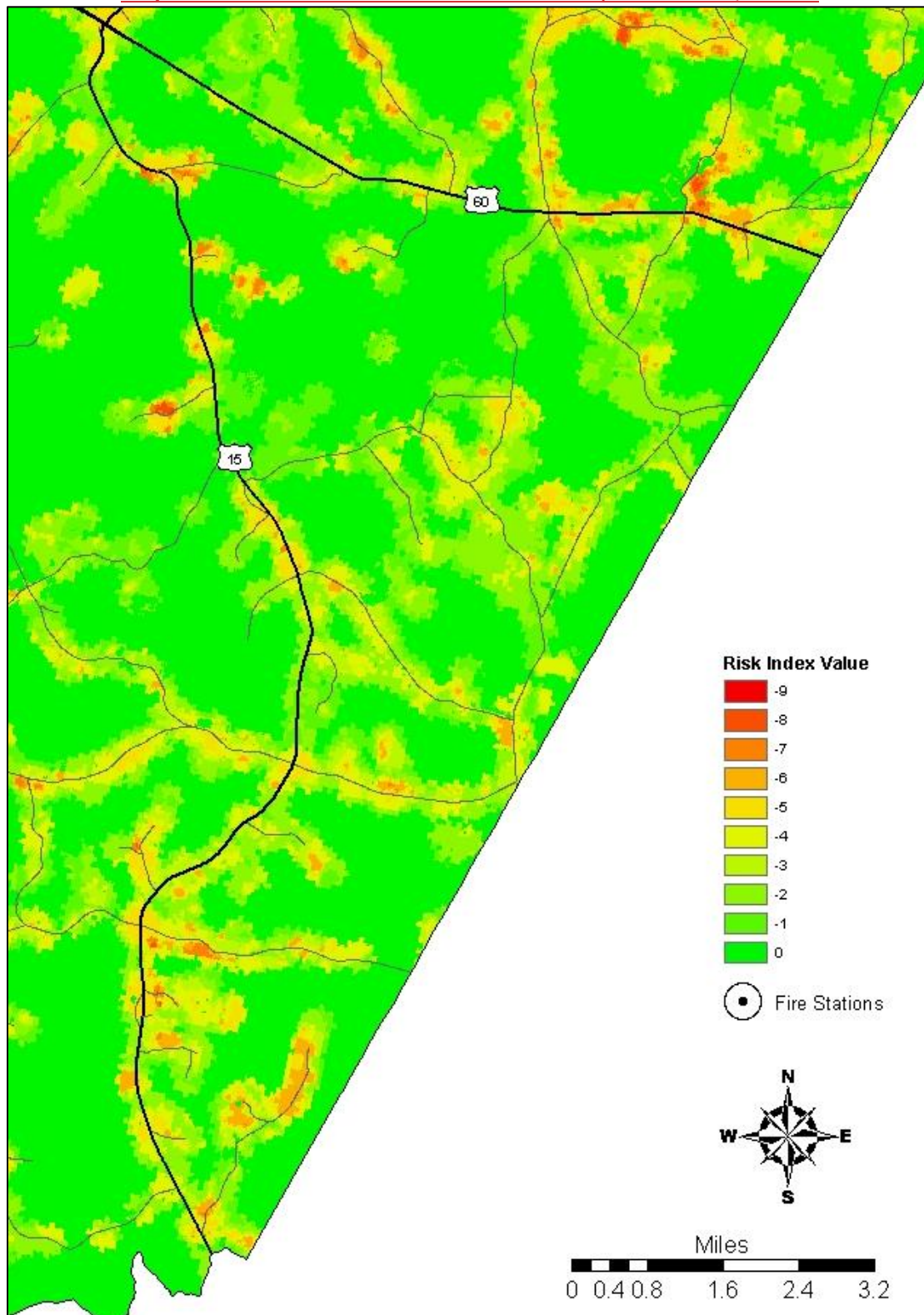


Map created by CRC – October 2023

(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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Map 18b – Wildland-Urban Interface Risk Index, Southeast Quadrant

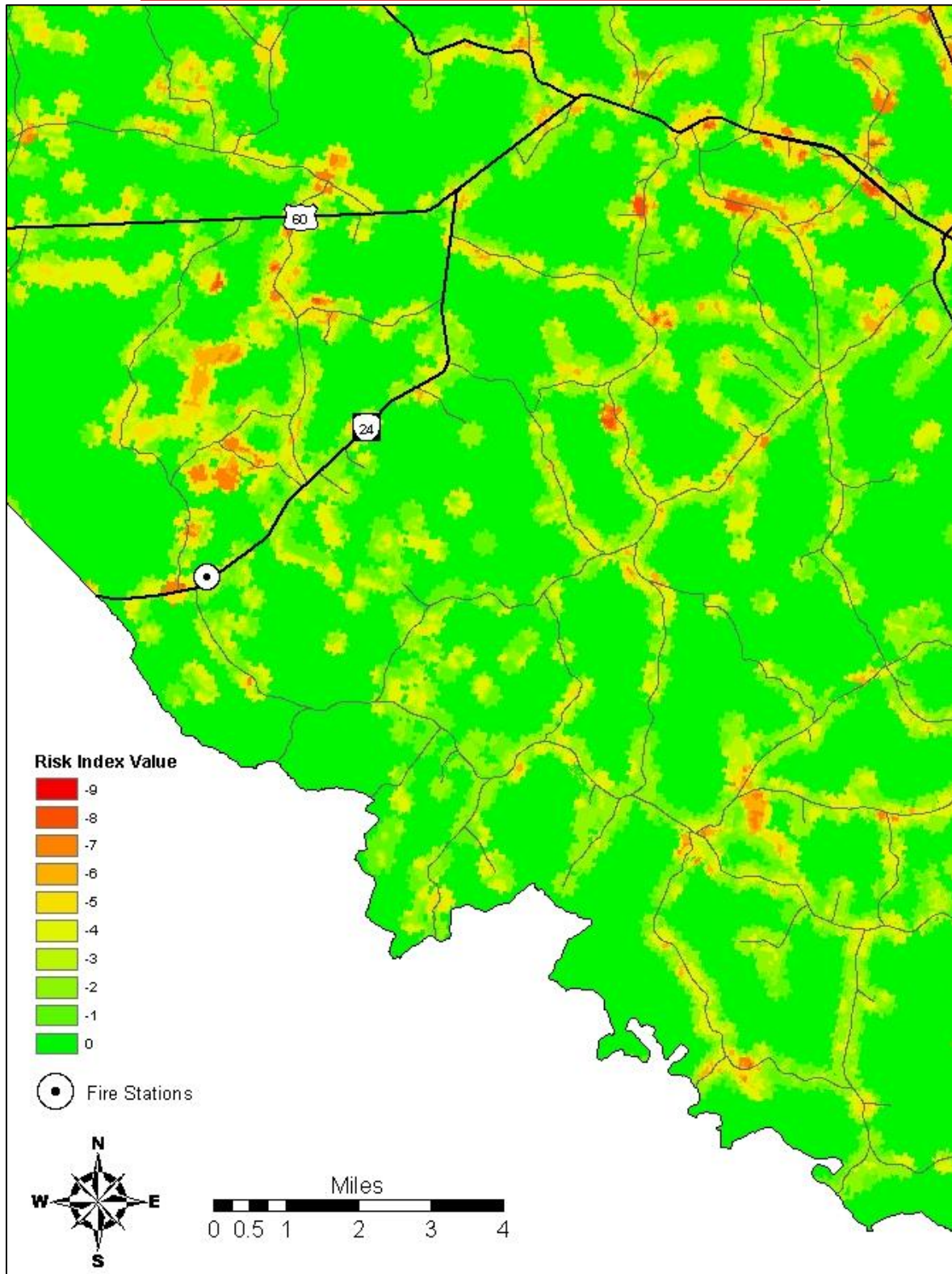


Map created by CRC – October 2023

(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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Map 18c – Wildland-Urban Interface Risk Index, Southwest Quadrant

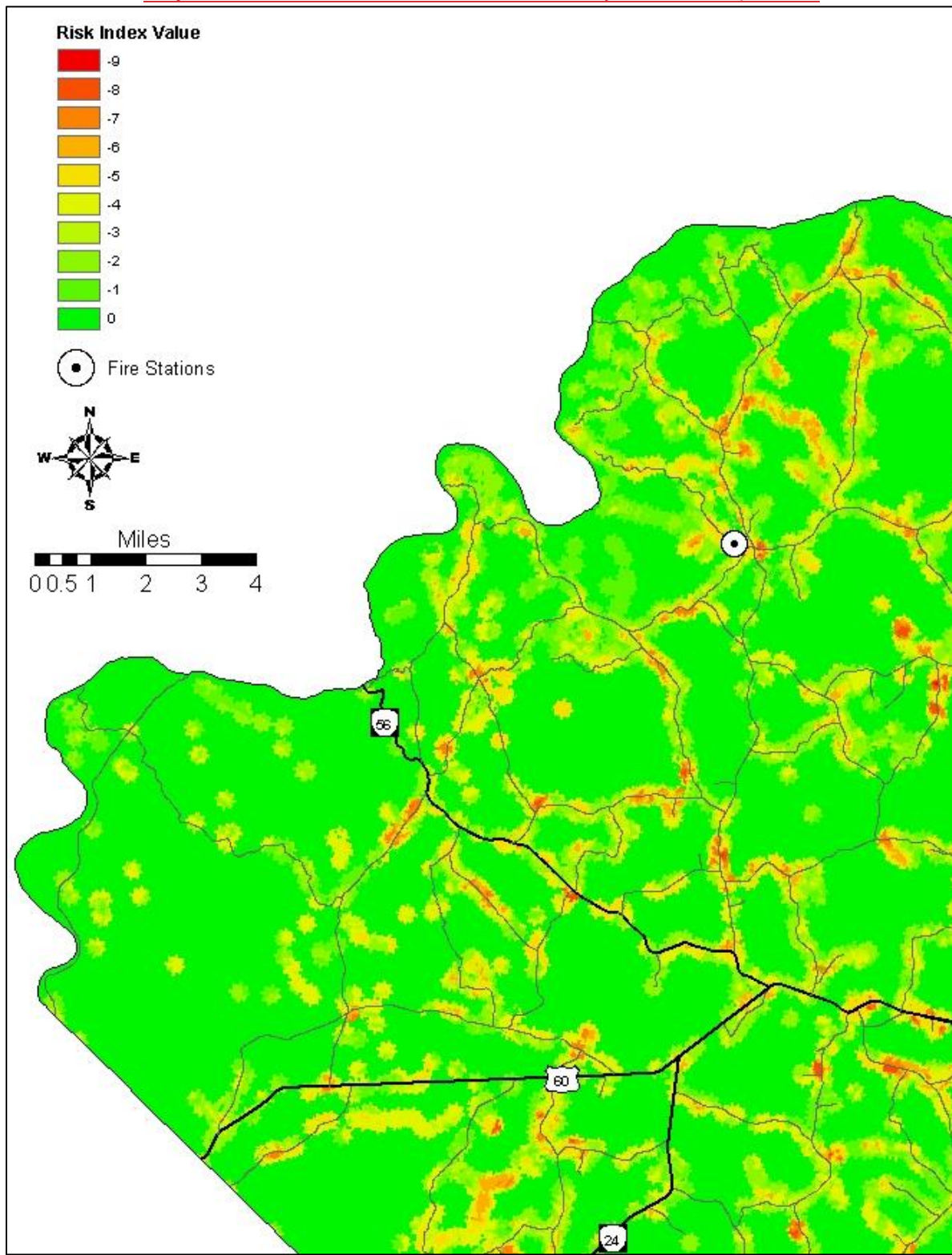


Map created by CRC – October 2023

(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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Map 18a – Wildland-Urban Interface Risk Index, Northwest Quadrant



Map created by CRC – October 2023

(Source: Southern Group of State Foresters, Southern Wildfire Risk Assessment)

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IV: Transportation

Introduction

Several factors must be considered in analyzing the transportation facilities for Buckingham County. A transportation system must first and foremost be safe and efficient. Residents expect to be able to transport themselves and their materials in the shortest period of time while being ensured they will arrive at their destination safely. The relationship between the transportation system and existing and proposed land use activities of the area are an additional concern. Greater transportation facilities will be needed more for some anticipated land uses than for others. This may have some bearing on the location of transportation facilities. Additionally, it is critical that the perceived transportation needs and desires of County residents be met.

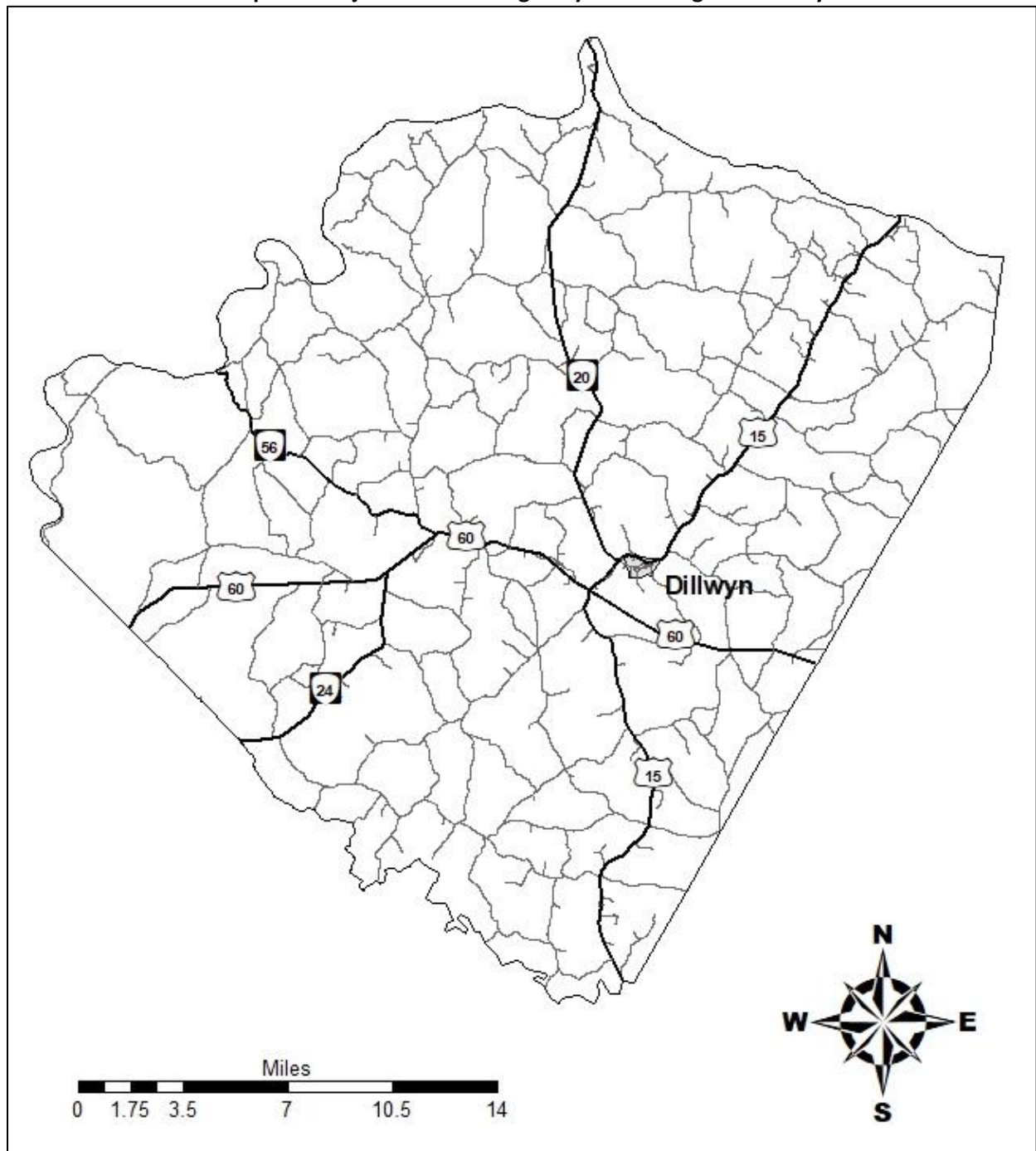
Highways and Roadways

No interstate highways are located in Buckingham County. There is one four-lane highway in the County: a segment of U.S. 60, roughly four miles, passes through the middle part of the County. Map 19 highlights the major roads and highways in Buckingham County.

- U.S. Highway 60 in Buckingham County is a two-lane highway except for the one segment between Sprouses Corner and the Buckingham Court House Village that is four lanes. U.S. Highway 60 connects the County with the Richmond area to the east and Amherst County to the west.
- U.S. Highway 15 is a two-lane highway that connects Buckingham County with the Towns of Farmville and Keysville to the south and Zion Crossroads (where the highway accesses Interstate 64) to the north. From Keysville, the highway continues south through the Raleigh-Durham region of North Carolina then into South Carolina. From Interstate 64, the highway continues north through Maryland and Pennsylvania.
- Virginia Primary Highway 20 is a two-lane highway that starts at the intersection of U.S. Highway 15 just south of Dillwyn and runs north, passing through the City of Charlottesville and the Town of Orange. Virginia Primary Highway 20 ends at and connects to Virginia Primary Highway 3 between the Town of Culpeper and the City of Fredericksburg.
- Virginia Primary Highway 24 is a two-lane highway that starts at the intersection of U.S. Highway 60 just west of Buckingham Court House at Mount Rush and runs west, passing through the Town of Appomattox. From there, Virginia Primary Highway 24 continues west to the City of Roanoke
- Virginia Primary Highway 56 is a two-lane highway that starts at U.S. Highway 60 just west of Buckingham Court House at Duck's Corner and runs northwest into Nelson County.

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Map 19 – Major Roads and Highways in Buckingham County



Map created by CRC – November 2023

Rail Service

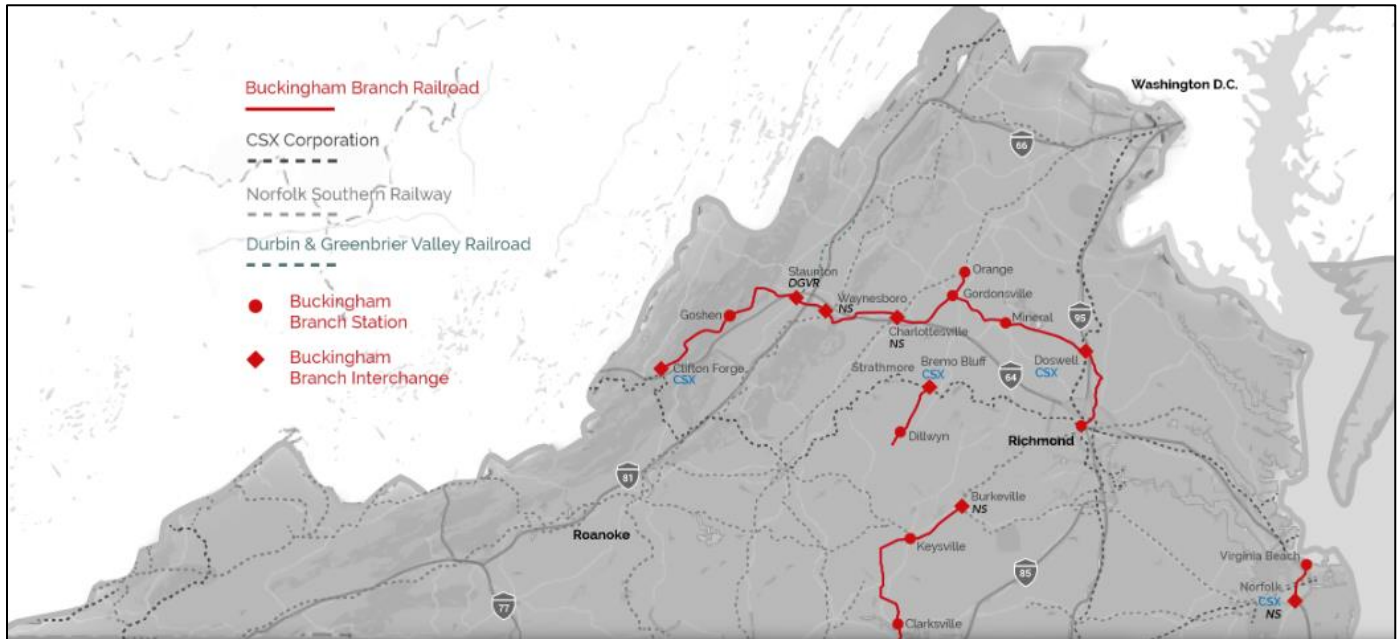
Buckingham Branch Railroad owns the multiple rail lines throughout Western, Central and Southside Virginia. The company was founded by Bob and Annie Bryant in 1989, when they acquired the 17-mile rail line from Dillwyn to Bremo Bluff. Buckingham Branch owns that line and the historic Dillwyn Train Station, as well as lines that run south from Burkeville to Clarksville and lines that run east-west from Richmond to

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Clifton Forge and a short line that runs from Virginia Beach to Norfolk. According to the company website, Buckingham Branch now owns 280 miles of track. Buckingham Branch rail lines connect with lines owned by CSX Corporation. Trains using the Buckingham Branch system haul lumber, slate, and other types of freight. Map 20 shows the Buckingham Branch rail system.

There is no passenger rail service in the area. The closest passenger rail is in Richmond, Charlottesville, and Lynchburg, all of which provide Amtrak services.

Map 20 – Buckingham Branch Rail Network



Source: Buckingham Branch Railroad (<http://buckinghambranch.com/>)

Airports

The nearest airports with scheduled commercial air passenger service are Lynchburg Regional Airport in Lynchburg, Virginia (46.3 miles from Buckingham Court House) and Charlottesville-Albemarle Airport just north of Charlottesville, Virginia (52.7 miles from Buckingham Court House). Richmond International Airport just east of Richmond, Virginia (80.2 miles from Buckingham Court House), Dulles International Airport just west of Washington, DC (138 miles from Buckingham Court House), Ronald Reagan Washington National Airport in Arlington, Virginia (144 miles from Buckingham Court House), and Raleigh-Durham International Airport in North Carolina (146 miles from Buckingham Court House) also offer scheduled commercial air passenger service.

There are four airports with paved runways in Planning District 14: Farmville Municipal Airport, Allan C. Perkinson Airport at the Blackstone Army Airfield (Fort Barfoot), Crewe Municipal Airport, and the Lunenburg County Airport. While there are no public airports located in Buckingham County, there are several private runways and grass strips located in the County.

Road Maintenance

The Virginia Department of Transportation (VDOT) maintains and provides maintenance funds for Buckingham County's Road system. The criterion for funding depends on whether a road is classified as primary or secondary. Primary roads are a statewide network connecting cities, towns, and other points

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of interest. They include all roads with state and federal route numbers below 600 and numbered roads that serve as extensions to primary roads. All other public roads in the area are secondary roads.

VDOT has divided the state into nine (9) construction districts. Buckingham County is included in the Lynchburg District. This District covers a total of nine (9) counties, which include: Amherst, Appomattox, Buckingham, Campbell, Cumberland, Halifax, Nelson, Pittsylvania, and Prince Edward.

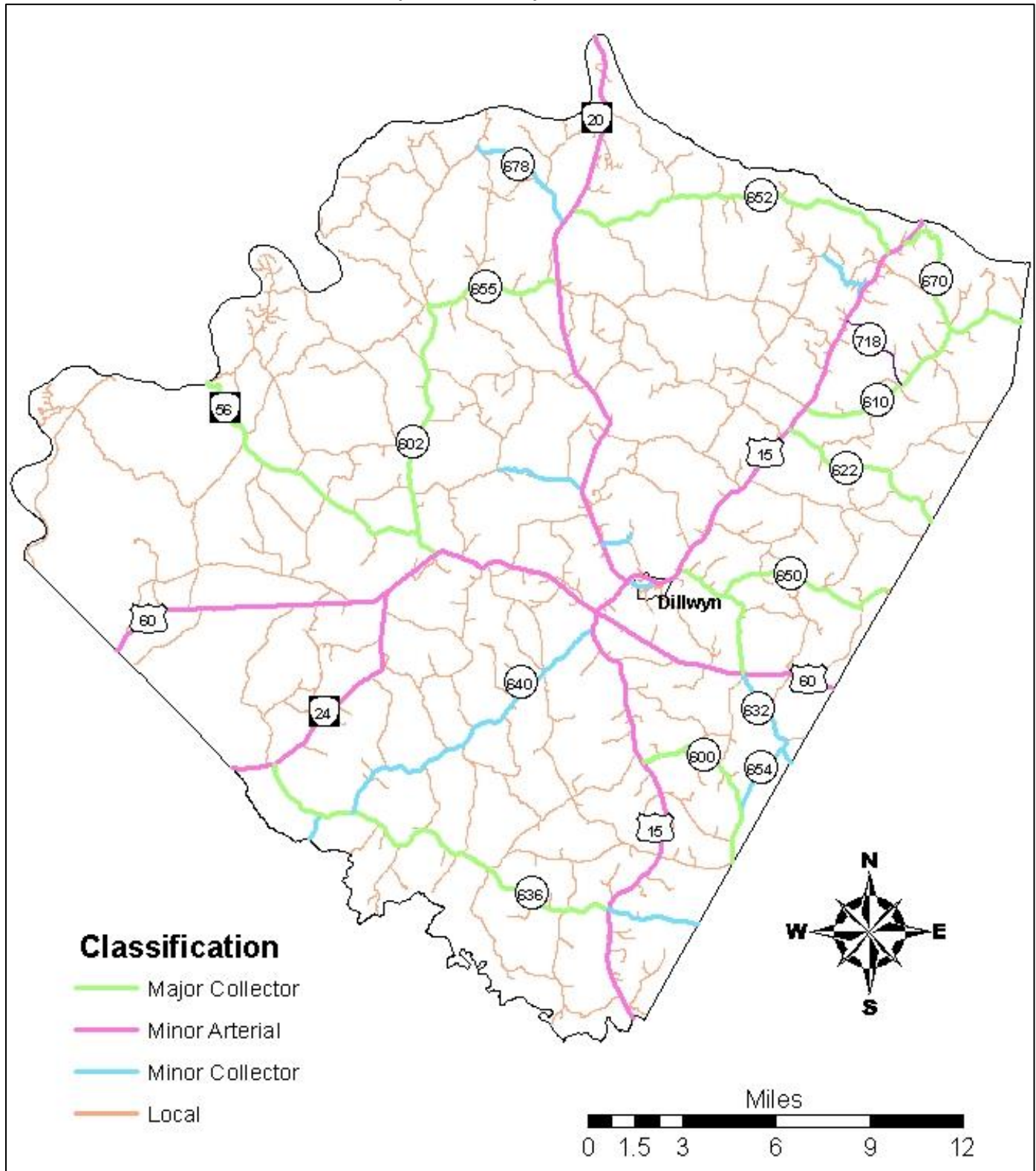
Highway Functional Classification Plan

According to the VDOT, highway functional classification is a grouping of highways into systems according to the character of service that they are intended to provide (see Map 21 and Figure 31). All roads within Buckingham County are considered rural. The following are the Virginia Department of Transportation definitions for the rural road classifications:

- Principal Arterial – These highways provide an integrated network of roads that connect principal metropolitan areas and serve virtually all of the demands of an urban area such as statewide and interstate travel. Traffic on this type of road normally has the right-of-way except in areas of high hazard, and then controls are used.
- Minor Arterial – These highways link cities and large towns and provide an integrated network for intrastate and inter-county service. They supplement the principal arterial system so that geographic areas are within a reasonable distance of an arterial highway. They are intended as routes that have minimum interference to through movement.
- Major Collector – These highways provide service to any county seat, large towns or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intra-county travel corridors.
- Minor Collector – These highways collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with the rural areas.
- Local – These roads provide access to adjacent land and serve travel of short distances as compared to the higher systems.

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Map 21 – Roadway Classification



Map created by CRC – March 2024
Source: VDOT

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Figure 31 – Total Roadway Miles in Buckingham County

Total Local Roadway Miles	1,343.38
Major Collector	97.48
Minor Arterial	84.80
Minor Collector	33.24
Local	1,127.86

Source: VDOT

Virginia Department of Highways and Transportation Plans for Road Improvements

The Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, through the Commonwealth's Transportation Board, promulgates the Virginia Transportation Development Plan, formerly known as the Six Year Improvement Program. This plan is updated annually and is divided into two (2) sections for developing highway projects. In the first section, the Feasibility phase, federal and state laws, and regulations require various studies. During this phase, the scope, schedule, and budget of a project are at their most tentative stage and significant delays often occur. In the second section, the Capital Improvement Program phase, projects are refined and approaching construction. The plan also includes information on all roadway systems, except secondary roads. The Six-Year program includes 28 projects in Buckingham County:

- U.S. 15 – Shoulder widening and addition of rumble strips (construction underway)
- U.S. 15 – Add turn lanes at Route 636 (completed)
- Route 731 – Install flashing lights and gates
- Route 608 – Surface treat non-hard surface
- Route 620 – Surface treat non-hard surface
- Route 622 – Surface treat non-hard surface
- Route 627 – Surface treat non-hard surface
- Route 649 – Surface treat non-hard surface
- Route 653 – Surface treat non-hard surface
- Route 664 – Surface treat non-hard surface
- Route 679 – Surface treat non-hard surface
- Route 693 – Surface treat non-hard surface
- Route 702 – Surface treat non-hard surface
- Route 705 – Surface treat non-hard surface
- Route 708 – Surface treat non-hard surface
- Route 713 – Surface treat non-hard surface
- Route 714 – Surface treat non-hard surface
- Route 717 – Surface treat non-hard surface
- Route 739 – Surface treat non-hard surface
- Route 740 – Surface treat non-hard surface
- Route 756 – Surface treat non-hard surface
- Route 766 – Surface treat non-hard surface
- Route 778 – Surface treat non-hard surface
- Route 780 – Surface treat non-hard surface
- Route 790 – Surface treat non-hard surface
- Route 801 – Surface treat non-hard surface
- Route 804 – Surface treat non-hard surface

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Citizens Survey Results on Road Improvements

According to feedback gained in the citizen survey, the most cited needs for improvement in the County are: pothole repairs; road widening; brush/tree maintenance; road maintenance/repair; reduce the amount of litter along roadways and road safety. Other needs that got slightly lower response rates were: cut back grass; cut back brush on back roads; no more big trucks/tractor trailers on back roads; and smooth pavement.

CRC 2045 Regional Long-Range Transportation Plan

The Commonwealth Regional Council's (CRC) 2045 Regional Long-Range Transportation Plan identifies a handful of transportation needs in Buckingham County. The Plan identifies potential projects for VDOT funding. The Plan can be found online at [CRC-LRTP-2045-FINAL.pdf \(viriniasheartland.org\)](https://www.virginiasheartland.org/CRC-LRTP-2045-FINAL.pdf).

VTrans

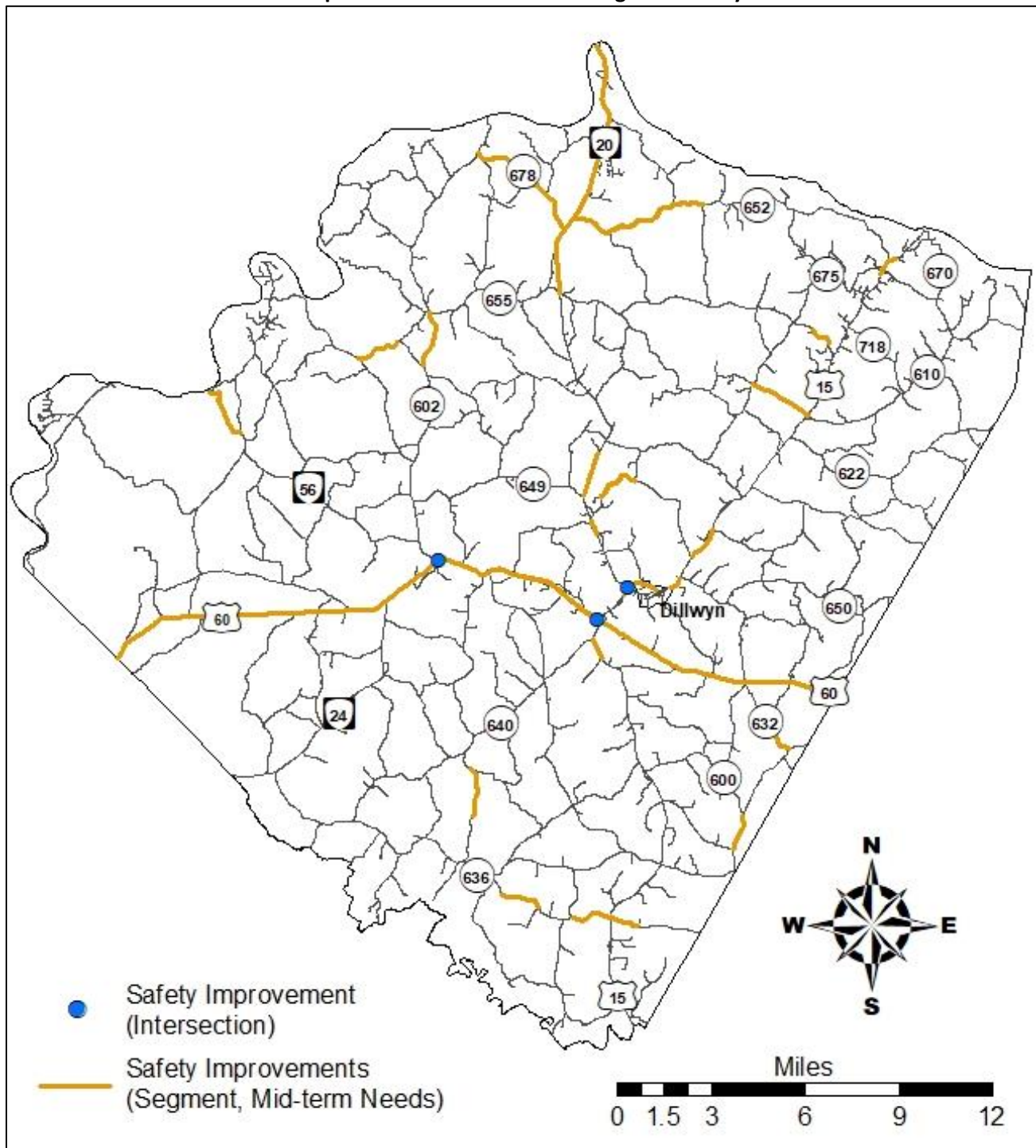
VTrans is the long-range, statewide multimodal policy plan developed by the Commonwealth Transportation Board (CTB) that lays out overarching Vision and Goals for transportation in the State of Virginia. It identifies transportation Investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. The VTrans2025 Report was adopted by the CTB in 2004, and the VTrans2035 Report was adopted in 2009.

The interim update of VTrans2035 (VTrans2035 Update) did not establish a new horizon year or include a fully updated analysis of anticipated long-range transportation needs, but rather focused on transforming the existing components of VTrans2035 into a new framework for linking system-wide performance evaluations to planning, policy development, and funding decisions. Using this "performance-based planning" framework, transportation agencies and decision-makers can use information about projected transportation needs with assessments of current system performance to develop cost-effective strategies that simultaneously address existing transportation needs and anticipated future conditions.

VTrans 2040 was adopted by the CTB in 2018. The most recent iteration of VTrans is the VTrans Update, which is currently underway (the CTB is moving away from including the year on each update). The VTrans Update notes VDOT is working with PDCs/Regional Councils throughout the Commonwealth to evaluate the state's rural multimodal transportation system and to recommend a range of improvements that address existing and future needs. VDOT used data from previous planning studies, Regional Long Range Plans and local comprehensive plans as well as internal data from the Office of Intermodal Planning and Investment to identify needs for localities across the State. Buckingham County is located in the Commonwealth Regional Council (Planning District 14) region. Identified needs in Buckingham County are denoted in Map 22.

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Map 22 – VTrans Needs in Buckingham County



Map created by CRC – January 2024
Source: VDOT

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Traffic Volumes/Level of Service/Volume-to-Capacity Ratio

The Virginia Department of Transportation (VDOT) compiles data to assess the condition of roads, highways, bridges, and large culverts. VDOT conducts a program where traffic count data is gathered from sensors in or along roads and highways. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. Annual data going back to 2001 can be seen at <http://www.virginiadot.org/info/ct-TrafficCounts.asp> (Traffic Volumes Maps). VDOT also calculates future traffic projections for roads and highways.

Maps 23 and 24 show present and projected future traffic volumes for Buckingham County for selected routes. Present routes are from 2019. Projected future traffic volumes are for 2045.

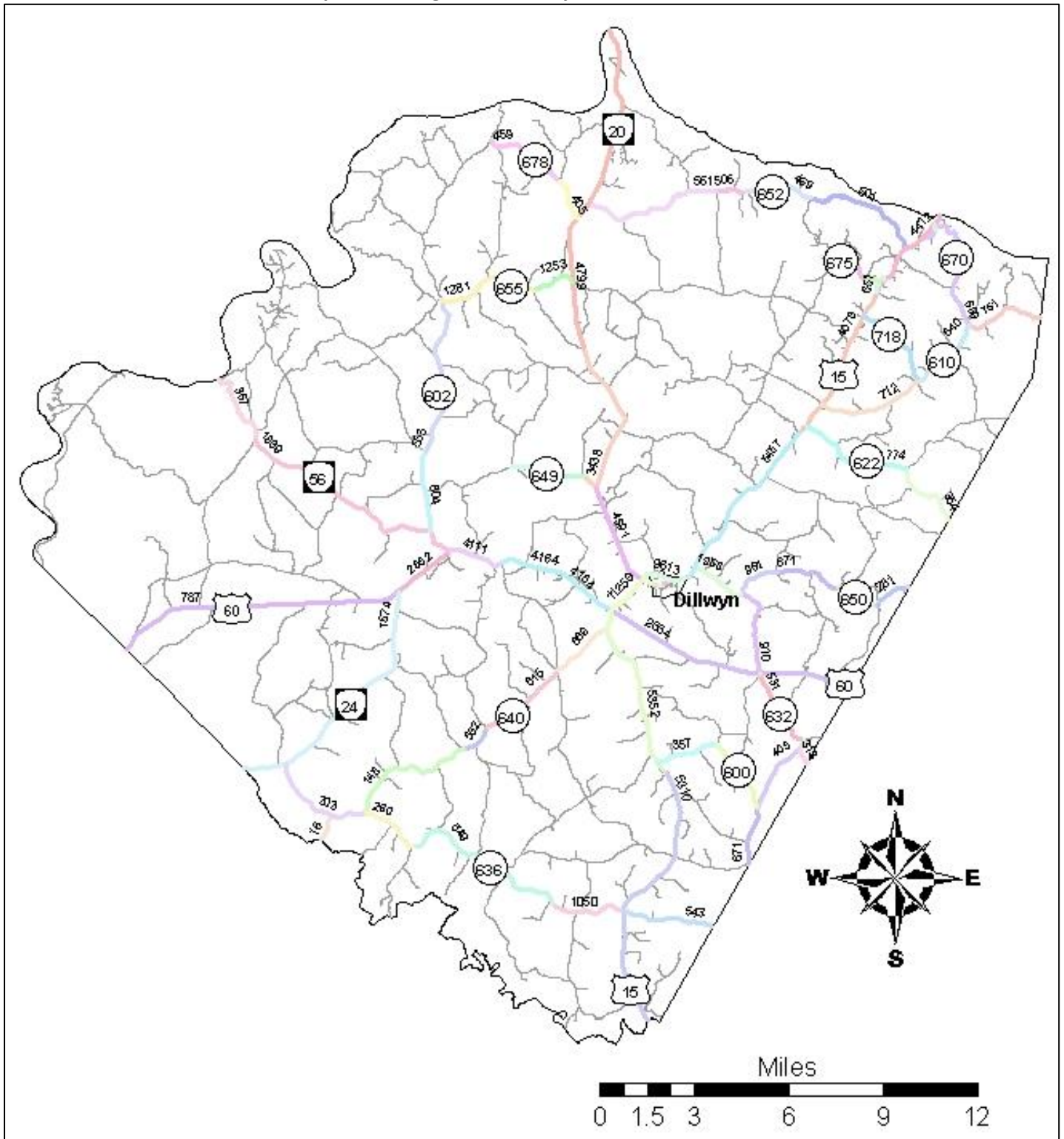
Map 25 shows present Level of Service for Buckingham County roads, and Map 26 shows projected Level of Service for 2045. Level of Service is defined as follows:

- Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
- Level of Service B: Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.
- Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
- Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
- Level of Service E: Unstable flow with intolerable delays.

Map 27 shows the current Volume-to-Capacity ratio of roads in Buckingham County. Map 28 shows projected Volume-to-Capacity Ratio for 2045. A ratio of less than 0.85 generally means that traffic volume capacity is adequate and vehicles are not expected to experience significant delays. A ratio of closer to 1.0 means that traffic flow may become unstable, and delays are possible. A ratio of more than 1.0 means that traffic flow is unstable, and excessive delays can be expected.

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Map 23 - Average Annual Daily Traffic Volumes - 2019

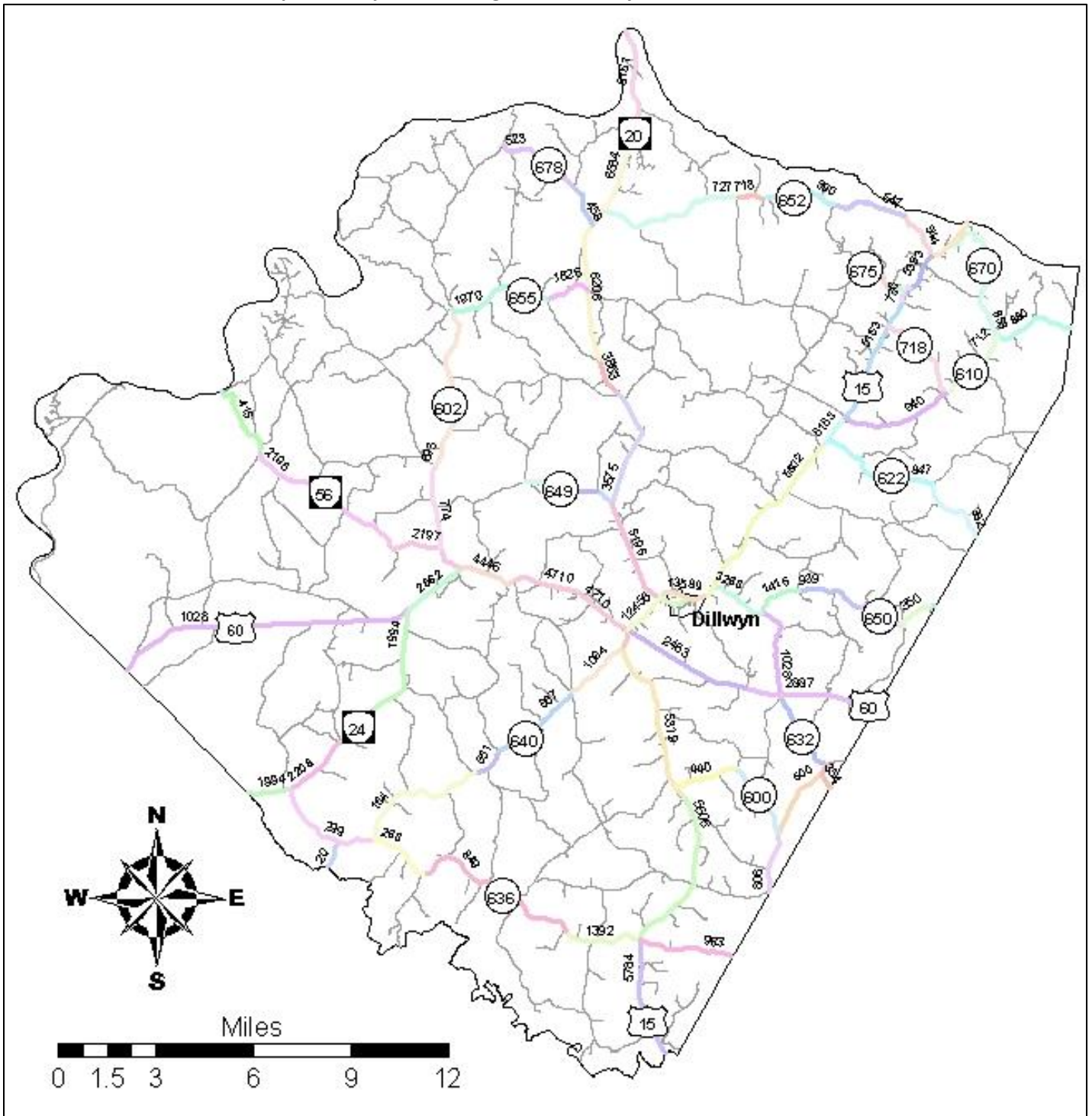


Map created by CRC – March 2024

Source: VDOT

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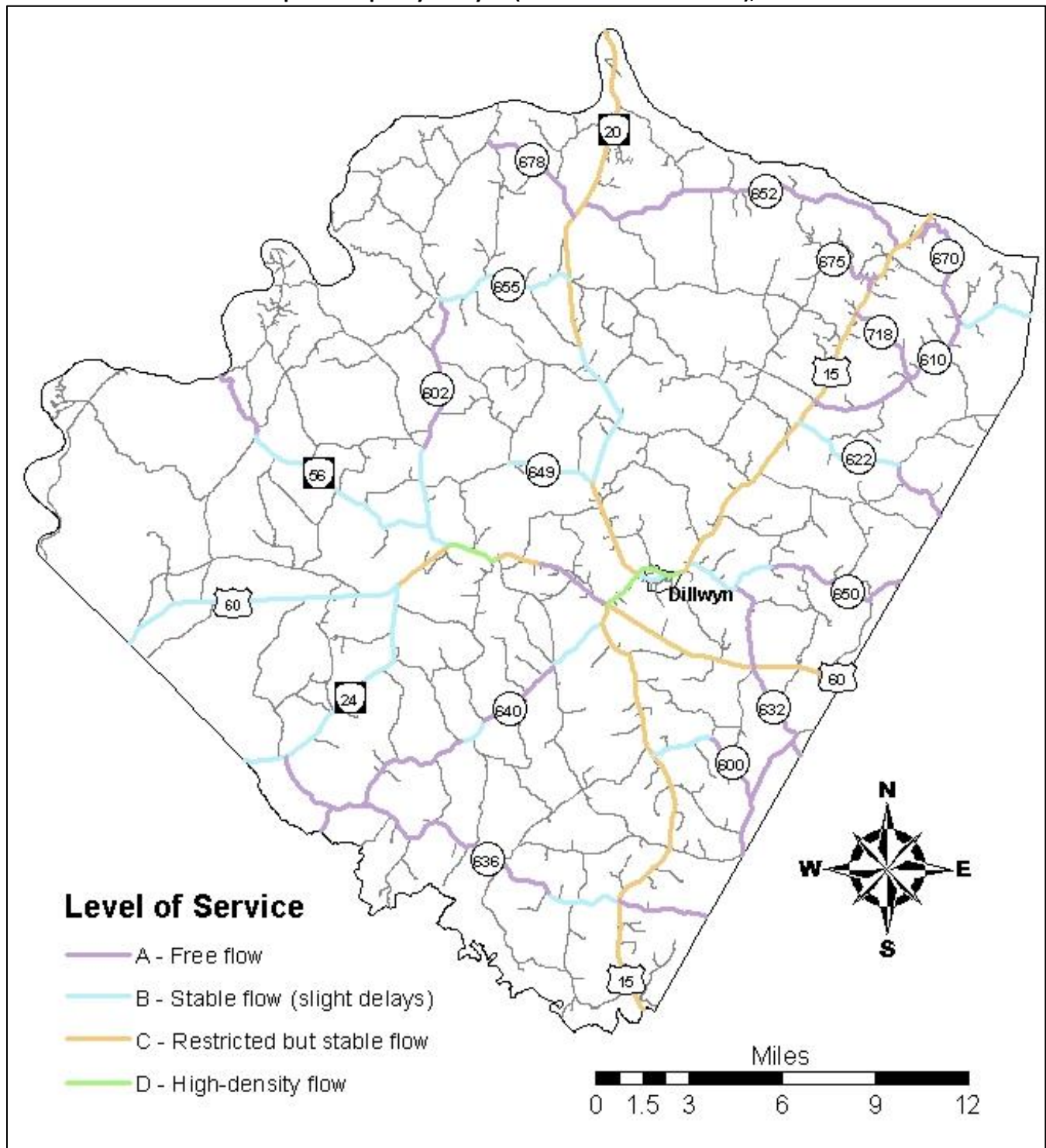
Map 24 – Projected Average Annual Daily Traffic Volumes - 2045



Map created by CRC – March 2024
Source: VDOT

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Map 25 – Capacity Analysis (Current Level of Service), 2019

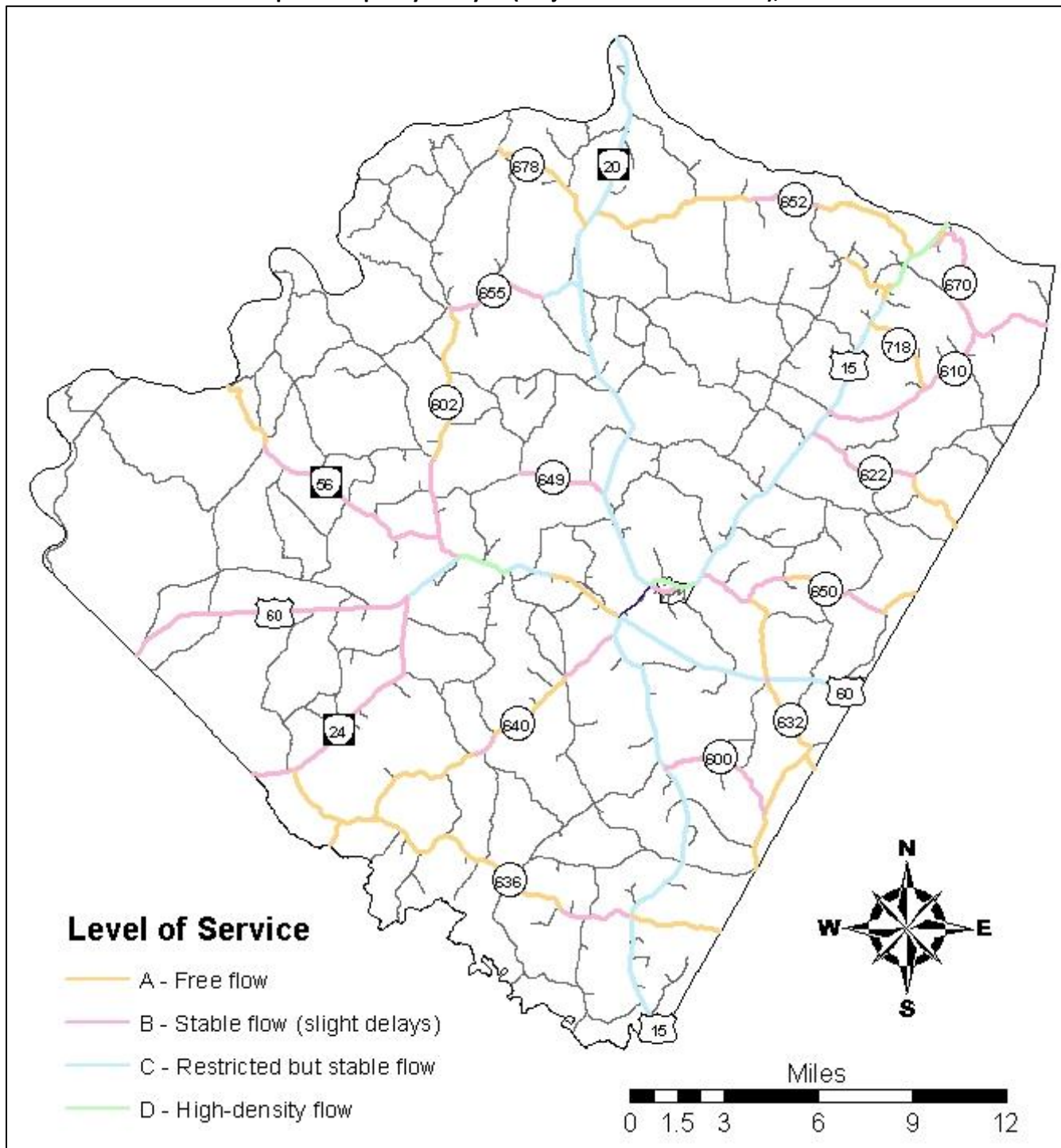


Map created by CRC – March 2024

Source: VDOT

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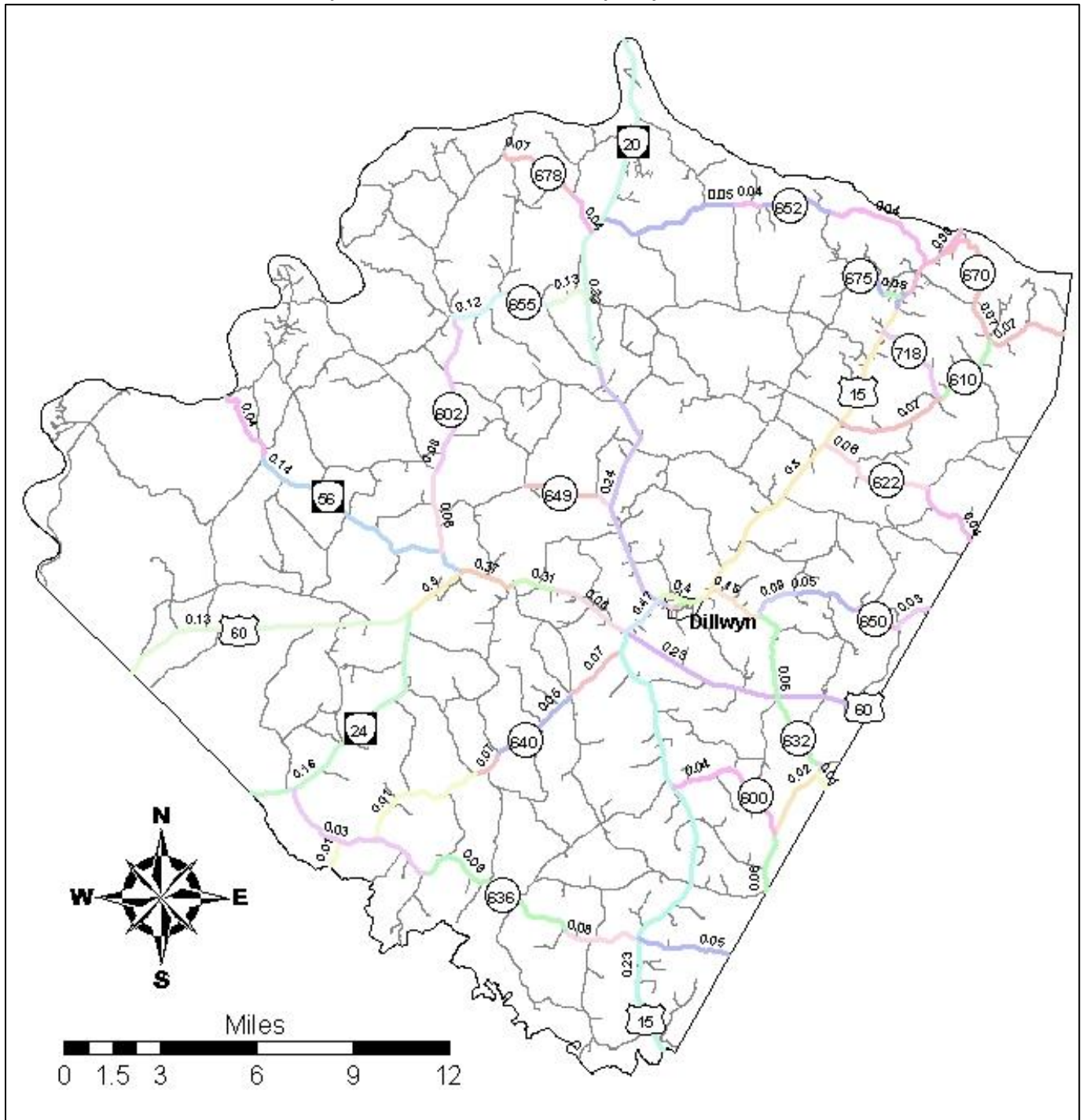
Map 26 – Capacity Analysis (Projected Level of Service), 2045



Map created by CRC – March 2024
Source: VDOT

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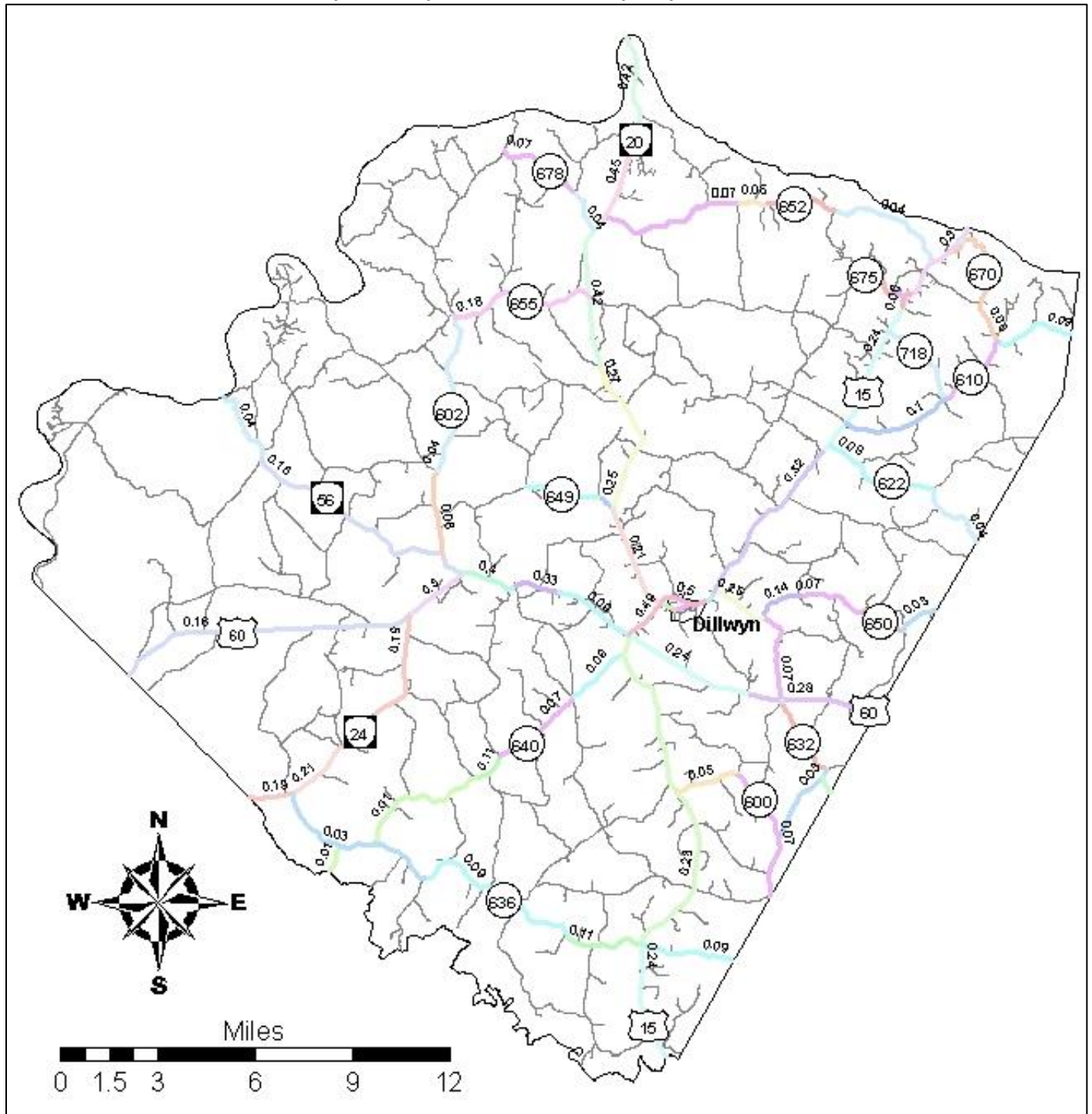
Map 27 – Current Volume-to-Capacity Ratio, 2019



Map created by CRC – March 2024
Source: VDOT

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Map 28 – Projected Volume-to-Capacity Ratio, 2045



Map created by CRC – March 2024
Source: VDOT

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Vehicle Crashes

Figure 32 and 32a break out crash data for roads in Buckingham County from 2015 through 2023. Figure 32 breaks out crashes by severity. Figure 32a breaks crashes out by type. There were 1,826 total crashes during this span, which averages just under 203 crashes per year. A large majority of crashes, roughly 84.5 percent, involved either property damage only or non-serious injury. Just over 13 percent involved serious injuries, and just over two percent involved fatalities. Map 29 shows historical locations of vehicular crashes in Buckingham County during that time.

Figure 32 – Vehicular Crash Data for Buckingham County, 2015-2023

Number of Crashes by Severity

Severity	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Property Damage Only or Non-Serious Injury	189	213	177	233	166	151	148	140	127	1,544
Serious Injury	26	22	28	17	31	29	24	34	29	240
Fatal Injury	2	8	7	4	5	6	6	3	1	42
TOTAL – ALL CLASSES	217	243	212	254	202	186	178	177	157	1,826

Source: VDOT

Figure 32a – Vehicular Crash Data for Buckingham County, 2015-2023

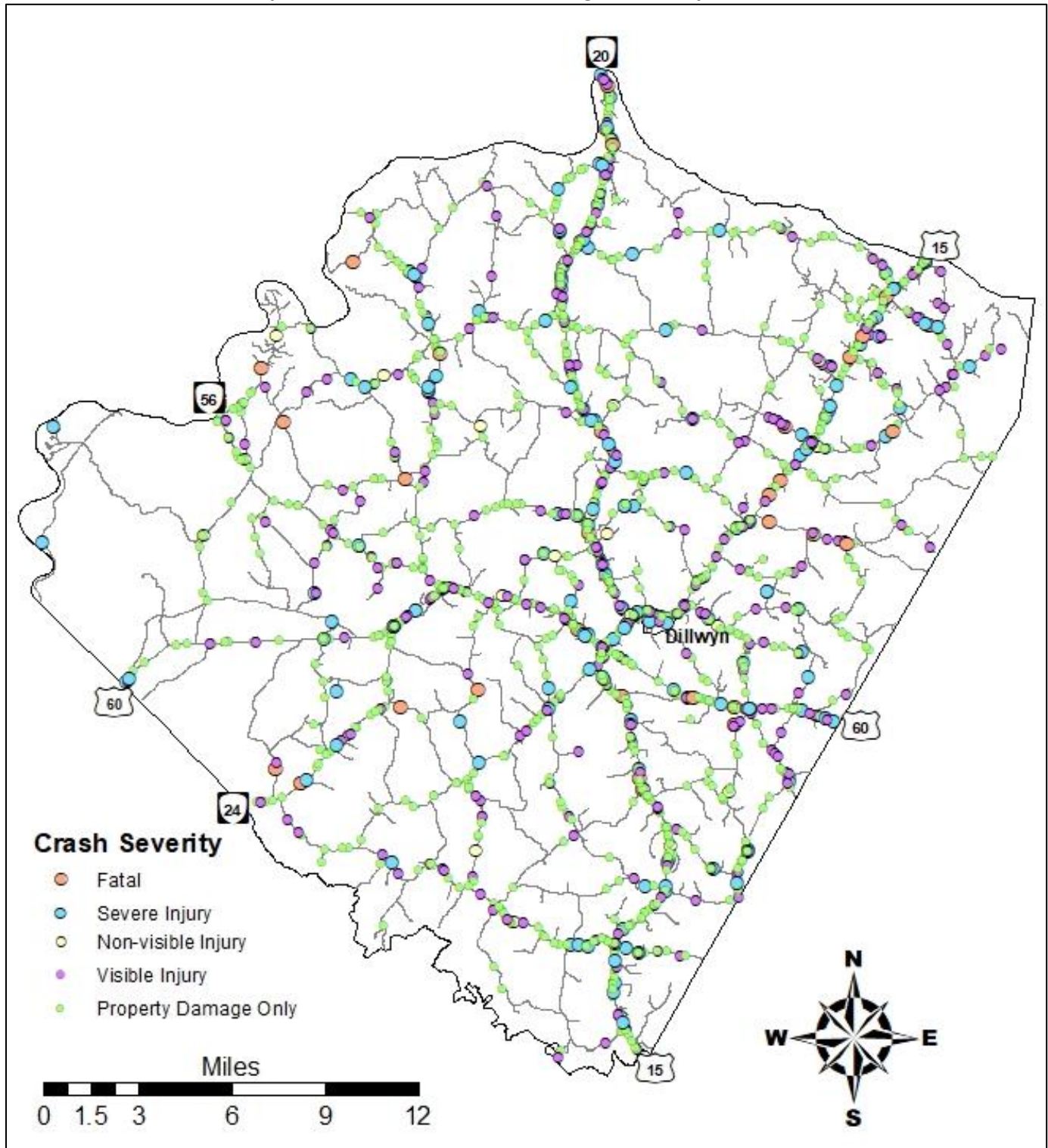
Number of Crashes by Type

Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
Angle	15	18	22	30	31	22	23	27	25	213
Backed Into	0	1	1	0	0	0	0	0	0	2
Deer	37	43	29	54	28	19	17	21	24	272
Fixed Object – Off Road	101	111	91	104	98	106	94	84	61	850
Fixed Object in Road	7	1	3	4	5	2	0	6	1	29
Head on	4	8	5	0	4	5	3	4	3	36
Non-Collision	8	11	12	4	5	5	6	3	5	59
Other	4	4	3	11	7	2	5	6	10	52
Other Animal	10	4	5	11	2	2	4	2	3	43
Pedestrian	2	0	2	0	0	1	0	0	0	5
Rear End	19	37	29	29	18	15	11	2	17	191
Sideswipe – Opposite Direction	7	5	8	5	4	5	8	2	6	50
Sideswipe – Same Direction	3	0	2	2	0	2	7	6	2	24
TOTAL – ALL TYPES	217	243	212	254	202	186	178	177	157	1,826

Source: VDOT

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Map 29 – Vehicular Crashes in Buckingham County, 2015-2023



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Public Transportation

Residents of Buckingham County have limited access to public transportation. Limited or no access to public transportation is a common characteristic of the entire region. Services are extremely limited in the Commonwealth Regional Council area, with vast areas and many communities not served by the limited transportation systems that do exist. Jaunt, Inc. (based out of Charlottesville) serves Buckingham County as well as Albemarle, Fluvanna, Greene, Louisa, and Nelson Counties plus the City of Charlottesville. Blackstone Area Bus System (based out of Blackstone) has a line that serves Buckingham and Cumberland Counties and has stops in Farmville.

Other (Bike, Waterways, Pedestrian)

Bicycling and walking are fundamental travel modes and integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network; connectivity with other modes of transportation; and independent mobility regardless of age, physical, constraints, or income. Effective bicycle and pedestrian accommodations enhance the quality of life and benefit the environment. Bicycling and walking are successfully accommodated when travel by these modes is efficient, safe, and comfortable for the public. Under the 2004 VDOT Policy for Integrating Bicycle and Pedestrian Accommodations, VDOT will initiate several policies relating to bicycle and pedestrian accommodations. These policies are as follows:

- VDOT will initiate all roadway construction projects with the presumption that the projects shall accommodate bicycling and walking;
- VDOT will promote the inclusion of bicycle and pedestrian accommodations in transportation activities at Local, Regional and Statewide levels;
- Bicycle and pedestrian accommodations can be developed through projects that are independent of highway construction either within the highway right-of-way or on an independent right-of-way;
- Highway construction funds can be used to construct bicycle and pedestrian accommodations either concurrently with highway construction projects or as independent transportation projects;
- Bicycle and pedestrian accommodation project will be funded in the same manner as other highway construction projects for each system; and
- All accommodations will be designed and constructed, or installed, using guidance from VDOT and AASHTO publications, the MUTCD and the American with Disabilities Act Accessibility Guidelines (ADAAG).

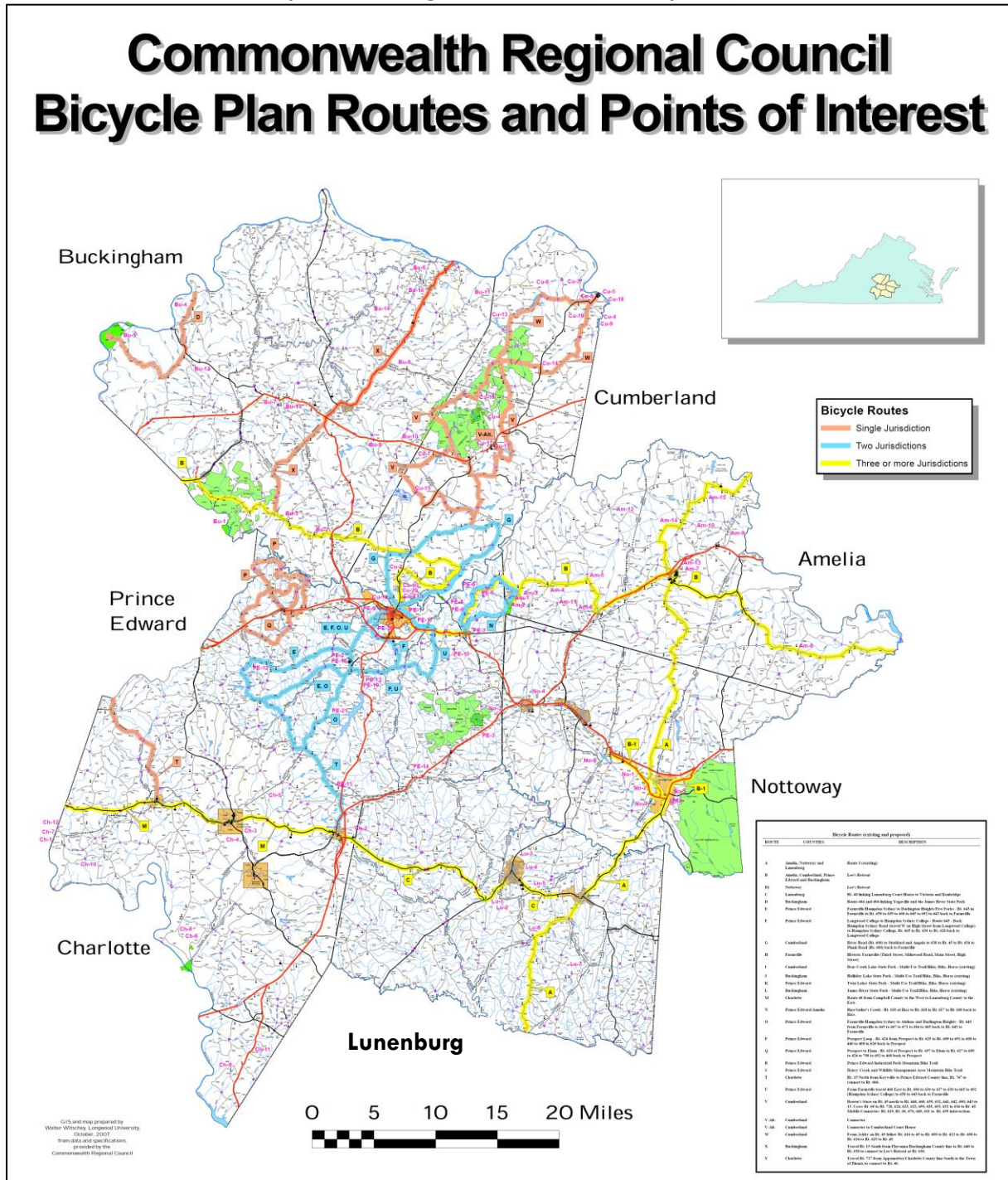
The Town of Dillwyn and the Village of Buckingham Court House have sidewalk systems that are maintained by VDOT.

In June 2000, the Piedmont Planning District Commission (PPDC) prepared the Piedmont Regional Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. The FY 2002 Rural Transportation Planning Grant under the Rural Transportation Program funded the project. For any locality or region to be eligible for VDOT funding for highway projects, including bicycle facilities, the local government participating must have an adopted bicycle plan. The Commonwealth Regional Council (formerly the PPDC) completed the CRC Bicycle Plan

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Update in 2010. The Bicycle Plan identifies four (4) routes that go through Buckingham County (see Maps 30 and 30a): Route B, which runs east to west following Route 636 and part of Route 24; Route D, in the western part of the County, connecting James River State Park with the Yogaville area; Route V, which comes into parts of Buckingham County from Cumberland County; and Route X, which runs roughly north to south along U.S. 15, Route 640, and part of Route 638.

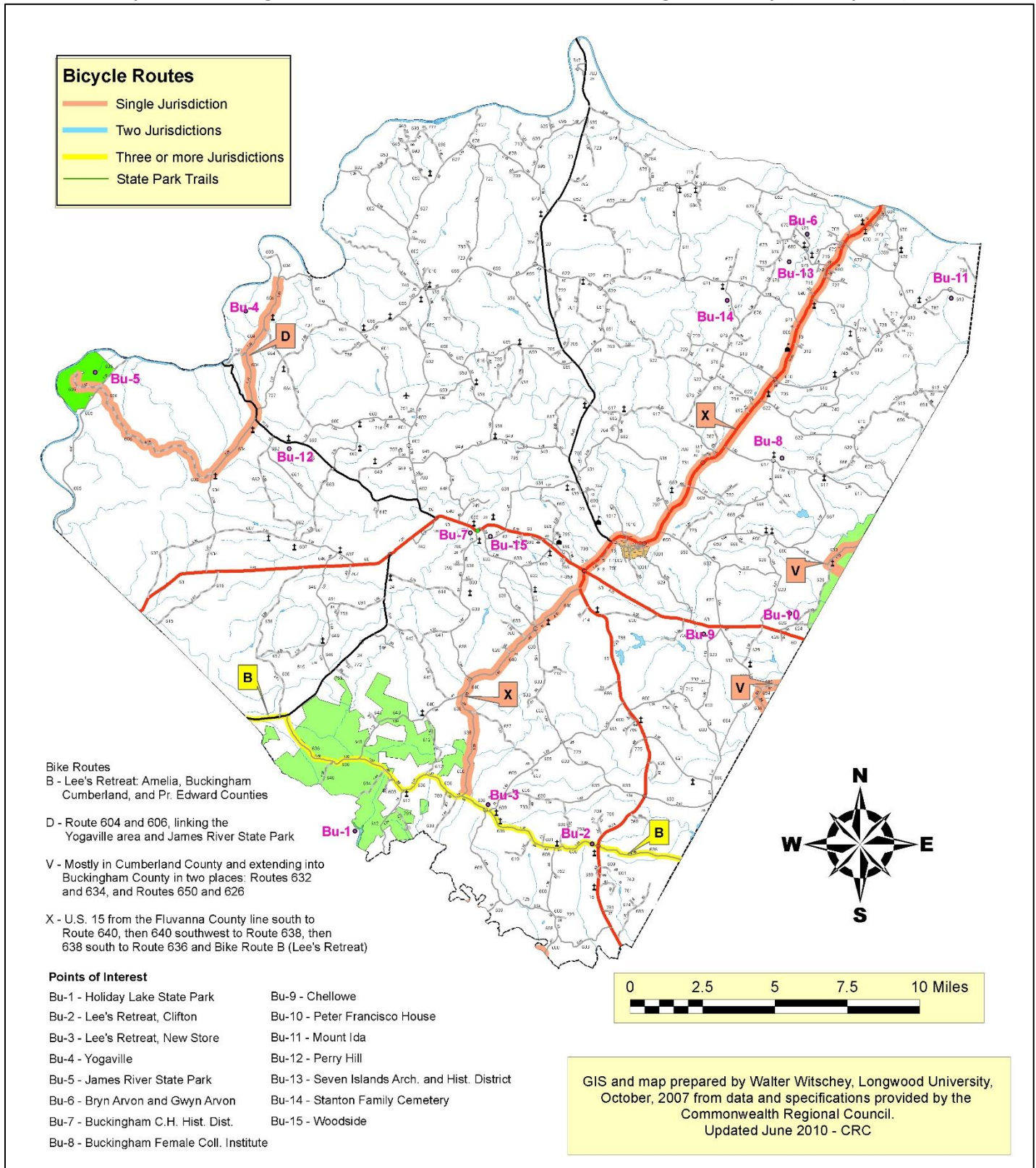
Map 30 – CRC Regional Bike Plan (2010 Update)



Source: CRC Regional Bike Plan, 2010

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Map 30a – CRC Regional Bike Plan Routes in and around Buckingham County (2010 Update)



Source: CRC Regional Bike Plan, 2010

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Trails

Buckingham County has an abundant scenic natural environment that includes rivers, streams, and forests. These resources offer great potential for the development of special transportation facilities including bikeways, pedestrian paths, and boat ramps. The County offers a few bike and hiking trails in James River State Park, Appomattox-Buckingham State Forest, Cumberland State Forest, Featherfin Wildlife Management Area, and Horsepen Lake Wildlife Management Area. The County also shares proximity to three state parks with bike/ped trails for riders and walker/hikers. These scenic routes can be found in Bear Creek State Lake State Park, High Bridge Trail State Park, and Holiday Lake State Park.

- Bear Creek Lake State Park is in Cumberland County and lies within the boundaries of Cumberland State Forest. Between the Park and the State Forest, users have access to over 37 miles of trails for hiking, biking, and horseback riding. Bear Creek Lake State Park also offers boating and fishing, swimming, an archery range, picnic areas, and camping.
- High Bridge Trail is 31 miles long and ideally suited for hiking, bicycling and horseback riding. The western end of the trail is located in Pamplin City, which is located in parts of Prince Edward and Appomattox Counties. Once a rail bed, the trail is wide, level and generally flat. Its finely crushed limestone surface and dimensions make it easy to enjoy. The park's centerpiece is the majestic High Bridge, which is more than 2,400 feet long and 125 feet above the Appomattox River. It is the longest recreational bridge in Virginia and among the longest in the United States.
- Holiday Lake State Park is in Appomattox County and lies within the boundaries of Appomattox-Buckingham State Forest. Between the State Park and the Forest, users have access to over 20 miles of trails for hiking, biking, and horseback riding. Holiday Lake State Park also offers swimming and camping.

The County also shares proximity to two wildlife management areas (WMA) on the north side of the James River. The Hardware River WMA is located in Fluvanna County and provides access to the Hardware and James Rivers. It offers hiking, horseback riding, hunting, trapping, birding, camping and boat ramps. The James River WMA is located in Nelson County and occupies land that was once home to large estates located along the river. It offers hiking, horseback riding (with restrictions during hunting season), hunting, trapping, birding, camping and boat ramps.

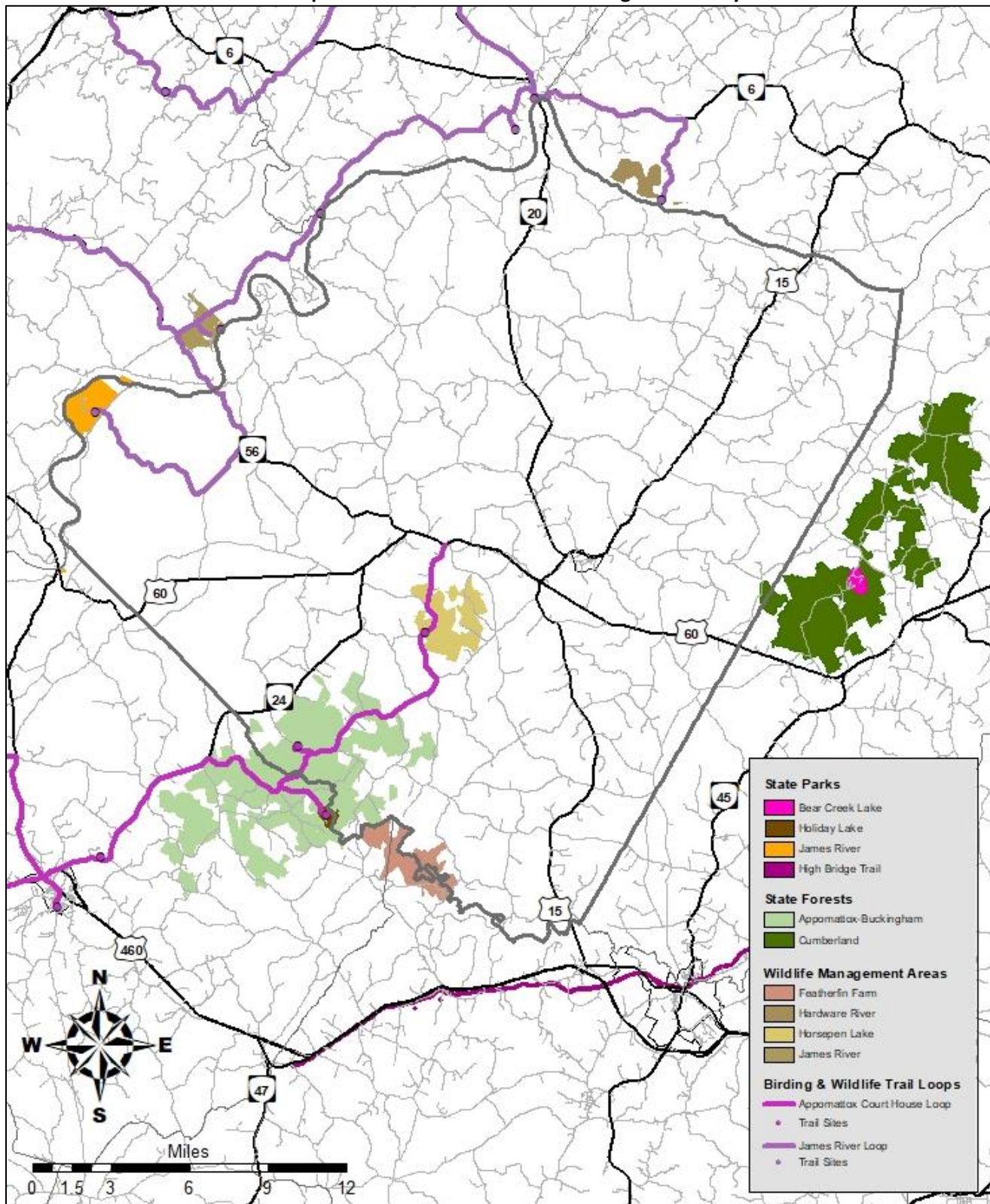
There are two Virginia Birding and Wildlife Trails that run through Buckingham County. The Appomattox Court House Loop Trail starts in Buckingham Court House on the north end and runs south-southwest toward Appomattox Court House National Historical Park. Sites in Buckingham County on this trail include Horsepen Lake Wildlife Management Area and Appomattox-Buckingham State Forest. The James River Loop Trail covers parts of Buckingham, Nelson, Albemarle, and Fluvanna Counties. James River State Park is a site on this trail.

Map 31 shows locations of trail facilities in and around Buckingham County.

There was an array of responses provided about where pedestrian/bike paths are needed within Buckingham County. The most popular responses from the survey are: On county land; in or near parks; Dillwyn; Yogaville; and around schools.

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Map 31 – Trails in and around Buckingham County



Map created by CRC –January 2024
Source: DCR, DWR, VDOF

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VDOT Funding Programs

Some programs available through VDOT to fund transportation improvements include the following:



Purpose

SMART SCALE is a statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.

Funding

There are two main pathways to funding within the SMART SCALE process—the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying for funds from the DGP is evaluated against other projects within the same construction district. A project applying for funds from the HPPP is evaluated against projects statewide. The Commonwealth Transportation Board (CTB) then makes a final decision on which projects to fund.

Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance, Regional Network, or Urban Development Area (UDA) that meet a need identified in the statewide multimodal long-range transportation plan, VTrans. Project types can include highway improvements such as widening, operational improvements, access management, intelligent transportation systems, transit and rail capacity expansion, and transportation demand management, including park and ride facilities. Projects may also address a documented safety need.

Eligible Applicants

Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOs) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure. Projects pertaining to UDAs and safety needs can only be submitted by localities. Applications may be for eligible project types only and sufficiently developed such that benefits can be calculated.

Evaluation Criteria

There are five factors evaluated for all projects: Safety, Congestion Mitigation, Accessibility, Environmental Quality, and Economic Development. Projects in MPOs with a population greater than 200,000 are also evaluated by a land use factor.

Funding Cycle

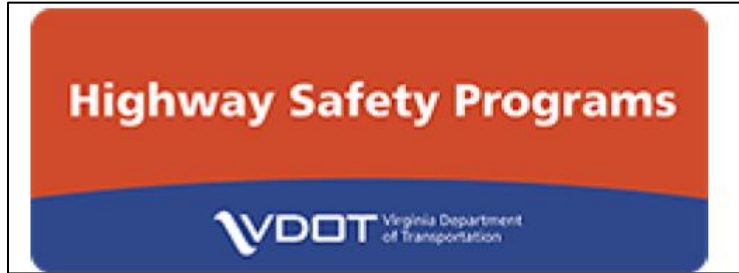
Beginning with the FY2018-FY2023 SYIP Update, the application cycle began alternating every other year with funding generally applied to projects in the last two years of the SYIP. Applications are generally

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accepted beginning in the Spring through Fall. Approximately \$500-600 million is expected to be available per cycle. Funding includes both state and federal sources. Projects that can be developed as federal projects will follow the federal process.

Website

<http://www.vasmartyscale.org/>



Purpose

This federal transportation program is structured and funded to identify and improve locations where there is a high concentration, or risk, of vehicle crashes that result in deaths or injuries and to implement strategies to attain Virginia's Towards Zero Deaths vision.

Funding

There are several core safety programs, including Highway Safety, Systemic Safety, Bicycle and Pedestrian Safety, and Highway-Rail Safety.

Eligible Projects

Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Submitted projects must demonstrate a cost benefit and must:

- Be relevant to the program purpose of reducing severe crashes or risk to transportation users.
- Address hazardous situations through good safety planning and identified by safety data driven network screening.
- Demonstrate compliance with the appropriate VDOT design guideline and standards.

Eligible Applicants

The Highway Safety Programs (HSP), Rail-At-Grade-Crossing and the Bicycle Pedestrian Safety Program (BPSP) applications must be submitted through the SMART Portal by local governments, VDOT District and Regional Staff.

Evaluation Criteria

The eligibility criteria and process for the safety programs are different. The Portal automatically scores each application based upon the various factors such as: Benefit/Cost ratio, PSI listing, supporting documents, complete cost estimate/schedule etc. The (HSP) application targets vehicle only crashes and requires a benefit-cost (B/C) ratio analysis, or the Systemic Safety Improvement (SSI) application can utilize a risk assessment methodology that addresses these risks throughout a network of roadways. The Rail

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Safety and Bicycle and Pedestrian Safety applications require a risk analysis due to the unpredictability of the crash types.

Funding Cycle

The funding cycle for the Highway Safety program will be every year. Approximately \$60 million is available per year. Applications are generally accepted August through October of each year. All funding is federal.

Website

http://www.virginiadot.org/business/ted_app_pro.asp



Purpose

This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements.

Funding

TAP is not a traditional grant program and funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. These are federal transportation funds and therefore require strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

Eligible Projects

- On-road and off-road pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths.
- Infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs.
- Conversion and use of abandoned railway corridors for trails for pedestrians, bicyclists, and other non-motorized transportation users.
- Construction of turnouts, overlooks and viewing areas.
- Inventory, control, or removal of outdoor advertising (billboards).
- Preservation and rehabilitation of historic transportation facilities including train depots, lighthouses, and canals.
- Vegetation management practices in transportation rights-of-way.

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- Archeological activities relating to impacts from implementation of a transportation project.
- Environmental mitigation activities to address storm water management control and water pollution related to highway runoff.
- Wildlife mortality mitigation activities to decrease negative impacts of roads on wildlife and habitat connectivity.

Eligible Applicants

Applications may be submitted through the SMART Portal by local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, and any other local/regional entity with responsibility for oversight of transportation or recreational trails.

Evaluation Criteria

- Project funding.
- Project concept.
- How the project improves the existing transportation network.
- Sponsor's experience administering federal-aid projects.
- Project's readiness to proceed

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle began alternating every other year with allocations available in the first and second year of the SYIP. Approximately \$20 million is available per year with a maximum request of \$1M per year (\$2M per application). Applications are generally accepted August through October of every other year. All funding is federal.

Website

<http://www.virginiadot.org/business/prehancegrants.asp>



Purpose

This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

DRAFT Buckingham County Comprehensive Plan

Funding

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. The Revenue Sharing program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy.

Eligible Projects

- Supplemental funding for projects listed in the adopted in the SYIP.
- Construction, reconstruction, or improvement projects not including in the adopted SYIP.
- Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions).
- Maintenance projects consistent with the department's operating policies.
- New hard surfacing (paving).
- Deficits on completed construction, reconstruction, or improvement projects

Eligible Applicants

Applications may be submitted through the SMART Portal by any county, city, or town in the Commonwealth. Evaluation Criteria:

- Priority 1: Construction projects that have previously received Revenue Sharing funding.
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan.
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation.
- Priority 4: All other projects

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle began alternating every other year with allocations available in the first and second year of the SYIP. Approximately \$100 million in state funding is available per year. Applications are generally accepted August through October of every other year. All funding is non-federal.

Website

http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue_Sharing



DRAFT Buckingham County Comprehensive Plan

Purpose

SGR provides funding for the Commonwealth of Virginia's pavements and bridges. The funds are used for the reconstruction and rehabilitation of deteriorated pavements on the Interstate and Primary Systems, including Primary Extensions, as well as the replacement and rehabilitation of structurally deficient bridges on all systems.

Funding

Funding is allocated to each district based on needs for VDOT and locality owned bridges and pavements. Allocation of the funding is based on a needs prioritization methodology as approved by the CTB. All nine construction districts will receive funding in a given year, with no district receiving less than 5.5% or more than 17.5% of the funds in a given year.

The Code of Virginia allows for two waivers in the SGR. The first waiver allows the CTB to remove the cap and allocate the SGR funds to a key need or project. The second waiver allows the CTB to allocate 20% of the funds to secondary pavements if the Department does not meet its secondary pavement performance targets.

Eligible Projects

Projects must meet the three tests as depicted in the following chart prior to receiving funding:

Tests	Pavement	Bridge
1	Improves to fair or better status	Removes from structurally deficient status
2	Meets definition of pavement rehabilitation and reconstruction in FHWA's memo dated 9/12/2005	Meets definition of bridge rehabilitation and replacement in FHWA's Bridge Preservation Guide dated August 2011
3	Adds or restores strength	
FHWA Memo Links	FHWA's Memo – September 12, 2005 - Pavement Preservation Definitions FHWA's Memo - February 25, 2016 - Pavement Preservation	FHWA's Bridge Preservation Guide – August 2011 – Maintaining a State of Good Repair Using Cost Effective Investment Strategies

Eligible Applicants

Localities may submit applications for primary extensions and work notification forms for structurally deficient bridges through the SMART Portal. If a locality has multiple structurally deficient bridges, the locality is required to submit work notification forms for all bridges to show what work will be completed in order to remove the deficiency.

Evaluation Criteria

The SGR Program requires the prioritization process to consider mileage, condition and costs for pavements while considering number, condition, and costs for bridges. For additional detail related to the prioritization process, refer to: <http://www.ctb.virginia.gov/resources/2016/june/reso/Resolution1.pdf>

DRAFT Buckingham County Comprehensive Plan

Funding Cycle

The funding cycle for SGR will be every year. Approximately \$300 million is available per year beginning in FY 2021. Applications are generally accepted November through January. Funding includes both state and federal sources.

Website

http://www.virginiadot.org/business/local_assistance_division_funding_programs.asp

**Buckingham County
Comprehensive Plan Update
Citizen Survey**

Summary Report



**Prepared By:
Commonwealth Regional Council
200 Heartland Road
Keysville, Virginia 23948
(434)392-6104
www.virginiashheartland.org**

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Executive Summary

This report presents the findings of the Buckingham County Comprehensive Plan Citizen Survey, conducted by the Commonwealth Regional Council in collaboration with the Buckingham County Planning Commission. The survey aimed to gather public input for updating the County's Comprehensive Plan. The methodology included both paper and online versions of the survey distributed at various locations within the County.

Demographics and Community Profile:

- A total of 496 citizens participated, representing residents, workers, property owners, and business owners from all parts of the County.
- The majority were 50 years or older, long-term residents, living in single-family homes they owned.
- Employment and retail spending patterns indicated most people work in the county, but the majority of retail spending occurs outside Buckingham County.

Current Perceptions of Buckingham County:

- Participants rated various public aspects of the county, with Fire Protection, Law Enforcement, and Rescue Services receiving the highest scores and Tourism, Affordable Housing Options, and Medical Facilities and Services being rated the worst.
- Three favorite aspects of living in Buckingham included maintaining a rural lifestyle, peace and quiet, and the small-town feel.
- Participants' major concerns for the County included lack of job opportunities, businesses, and inadequate access to medical care.
- Suggestions for road improvements and concerns about cell coverage were highlighted.

Future Outlook for Buckingham County:

- Health care, fire and rescue, law enforcement, and reliable broadband were identified as top priorities for improving the quality of life moving forward.
- Participants ranked issues for future growth and development, and keeping taxes affordable, providing public safety, cell phone service and improving employment opportunities topped the list.
- Recommendations for changes to the County included attracting additional industries and jobs, improving shopping and restaurant availability, and enhancing internet/cell service.

Preferences for Development and Growth:

- Participants expressed preferences for growth, prioritizing a mix of commercial, industrial, and residential development when compared to no growth in most areas of the county.
- Dillwyn – Sprouses Corner, Arvonion/New Canton, and Dillwyn – Alpha were the areas with the most suggestions for future growth and development in the County.
- Manufacturing, distribution centers, and food and beverage processing were suggested for industrial development.
- Desired commercial growth included restaurants, retail, health care, and grocery stores.
- Single-family homes, affordable housing, and housing for seniors were favored for residential development growth.

Specific Issues Facing the County:

- Citizen stances on solar development were divided, with a significant portion favoring solar only under certain conditions.
- Additional metallic mining had more opposition than support, but suggested conditions for approval were explored for those in favor.
- Views on re-mining abandoned mines were split, with environmental protections and adherence to regulations considered crucial aspects to consider.
- Bike/pedestrian paths were deemed unnecessary by the majority, though specific locations for their introduction were suggested.

Overall, the survey provides valuable insights into the demographic composition, current perceptions, future priorities, and specific issues facing Buckingham County. The comprehensive data gathered will be instrumental in shaping the County's Comprehensive Plan for sustainable and community-driven development.

Introduction

The Commonwealth Regional Council assisted the Buckingham County Planning Commission with the development of a citizen survey – paper and online version – to gather public input for use in updating the County’s Comprehensive Plan. The survey was used in conjunction with the Community Meeting, held in June 2023, to gather citizen input for the Plan Update.

Methodology

The County placed the online version on its web site, and paper copies were distributed to select locations within the County:

- Buckingham County Administration Building
- Buckingham County Social Services Building
- Buckingham County Library
- Dillwyn Town Hall
- Farrish Hardware
- Moss Motor Company
- NAPA – Dillwyn
- Pino’s
- Dr. Saxon’s Office
- Truist Bank

The original deadline for submission was October 5, 2023. The Planning Commission selected to extend the deadline to October 30, 2023. A total of 496 surveys were completed – 146 paper copies and 350 online surveys.

Results

The results from the Buckingham County Comprehensive Plan Citizen Survey are split into five sections. The first section details the demographic information of the representative sample of citizens who completed the survey. The second section provides an overview of respondents’ perceptions of Buckingham County in its current state. The third section of the report focuses on the future of Buckingham County. Next, the fourth section explores preferences for future growth and development in the County. Last, the fifth section dives into a few specific issues facing the Buckingham County community.

Demographics

The sample consisted of 496 citizens that live, work, own property or own a business in Buckingham County, Virginia.

Residents from all seven districts in Buckingham County completed the survey (see Figure 1). The majority of the sample were 50 years or older (see Figure 2) and had lived in Buckingham County for longer than 20 years (see Figure 3).

In addition, most individuals who filled out the survey live with two to four people in their household (see Figure 4), live in a single-family dwelling (see Figure 5), and own their home (see Figure 6). Table 1 shows the breakdown of where individuals have moved from when moving into Buckingham County.

Most of the sample were full-time employees (see figure 7) who work in Buckingham County (see Figure 8), but the majority of residents' retail money is being spent outside of the county (see Figure 9). According to the results, 63% of the Buckingham County community spends less than half of their retail money in the County. Generalizing these results to the population in the County means that over 10,600 residents are spending the majority of their money outside of the County even though the majority of those individuals live and earn their money in Buckingham County.

Of note, the sample provides a representative snapshot of the community, when considered in relation to the total population of 16,982 residents in Buckingham County. With a margin of error calculated at approximately 4% within a 95% confidence interval, we can be 95% confident that the true population parameters fall within 4% of the sample values recorded in the results of the survey. In other words, the survey results offer a statistically reliable reflection of the broader population's perspectives and characteristics.

Figure 1

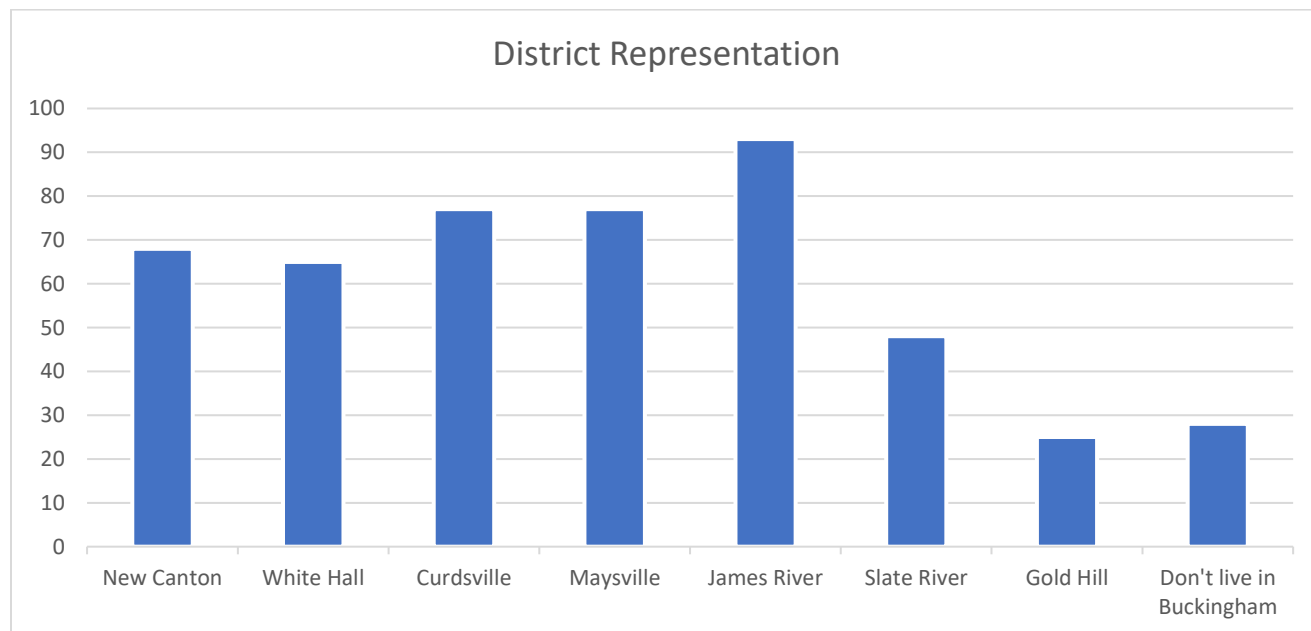


Figure 2

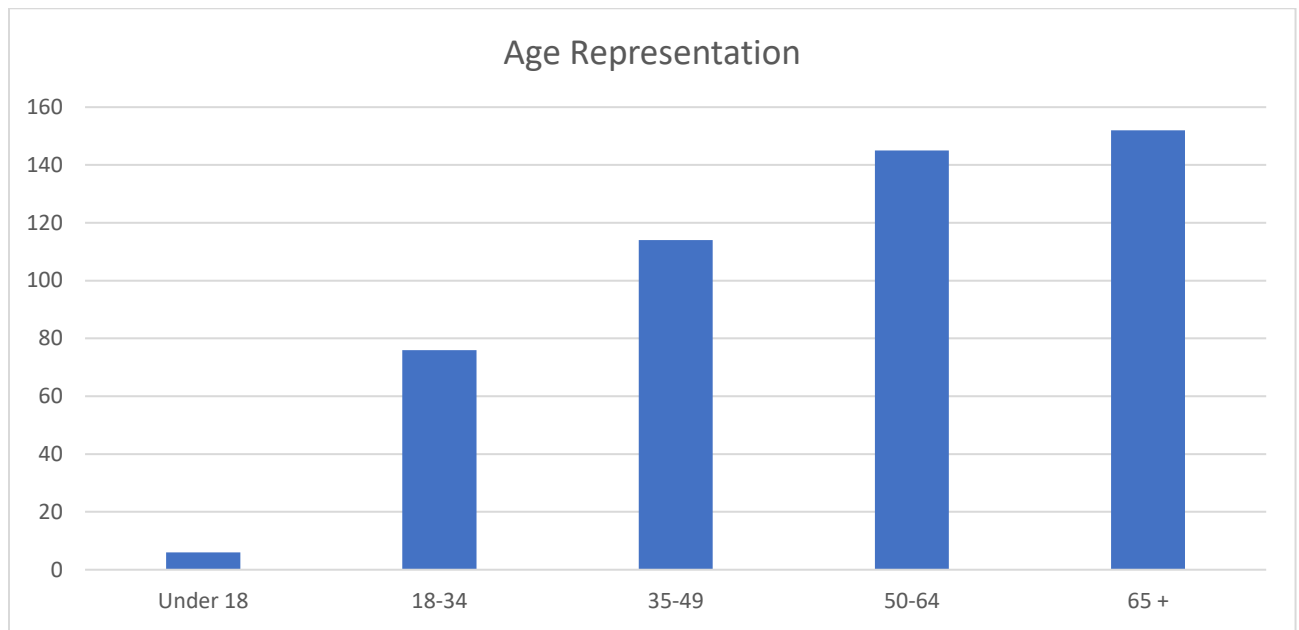


Figure 3

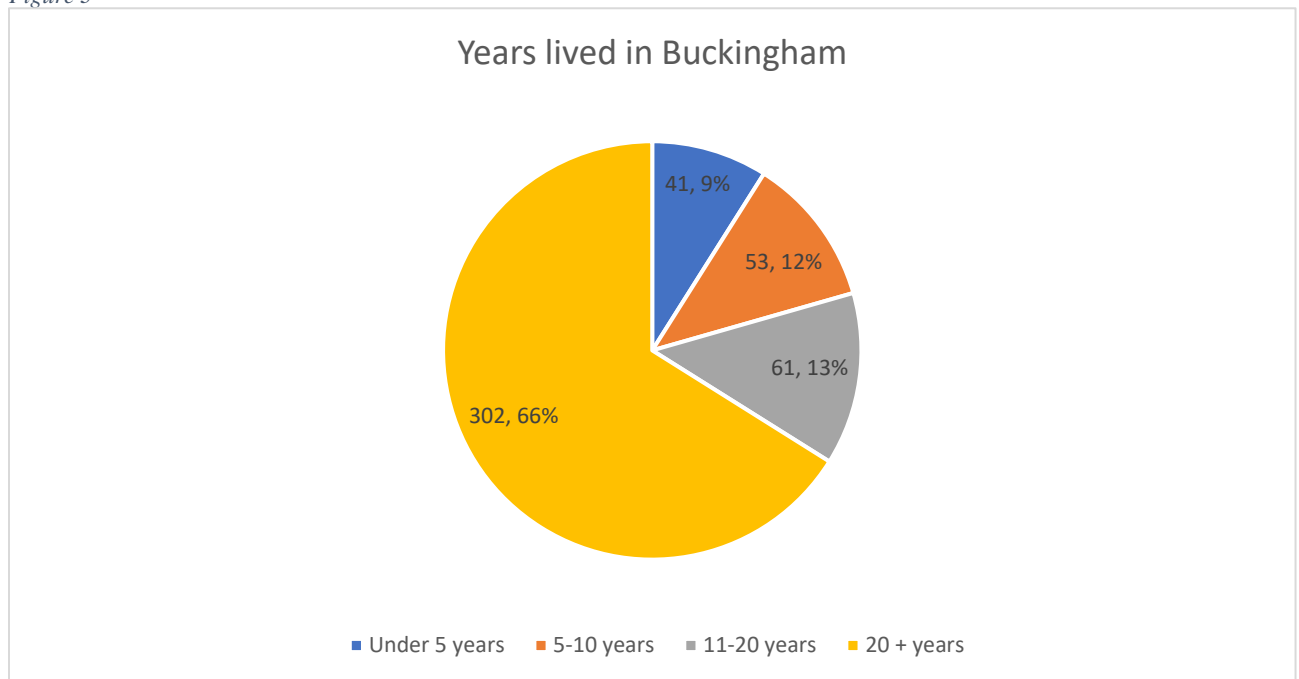


Figure 4

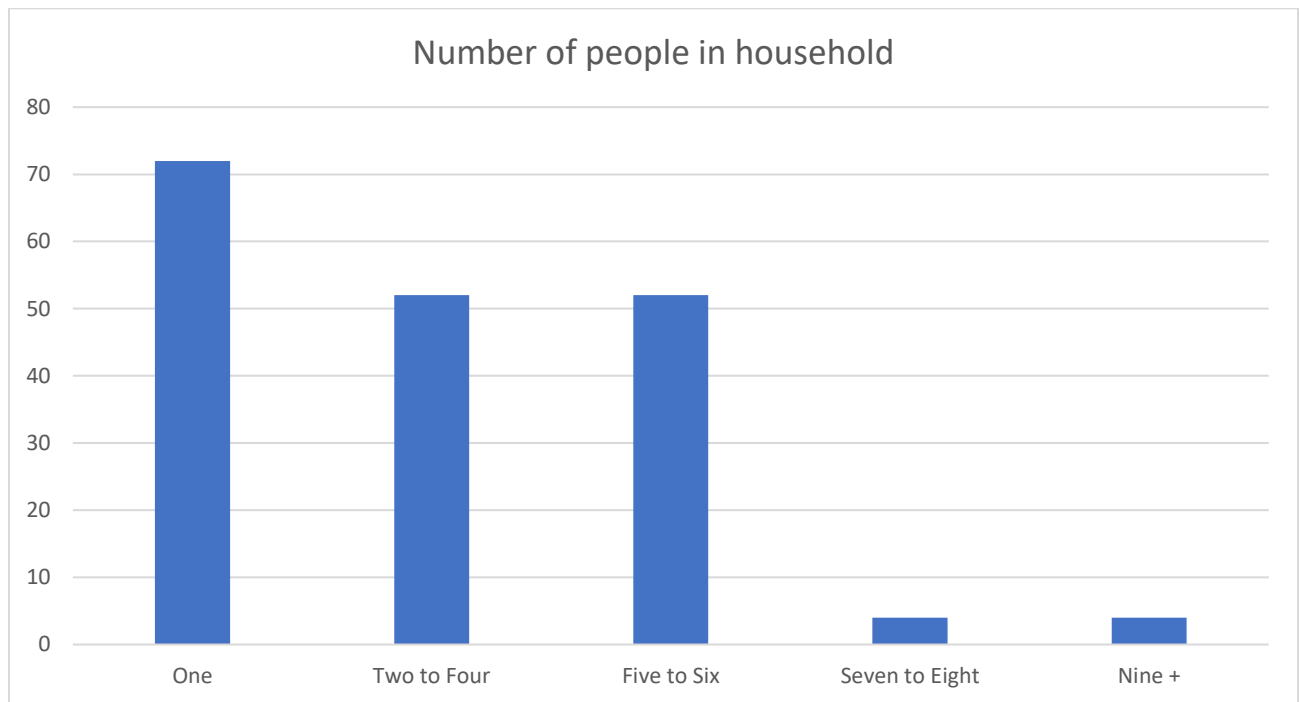


Figure 5

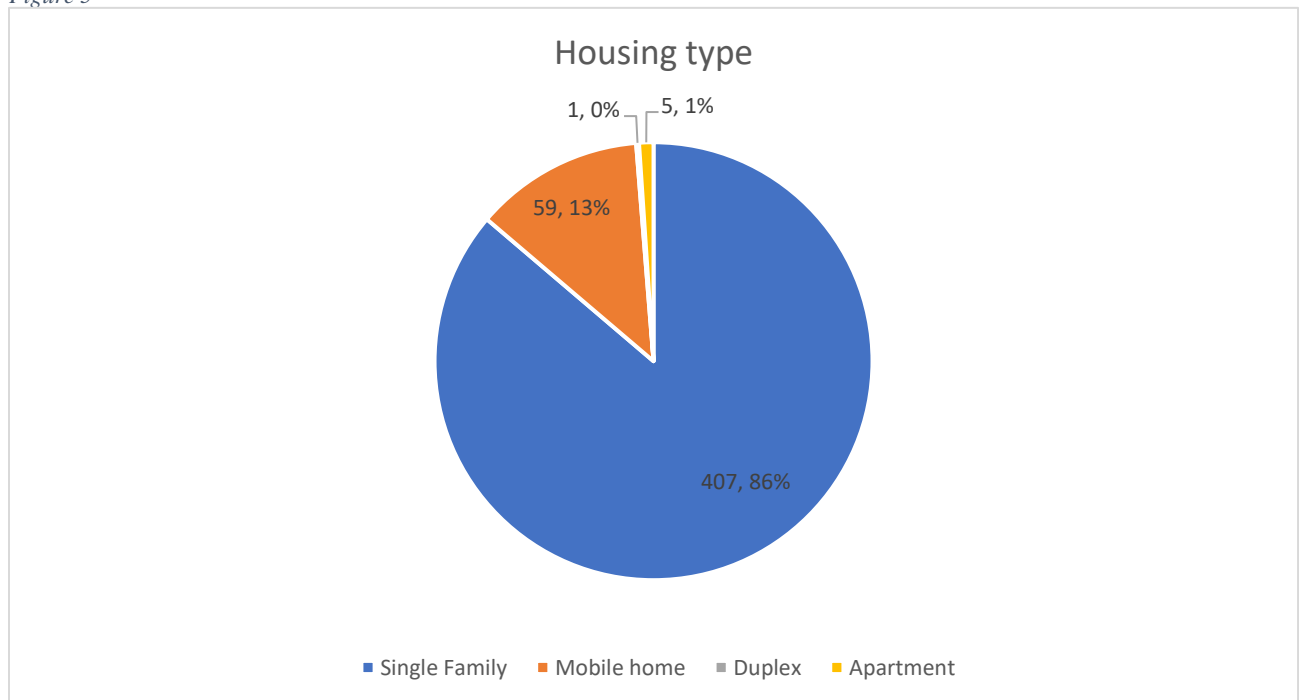


Figure 6

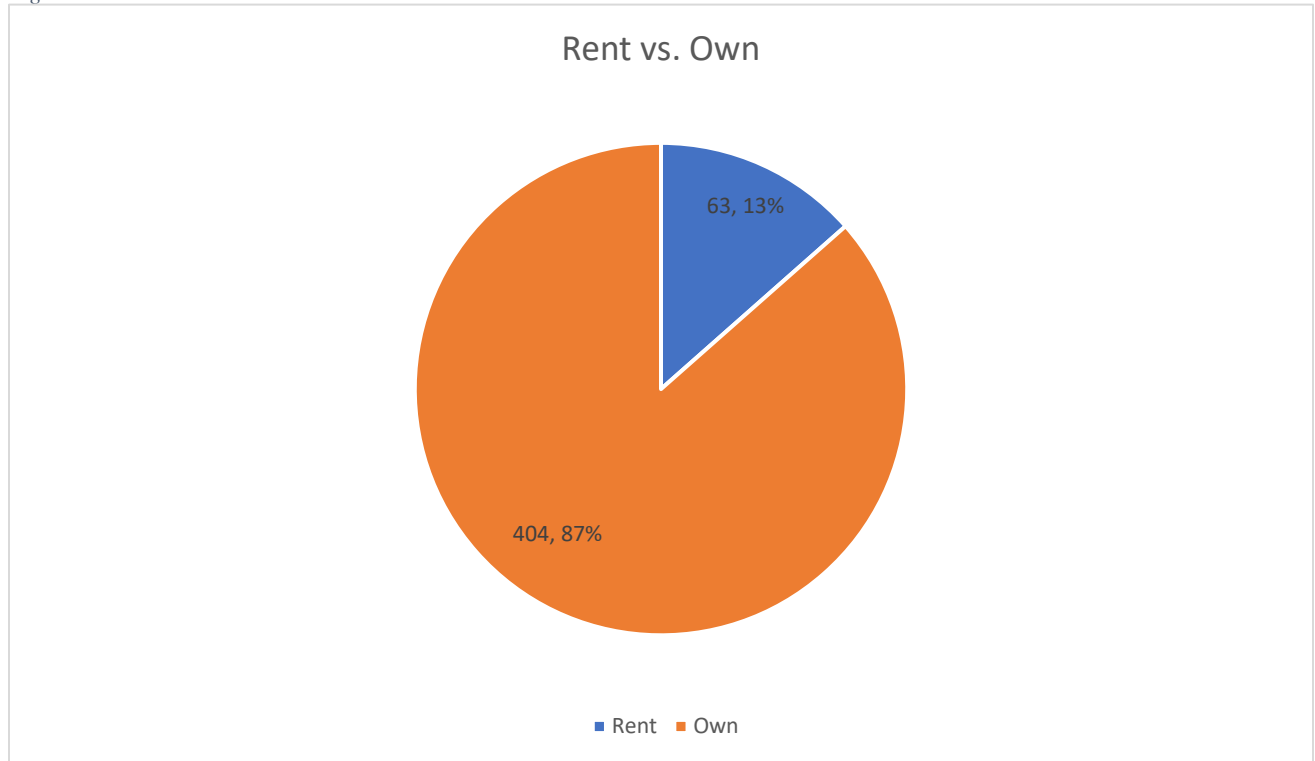


Table 1

Top 10 in-state and out-of-state places of residence prior to living in Buckingham County			
In state	# of people	Out of state	# of people
Charlottesville	12	Maryland	11
Virginia Beach	9	Pennsylvania	6
Richmond	8	New York	6
Appomattox	8	North Carolina	6
Albemarle	8	California	6
Fluvanna	6	New Jersey	5
Farmville	5	West Virginia	5
Prince Edward	5	Ohio	3
Glen Allen	4	Texas	3
Hampton	3	Florida	3
Norfolk			
Cumberland			
Nelson			

Figure 7

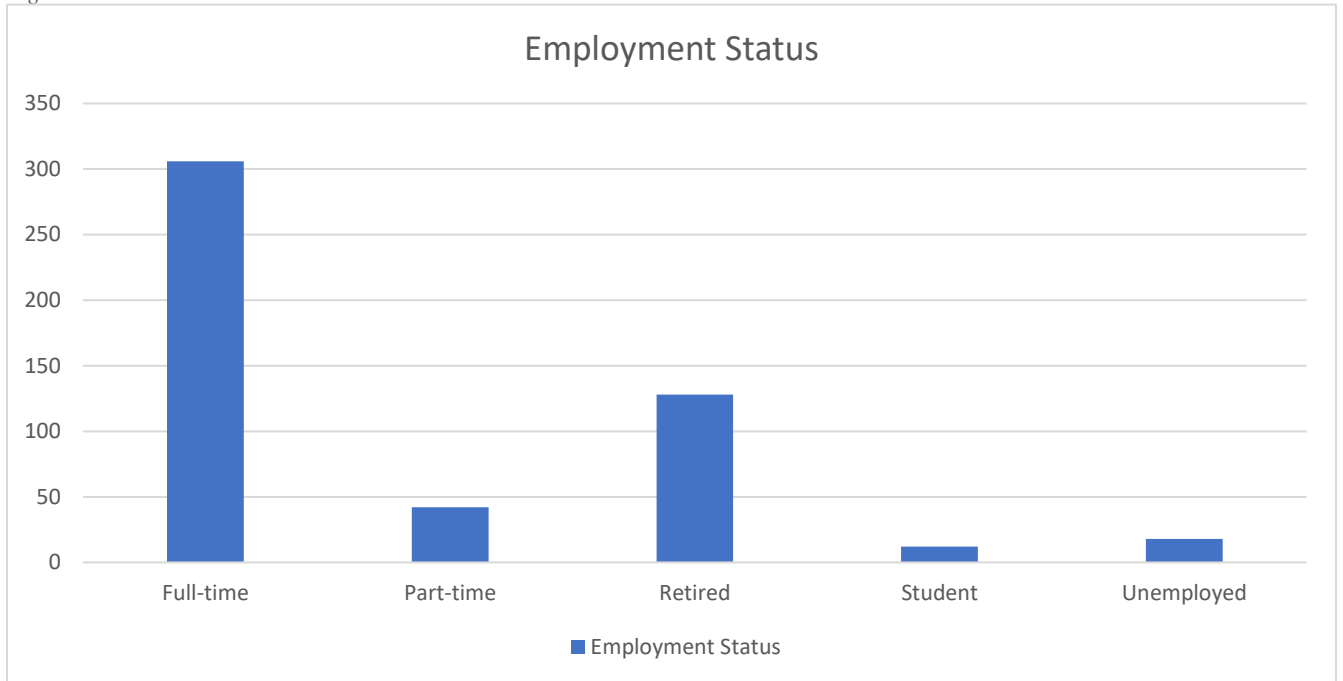


Figure 8

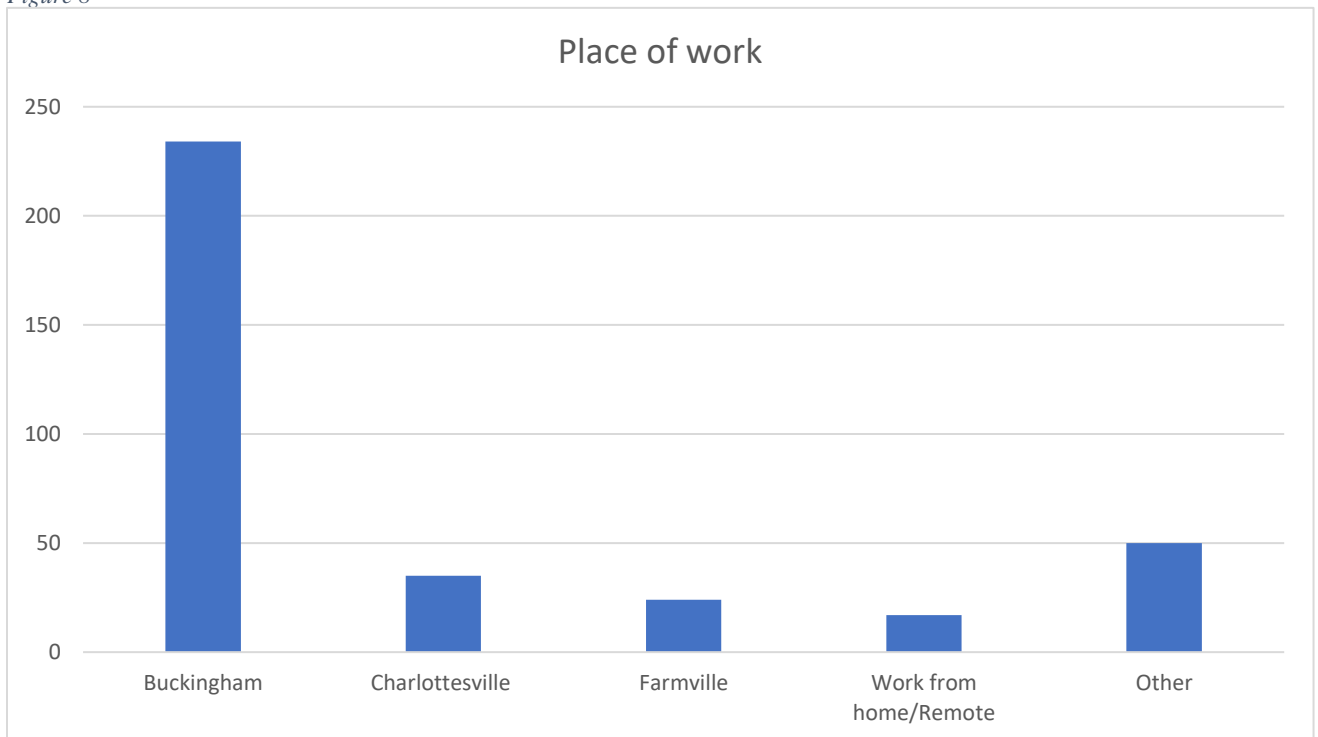
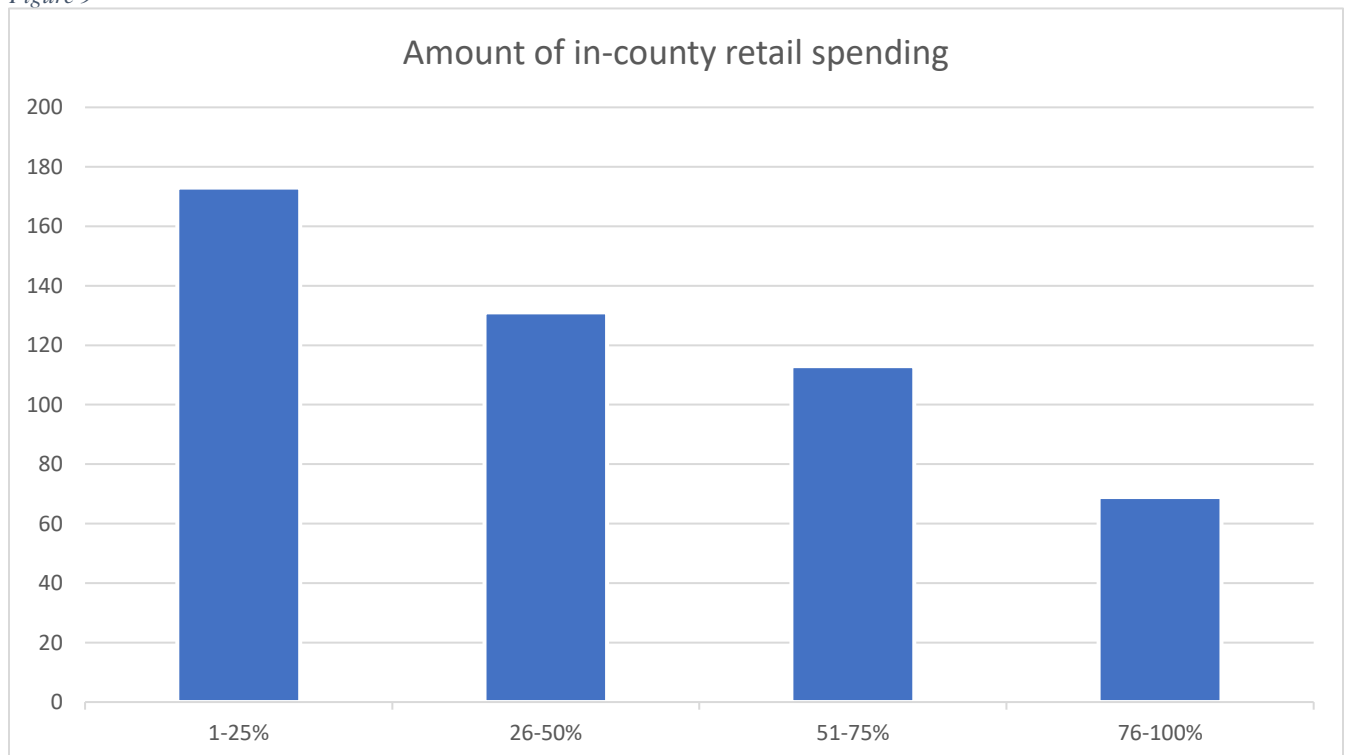


Table 2

Places of work “other” responses	
Place of work	# of individuals
State of Virginia	4
Henrico	3
Albermarle	3
Roanoke	2
Goochland	2
50 miles Out of County	2
Washington, DC	1
Rocky Mount, NC	1
Fredericksburg	1
Amherst	1
Nottoway	1
Rustburg	1
Midlothian	1
Louisa	1
Columbia	1
Fluvanna	1
Falls Church	1
Oak Ridge	1
Nelson	1
Newport News	1
Ashburn	1
Lynchburg	1

Figure 9



Current Perceptions of Buckingham County

In section two, participants answered a series of questions aimed at understanding the public's perception of their current experience with Buckingham County, Virginia. First, participants rated the Buckingham community on a scale of 1 ("Poor") to 4 ("Excellent") on a number of aspects including Fire Protection, Law Enforcement, Playgrounds, Medical services and others (see Table 3). Notably, Fire Protection, Law Enforcement and Rescue services received the highest relative scores, whereas tourism, affordable housing options and medical facilities and services scored at the bottom. Overall, Buckingham County's public rating scored a 2.37 ("Fair") out of a possible 4 ("Excellent").

Next, participants listed their three favorite things about living in Buckingham County (see Figure 10). Maintaining a rural lifestyle, enjoying the peace and quiet, and Buckingham County's small-town feel were the three things listed most. On the other side, participants were asked to list up to three reasons that would cause them to leave the county (see Figure 11), and lack of job opportunities, lack of businesses, and inadequate access to medical care were the three most common answers provided.

Participants' views of Buckingham County's rescue squad response times (see Figure 12) and cell coverage (see Figure 13) are also recorded in this section. The predominant view was that response times are "fair", and that the county needs additional cell towers. Table 6 displays the ten most frequently requested areas in need of additional cell coverage. The full list of requests for additional cell coverage can be found in Appendix C.

Last, participants were asked to list what road improvements they would like to see made in Buckingham County. The sample provided over 500 suggestions for road improvements which were categorized into 16 groups of recommendations based on content similarity. Improving secondary roads, reducing overgrown grass and overhanging trees and limbs, pothole repairs, road paving improvement, suggestions for improvements to main roads, road widening and shoulder/edge improvement, cleaning up litter, and enhancing safety through increased visibility and marking were the most popular categories of responses. Table 7 displays the list of categories of suggested road improvements in the County, and the full list of suggestions can be found in Appendix B.

Table 3

Buckingham County Public Ratings	
	Average rating
Fire Protection	3.03
Law Enforcement	2.83
Rescue Services	2.83
Trash Collection/Disposal	2.70
Preservation of Historic Structures/Areas	2.51
Local Government Representation	2.25
Overall Services provided by the County	2.22
Playgrounds/Parks/Recreation	2.20
Medical Facilities and Services	1.93
Affordable Housing Options	1.84
Tourism	1.72
Overall Average	2.37
<i>Note: The rating scale used in this table ranges from 1 to 4, with 1 indicating a poor rating and 4 representing an excellent rating. Higher scores correspond to more favorable assessments.</i>	

Figure 10

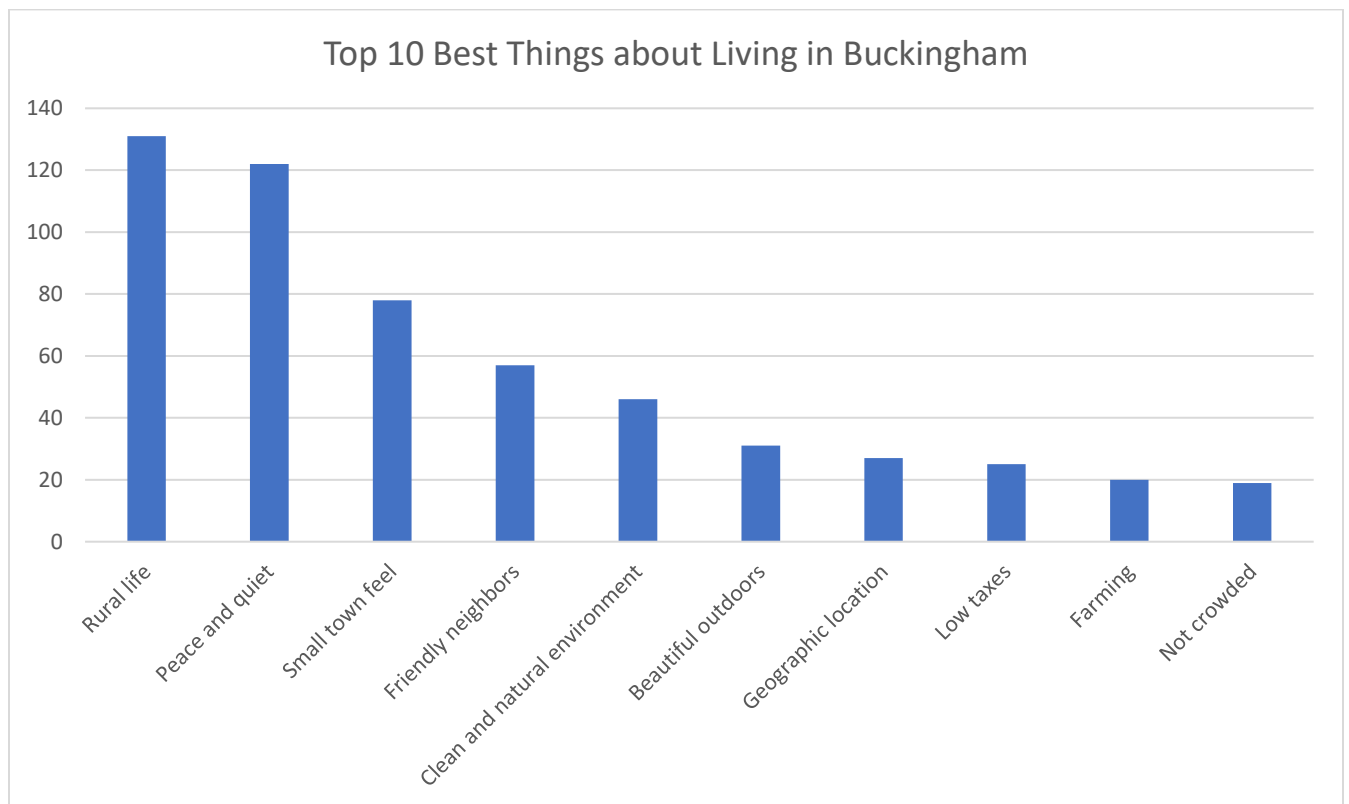


Table 4

<u>Other Best Things about Living in Buckingham County</u>	
Best things	# of comments
Appropriate community governance and strong public services	19
Economic diversity and land accessibility	18
Low amount of traffic	16
Close to family	14
Privacy	12
Outdoor recreation/hunting/fishing/trails	11
Low crime	10
Low cost of living/affordable	10
Home ownership and property pride	9
School system / small school systems	9
Proximity to work	9
Family friendly opportunities	8
Business and industry support	7
Conservative culture and faith-based community	7
Safe	6
Moderate climate/weather	5
Road infrastructure	5
Rich historical heritage	4
Slower pace/Not too busy	3
Patriotism/freedom	3
Convenient trash dump system	3
Starry night skies/lack of light pollution	2
Diverse community	2
Quality health clinic options	2

Figure 11

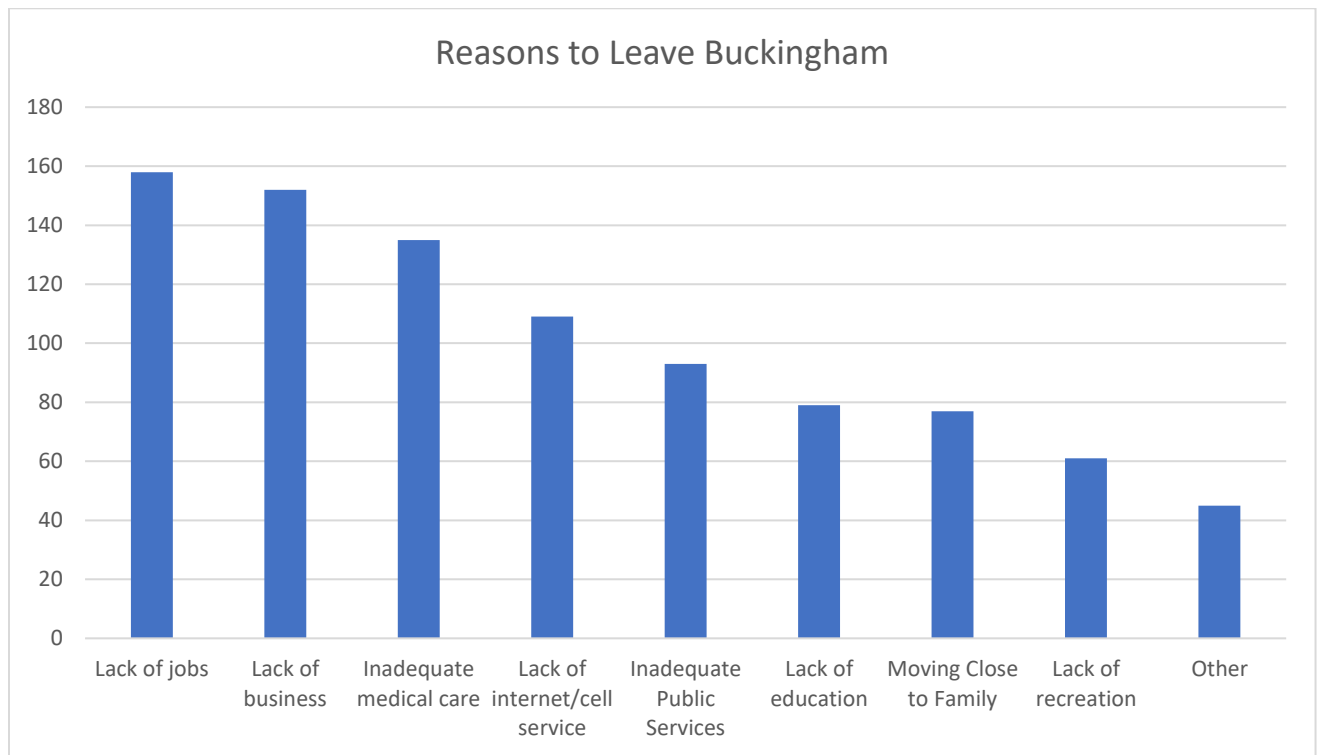


Table 5

“Other” Reasons for leaving Buckingham County	
Reasons to leave	# of comments
Urban/suburban sprawl/overgrowth	8
Disagreement with elected officials/other citizens	6
Environmental concerns	5
Lack of trust in government – public relationship	4
Metallic mining	3
Solar farms	2
Retirement	2
Lack of entertainment	2
Loss of mining as career	2
Racism	2

Figure 12

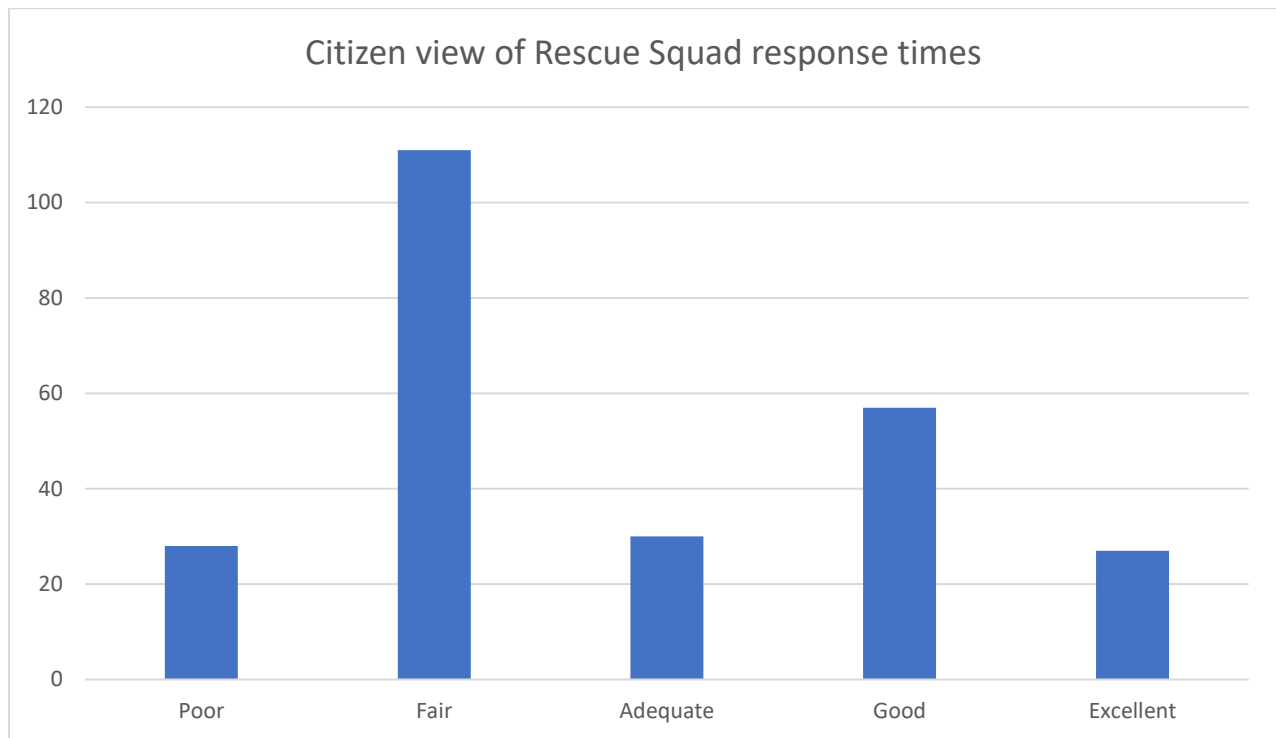


Figure 13

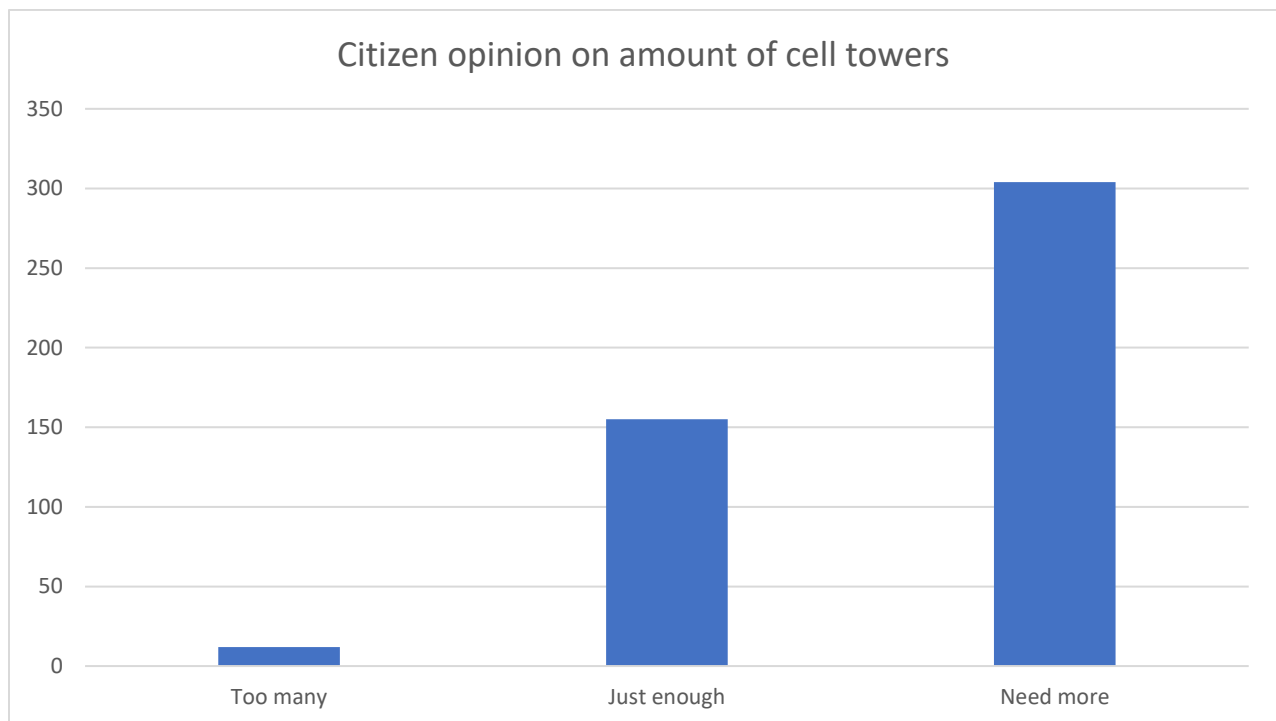


Table 6

Top 10 Areas in need of cell coverage	
Area in Buckingham	# of mentions
1. Route 15	74
2. Route 20	53
3. All over county	43
4. Route 60	27
5. Arvonion/New Canton	16
6. Secondary/back roads	14
7. Route 24	9
8. Glenmore	9
9. Goldhill	8
10. Yogaville	8

Table 7

Road Improvement Suggestions for Buckingham County		
Type of suggestion	# of comments	Sample comments
Improving secondary roads	104	Widen secondary roads, back roads need work, rural roads with lines, pave gravel roads, mark secondary roads
Reducing overgrown grass and overhanging trees/bushes	101	Cut back grass, keep grass and brush from road, mowing sides and median more often, trim overhanging trees and bushes, cut back tree limbs, clean ditches after mowing and trimming, better clearing of views along back roads
Pothole repairs	73	Fix potholes correctly, avoid gravel/tar, Secondary roads are rough with cracks and potholes
Road paving improvement recommendations	56	Make sure all roads are paved, pave all secondary and gravel roads, improve paving process to reduce need for patchwork, smooth uneven pavement, better quality asphalt
Specific main road improvements	54	Additional lanes on major roads for Amish buggies, Widen and divide Rt 60 to four lanes, Widen Rt 15, Improve, widen and clean up Rt. 20
Road widening/shoulder/edge improvement	46	Wider roads to accommodate Amish Population, Amish travel/buggy lanes, Roads widened where needed
Clean up litter	31	Trash removal, litter pickup prior to mowing, clean ditches, less litter on roadside
Enhanced safety: Visibility and marking suggestions	26	Lines on all roads, reflectors in center of all roads, more overhead lamps, better signage

Road Improvement Suggestions for Buckingham County		
Type of suggestion	# of comments	Sample comments
Positive remarks	20	Roads are in good shape, regular maintenance, maintain quality of current roads
Increased amenities	18	Better cell service, more medical access
Miscellaneous requests	12	Improve all county roads, public transit improvements, less trees cut down, more environmental protection, more aesthetically pleasing roads
Yogaville suggestions	6	Widen and mark roads around Yogaville, walking or biking path added
Reduce speed	5	Lower speed limit on secondary roads, reduce speed zones, enforce speed limits on back roads
Snow removal improvements	5	Better snow removal, better preparation for storms
Road straightening	3	Fixing degree of turn in some places, straightening curves, remove blind spots due to curves
Truck safety	2	Stop trucks from using back roads, less trucks on back roads

Future Outlook for Buckingham County

In section three, citizens were asked to think about the future of Buckingham County. First, participants rated a group of eight priorities for improving the quality of life in Buckingham County. The scores ranged from one to eight with one representing the highest priority and eight being the lowest priority. The eight priorities are ranked by their average priority score in Table 8. According to the results, health care, fire and rescue, law enforcement and reliable broadband are the top four priorities for improving quality of life.

In addition to prioritizing opportunities of improvement, citizens ranked the relative importance of 16 issues related to future growth and development of the County. The full rank ordered list can be found in Table 9. Keeping taxes affordable, providing public safety, cell phone service, improving employment opportunities, and broadband were ranked as the top five priorities for future growth and development.

Next, citizens were asked to list up to three changes they would like to see to made in Buckingham County to make it more livable and enjoyable. The sample provided nearly 600 recommendations for changes, and these recommendations were sorted into categories of similar responses through a thematic analysis. Figure 14 shows the top 15 types of changes requested by the public. Notably, attracting additional industries and jobs was the clear number one request for change by the public. The full list of the 29 categories of changes, number of times that type of change was suggested, and sample comments from each category are displayed in Table 7.

Table 8

County's Priorities for improving quality of life		
Rank	Priority	Average Rank
1.	Health Care/Hospitals/Urgent Care	2.53
2.	Fire and Rescue	2.85
3.	Law Enforcement	3.03
4.	Reliable Broadband	3.11
5.	Commercial Development (more retail)	3.74
6.	Parks and Recreation	4.13
7.	Town-County communication	4.40
8.	County-state/federal communication	4.66
<i>Note: Participants ranked priorities on a scale from 1 to 8, where 1 indicates the highest priority, and 8 indicates the lowest priority.</i>		

Table 9

Ranking of importance of issues for future growth and development		
Rank	Issue	Average score
1.	Keeping taxes affordable	4.70
2.	Providing public safety	4.39
3.	Cell Phone Service	4.38
4.	Improving employment opportunities	4.38
5.	Broadband	4.28
6.	More services, including medical facilities	4.19
7.	Encouraging business growth	4.04
8.	Working in the community in which you live	4.00
9.	More retail choices, including grocery stores	4.00
10.	Protecting scenic views and vistas	3.73
11.	Improving housing availability/affordability	3.68
12.	Addressing vacant/blighted structures	3.56
13.	Preserving historic sites and structures	3.54
14.	More public playgrounds/parks	3.43
15.	County wide recycling program	3.30
16.	Promoting tourism in County	3.07
<i>Note: Participants ranked the importance of various issues related to the future growth and development of the County on a scale from 1 to 5, where 1 indicates an unimportant priority, and 5 indicates a very important priority.</i>		

Figure 14

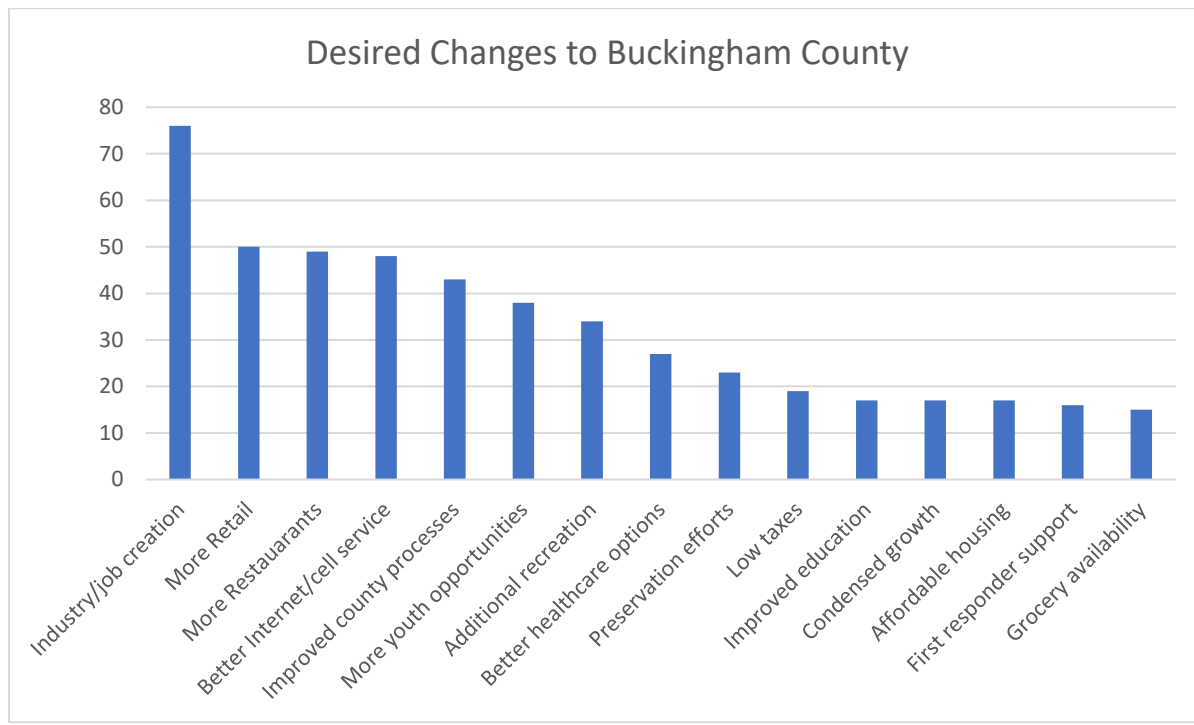


Table 10

Changes to make Buckingham County more livable and enjoyable		
Type of suggestion	# of times suggested	Sample comments
Attract additional industries and support job creation	76	More jobs, more industries, better jobs, small business support, resources for entrepreneurs, forestry, farming, and mining, make sure kids will have jobs
More shopping/retail store availability	50	More places to shop, more retail choices, more businesses so citizens spend money in the county, bring in large retailers
More restaurants/food options	49	More restaurant options, better places to eat, variety of food and restaurant choices
Improved internet/cell service	48	Reliable cell service, better high-speed internet options, better cell connection
Improve county processes/improve relationship between government and public	43	Citizen involvement, public participation, remove corruption, enhanced communication strategies, transparent government, concern for all areas of the County, value-based policies
Opportunities for youth community	38	Programs for youth, things for kids to do, after school programs, youth sports leagues, better facilities for youth activities, safe spaces for youth
Improved recreation opportunities	34	More recreation, access to lakes/ponds, fishing, parks and trails growth, better indoor recreation center, community pool

Changes to make Buckingham County more livable and enjoyable		
Type of suggestion	# of times suggested	Sample comments
Increased medical support/healthcare options	27	Affordable healthcare options, more doctor' offices, accessible healthcare, urgent care availability, more specialists
Concentrated efforts towards Natural Preservation	23	Protect natural forests, reduce light pollution, remove invasive species, maintain natural resources, protect biodiversity
Lower taxes/keep taxes low	19	Lower taxes, less taxes, tax incentives for conserving/preserving, land use taxation
Improved education system/additional education opportunities	17	Better education system, more education institutions, vocational education opportunities, improve public schools, support the Arts
Condensed growth	17	Growth along major highways, responsible growth, increase development in village centers, implement and enforce zoning regulations, protect farmlands
Affordable Housing Options	17	Affordable housing, housing
Greater first responder support	16	More rescue squad units, more funding, fire and rescue squad in New Canton/Arvonnia
Additional grocery availability	15	More grocery store options, better groceries
Enhanced transportation system	14	Transportation options for underserved population, paved back roads, improved bus system, road quality
Improved entertainment options	13	Movie theater, events, music, bowling, more entertainment
Ensuring clean environment	13	Refuse new businesses that destroy watershed, clean water, clean air, reduce litter
Better support for existing industries	13	Support local business owners, protection for local farms and local mines
Keep Buckingham rural/Anti-growth	11	No changes, stop development, keep it rural, maintain rural character
More community events	9	More community/social events, adult activities, festivals, community connections, countywide activities
Yogaville suggestions	6	Yogaville segmentation, increased collaboration between Yogaville and county leaders
Amish community suggestions	4	Add Amish buggy lanes, Remove Amish from highways
Increased diversity	4	More ethnic diversity
Waste management improvement	4	More recycling options, reduce litter, better waste management
Encourage community solar	3	Encourage community solar
Address needs of aging population	3	More help for elderly, rehabilitation and senior facilities

Changes to make Buckingham County more livable and enjoyable		
Type of suggestion	# of times suggested	Sample comments
Enhance cultural scene/community heritage	3	Historic buildings, library
Car dealerships	2	Car dealership with service center

Preferences for Development and Growth

In the fourth section, participants expressed their preferences for how commercial, industrial and residential growth and development should occur in Buckingham County. Figure 15 displays where and how participants believe the different types of growth and development should occur in Buckingham County. Dillwyn-Sprouses Corner and Dillwyn-Alpha were the areas most suggested for business/commercial growth. Arvonion/New Canton and Centenary-Scottsville Corridor (Rte. 20) were the areas where most participants suggested residential growth. For industrial growth, the U.S-15 South corridor and Arvonion/New Canton were suggested most frequently. In addition, Yogaville and Buckingham Courthouse were the two areas with the most requests for “no growth”. Overall, commercial growth was suggested more than any other type (see Figure 16).

Last, citizens responded to questions about their preferences for the future development of Buckingham County. Industrial, commercial, and residential development opportunities were explored. Figure 16 displays participants’ beliefs for which type of industrial development is needed in the future. Manufacturing (wood products, packaging supplies, and train, rail car) distribution centers and food and beverage processing center were the top three suggested types of industries. Figure 17 shows how citizens believe the County should grow commercially. According to the sample, restaurants, retail, health care and social assistance and grocery stores are the most desired type of commercial growth, whereas repair shops, boutique shops, and professional services were viewed as the least important types of commercial development. Figure 18 illustrates citizens’ preferences for future residential development in the County. Single family homes, affordable housing, and housing for seniors were seen as the three most important types of residential development.

Importantly, “none” was provided as an option for all three types of development, and it received the least number of votes in industrial and commercial development, which suggests citizens do believe growth to be important for the future of Buckingham County. However, citizens seem to desire a nuanced, controlled and strategic approach to growth and development as “none” was selected more often for future residential growth and development than Apartments, Condos, Duplexes and Townhomes.

Figure 15

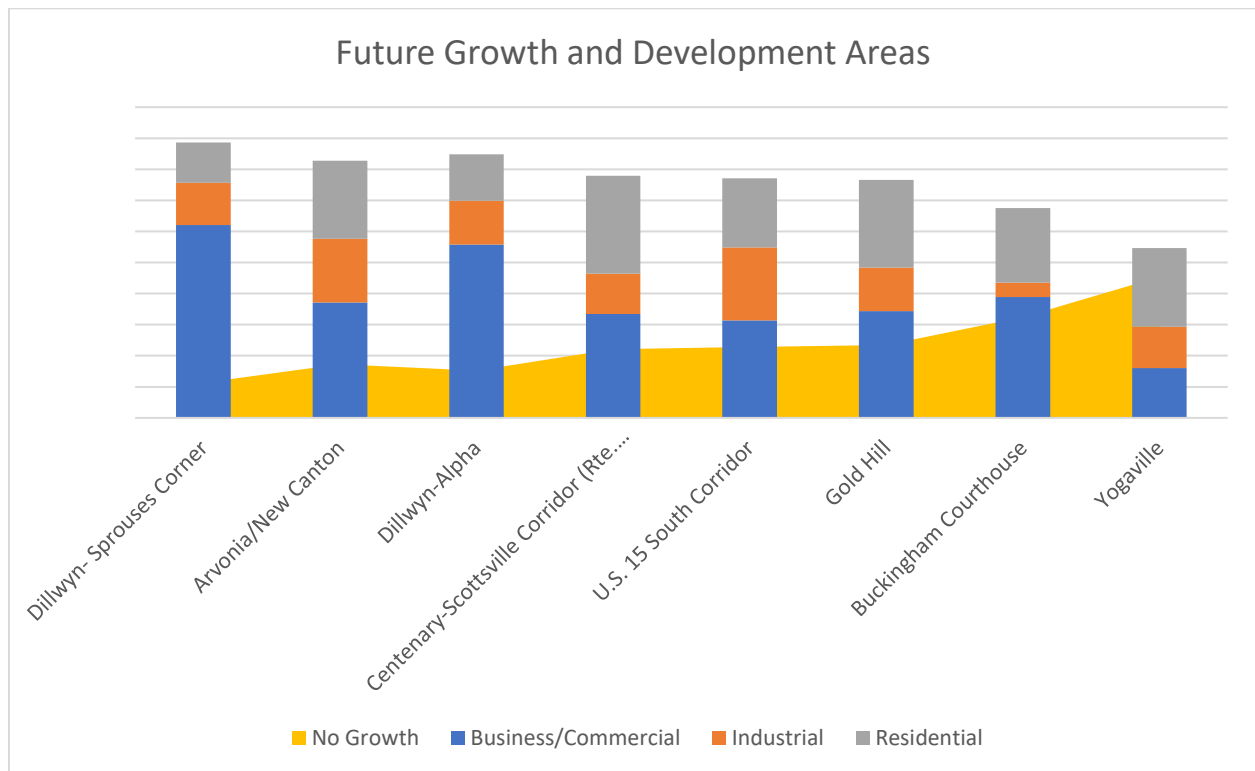


Figure 16

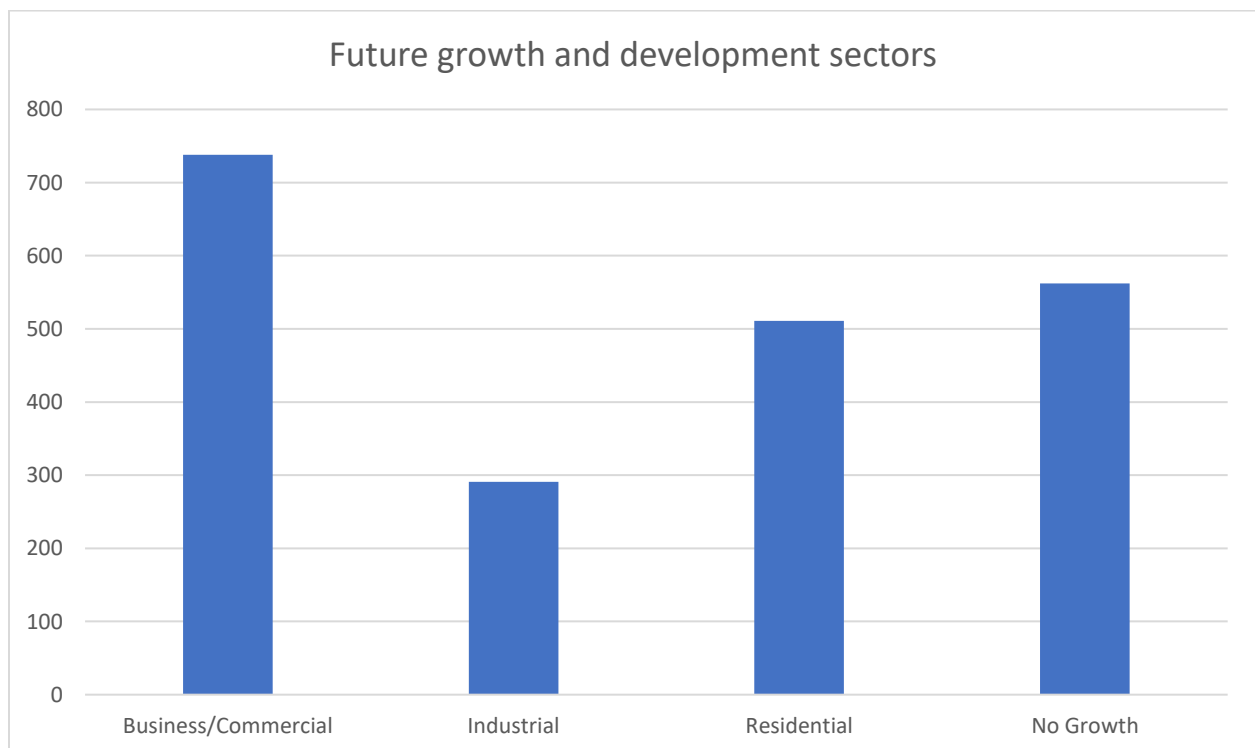


Figure 17

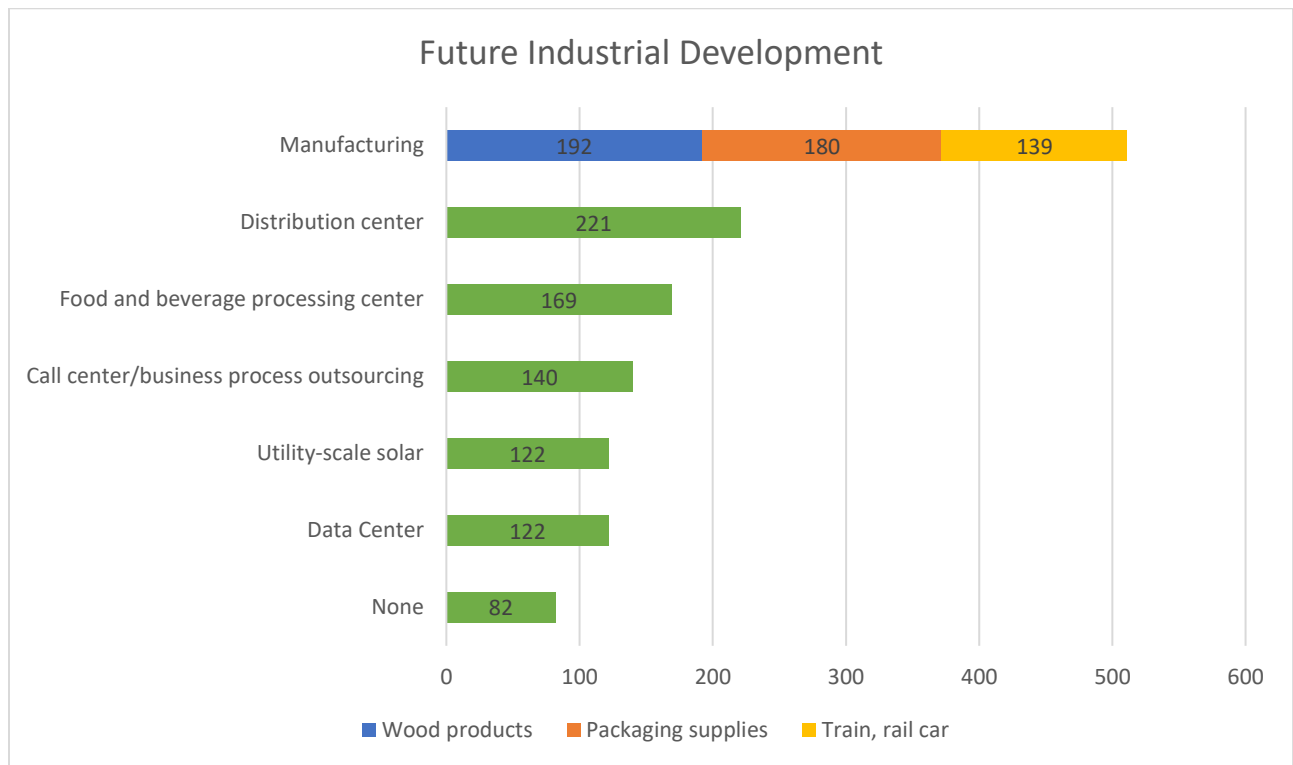


Table 11

Future Industrial Development Suggestions		
Other considerations	# of comments	Sample comments
Anything that brings in jobs	14	Any and all types, anything with local jobs, need jobs in county, steady high paying jobs
Economic use of natural resources	12	Support exiting mining, more mining, agricultural job development, livestock processing, grain/feed mill
Protect environment	11	No air or water pollution, environmentally sustainable, no toxins in our environment, doesn't compromise country way of life
Hemp production	4	Hemp building blocks, hemp processing plant, hemp manufacturing

Figure 18

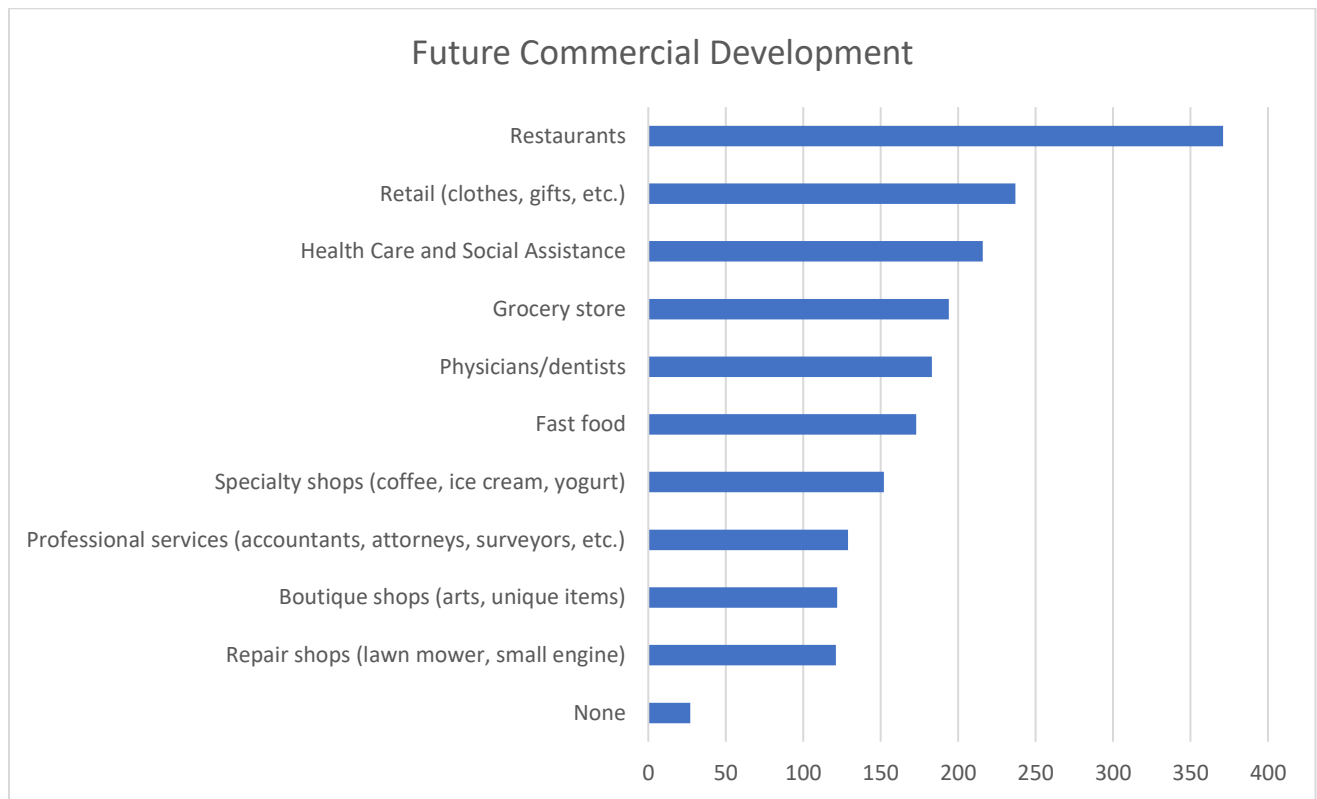


Table 12

Future Commercial Development Suggestions		
Other considerations	# of comments	Sample comments
Recreational entertainment	5	Activity center, entertainment center, fitness center, games, laser tag, skating
Home building, Electric, Plumbing and HVAC	4	Hardware, general store, professional tradesmen, heat and air, electricians, water purification
Any/All	3	Lucky to have any, anything that lowers tax burden on residents and provides jobs

Figure 19

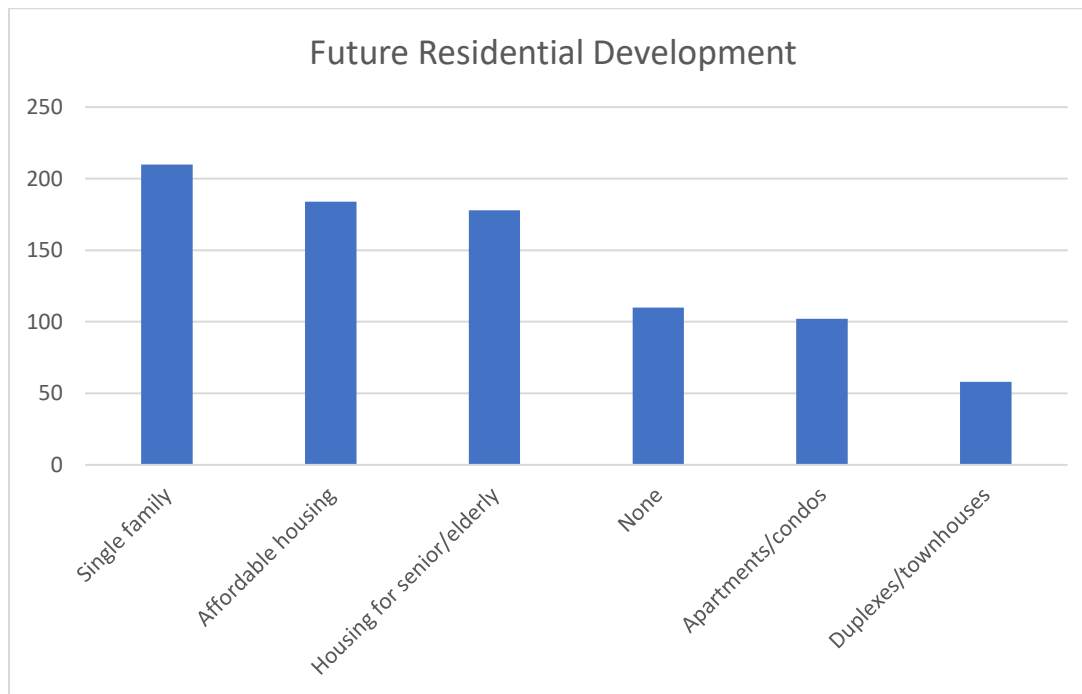


Table 13

Future Residential Development Suggestions		
Other considerations	# of comments	Sample comments
Planned/condensed growth and development	8	Planned development, clustered town centers, avoid sprawl, mixed residential/commercial development, maintain rural atmosphere
Tiny homes	3	Revise code to include tiny homes, make use of tiny homes
Affordable rentals	2	Rent to own, more affordable rentals
Retirement community	2	55+ community, upscale and gated for 55+

Special Issues

In section four, participants reported their stances towards a few key issues currently facing the Buckingham County community. First, citizens were asked for their opinion on additional solar development in the County. Figure 20 shows the breakdown of opinions. Overall, more people were in favor for solar development than not, but citizens were relatively divided on the issue as a large portion of the sample either opposes additional solar development or is unsure on the topic. In addition, about half of those in favor of solar suggested that additional development should only occur under certain conditions (see Table 14). Specifically, the participants suggested additional solar development should occur in a manner which is environmentally focused, benefits Buckingham County residents and businesses, and follows state and federal regulations.

Next, citizens provided their stance towards allowing additional metallic mining in the County. The opinion in the county is fairly split, but more people voted against metallic mining than in favor of it (see Figure 21). For the group in favor of additional mining, a majority reported that it would require specific conditions, such as following regulations, environmental protections, and mining for societally impactful minerals (see Table 15).

Furthermore, citizens are split on whether the county should pursue remining abandoned mines, with around 39% being in favor, 38% being against, and 25% being unsure or having no opinion (see Figure 22). For those in favor of remining, about 35% reported that there needs to be specific conditions met for it to occur, such as environmental protections (see Table 16).

Last, participants answered whether or not bike/pedestrian paths are needed in the county. A majority of the sample reported bike/pedestrian paths as not necessary (see Figure 23), but many citizens provided ideas for where bike/pedestrian paths could be useful if introduced (see Table 17).

Approximately 20% of the sample expressed uncertainty or had no opinion on the various critical community topics. This notable level of uncertainty suggests a potential need for increased public awareness regarding local issues in the future. It is essential to acknowledge that the uncertainty level might be even higher among those who did not participate in the survey compared to those who did respond.

Figure 20

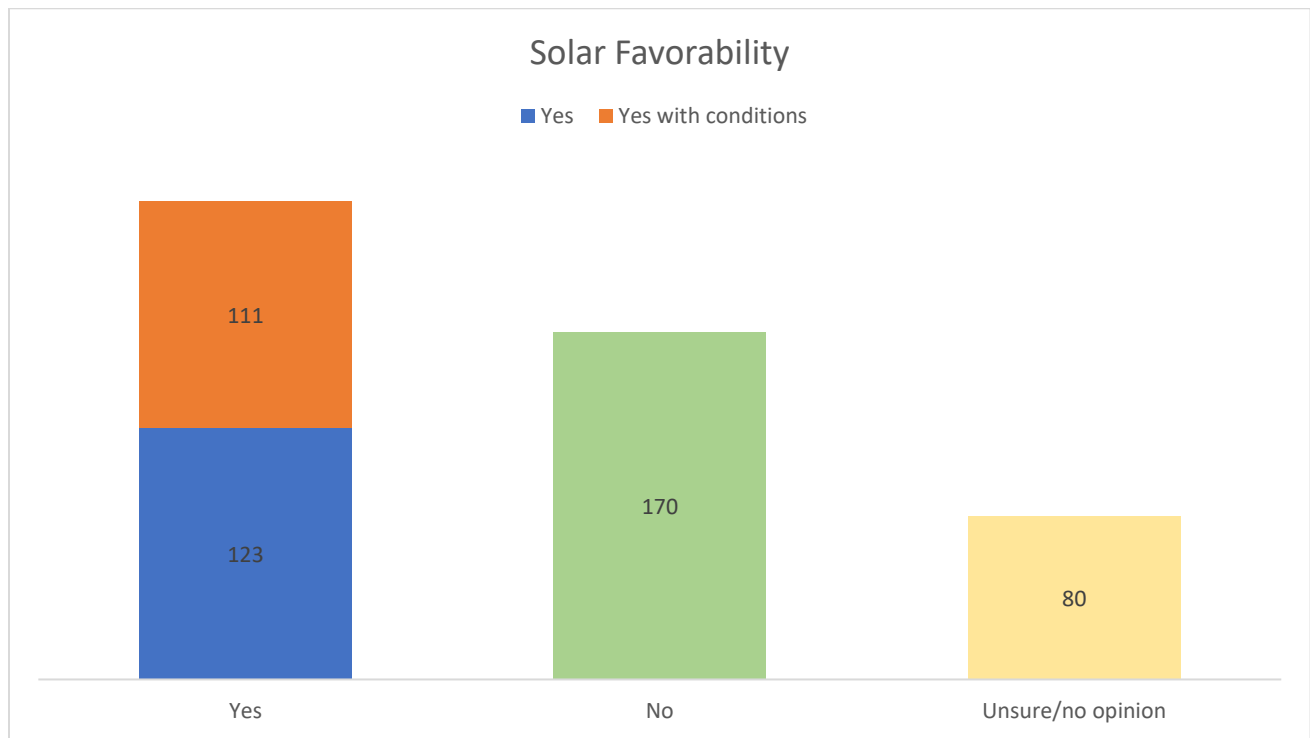


Table 14

Suggested conditions to be in favor of additional solar development in Buckingham County		
Conditions	# of suggestions	Sample comments
Strong environmental focus	32	Protect land, water, air, and wildlife, positive effect on nature, safe for environment and watershed, no sedimentation and erosion, environmentally responsible, no deforesting
Benefits to Buckingham residents/ community	31	Local distribution/shared with residents, reliable and affordable, no tax increases, residents prioritized during emergencies, job creation, lower energy costs
Screened from highway/property/appropriate buffer	16	Screened from roads, buffer from residential property, visual buffer, made unnoticeable, protect landowners
Responsible/appropriate placement	16	Place on parking lots, roof tops, brownfields, depends on location, appropriate zoning laws, not on agricultural or forest land
State, federal regulation	15	Meets state and federal regulation, needs regulation

Suggested conditions to be in favor of additional solar development in Buckingham County		
Conditions	# of suggestions	Sample comments
Limiting total acreage utilized for solar	8	Limit amount of land, limited by acreage, acreage setbacks, limited size and number of sites
Properly maintained	5	Properly done, look nice, withstand weather, maintained
Secure proper bonding for endgame land recovery	5	Require bonds to pay for hazmat cleanup if needed, Reclamation/cleanup plan, decommissioning safeguards

Figure 21

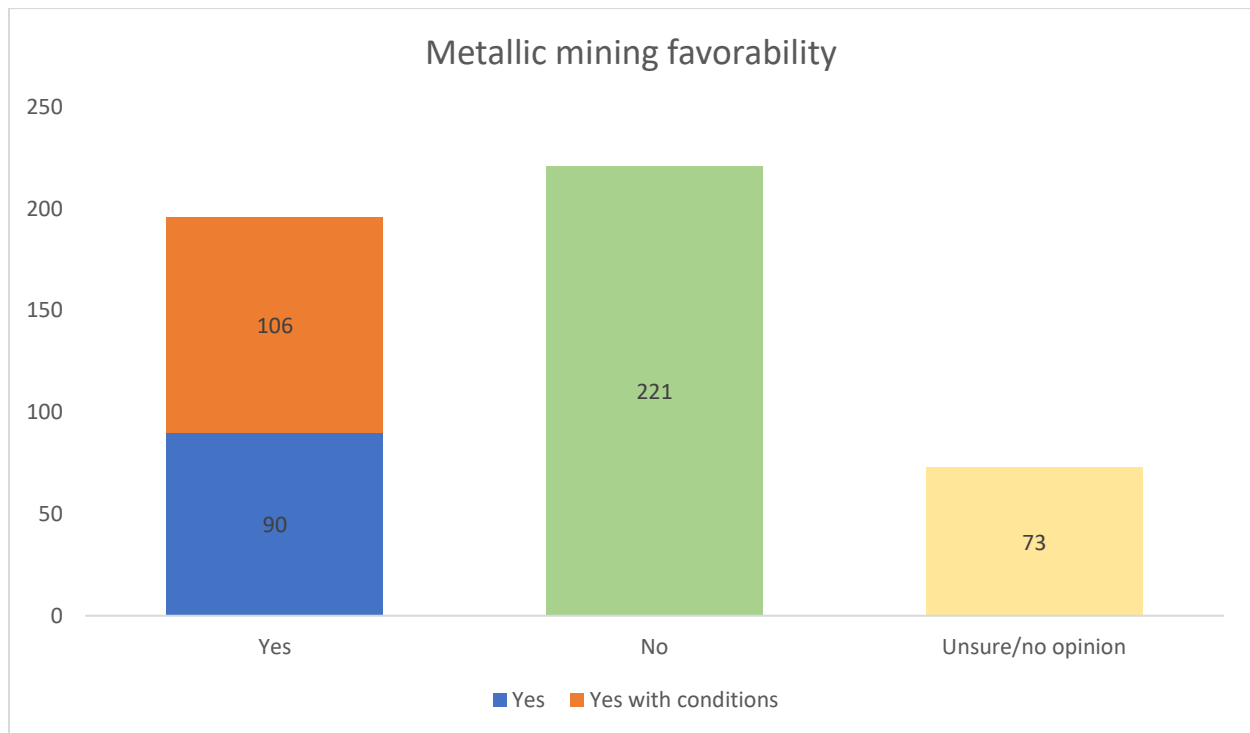


Table 15

Conditions for metallic mining to occur in Buckingham County		
Conditions	# of comments	Sample comments
Follows all required regulations	69	State and federal guidelines followed, MHSA and EPA regulations, state and federal inspections, keep M2 zoning district, require bonds to pay for hazmat cleanup, OSHA inspections, common sense zoning laws, monitor closely
Environmental protection	20	Preserve beautiful county and its water, no danger to county, environmentally safe, must

Conditions for metallic mining to occur in Buckingham County		
Conditions	# of comments	Sample comments
		not hurt environment, ensure groundwater safety
Mining for societally impactful minerals	11	Only for critical minerals, allow mining of USGS critical mineral list (which does not include gold or silver)
Strict transport/truck and debris law	2	Traffic volume, truck weight, enforce debris law

Figure 22

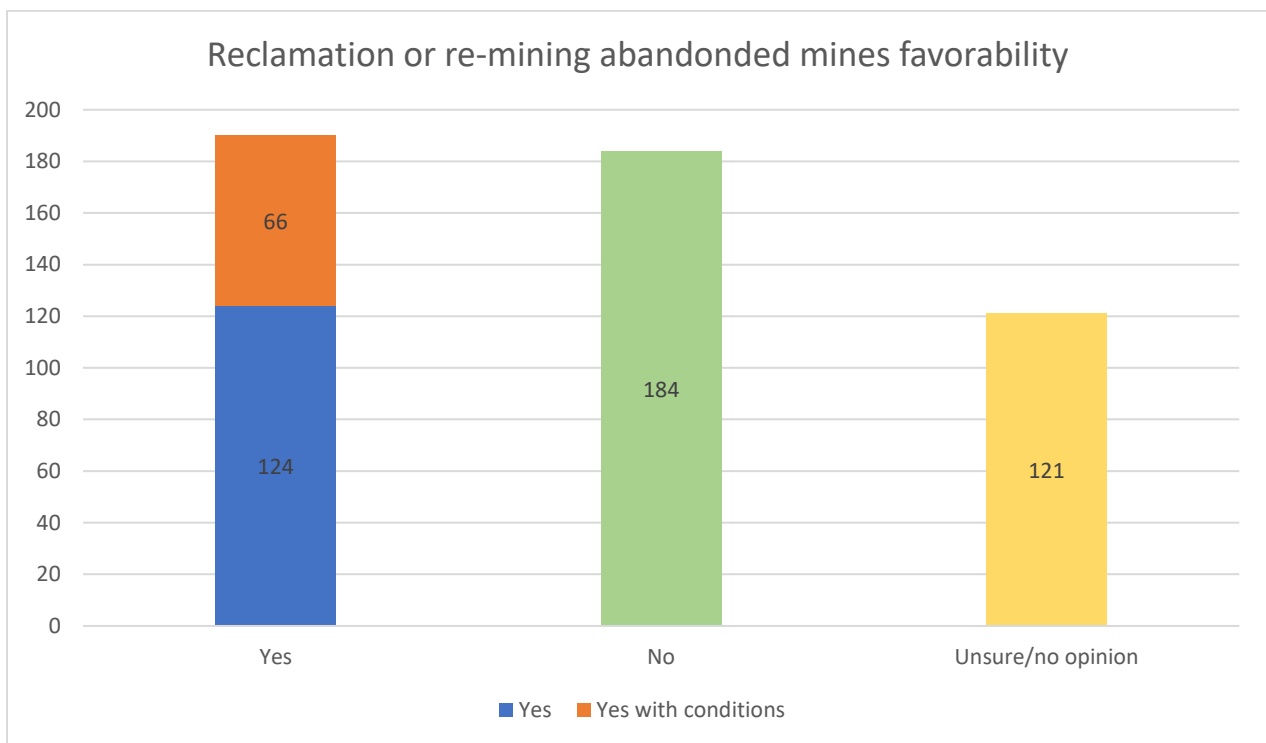


Table 16

Conditions for remining abandoned mines in Buckingham County		
Conditions	# of comments	Sample comments
Environmental protections	33	Environmental standards, strict environmental regulation, no pollution, no toxic waste, avoid releasing contaminants, protect health, safety, welfare and environment

Conditions for remining abandoned mines in Buckingham County		
Conditions	# of comments	Sample comments
Follow required regulations	25	State and federal regulations, proper authorities, DMM, DEQ, strong regulation
Hazmat cleanup	4	Secure bond for hazmat cleanup, plan for hazmat
Alternative options	4	Solar farm site, tourism

Figure 23

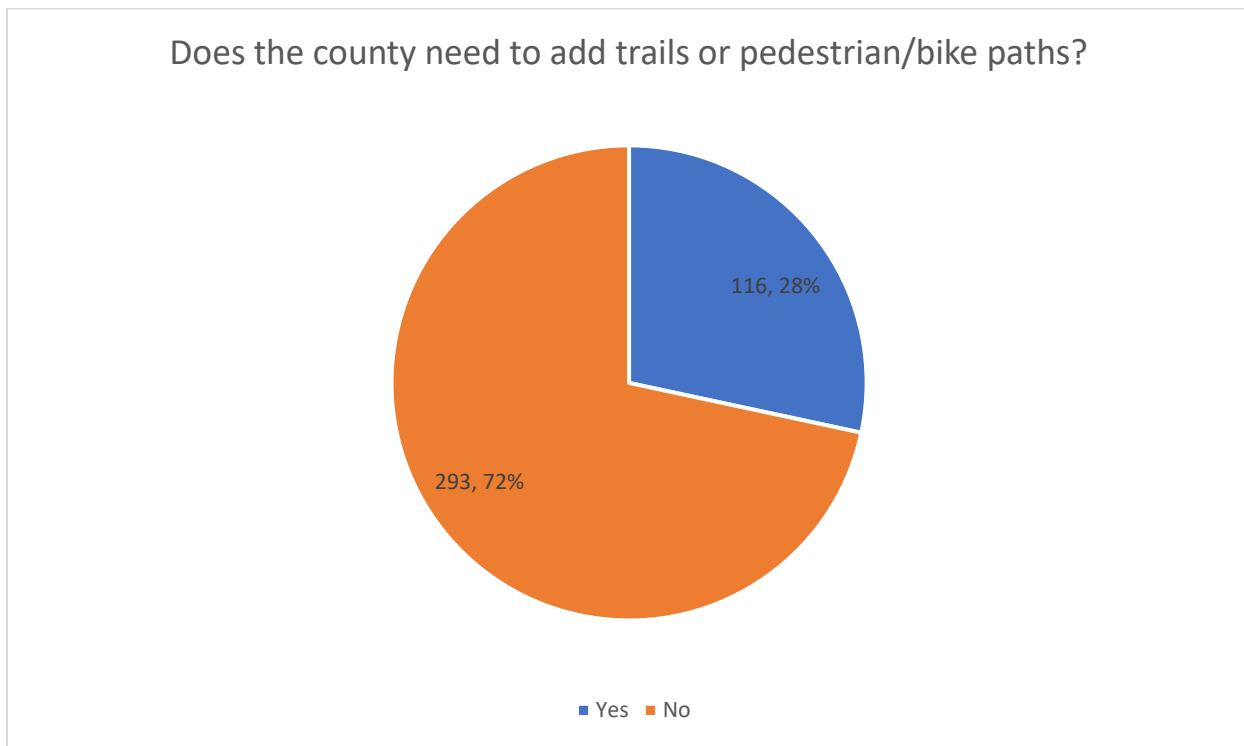


Table 17

Suggested locations for pedestrian/bike paths		
Location	# of suggestions	Sample comments
Anywhere/ All over	30	On county land, anywhere, nice to have everywhere, not sure but somewhere
Dillwyn	29	In town limits, around Dillwyn to increase foot traffic, Dillwyn area
Parks	25	State forest, public parks, in wooded areas, like High Bridge in Farmville, outdoor recreation, ball park area, industrial park area
Schools	15	Around high school, public schools, behind old primary school
US Route 15	14	Between New Canton and Dillwyn, along 15, Route 15

Secondary roads	14	School Rd., Francisco, Route 56, Woodland Church Rd., Route 604, Slate River
Yogaville	10	Loop around Yogaville, bike/walk paths, active community that walks, bikes, runs, uses scooters
Courthouse area	8	Courthouse area, Near court house, recreational in courthouse
New Canton/Arvonja	7	New Canton area, Arvonja, northern part of Buckingham
Rivers/lakes	7	James River, lakes, near rivers to encourage tourism
Roadside for Amish	6	For Amish safety, buggy safety lanes, prevent accidents with Amish
Route 60	6	
Route 20		Route 20, path to Scottsville
New residential developments	2	New subdivisions, condensed residential areas

Appendix A

Buckingham County Comprehensive Plan Opinion Questionnaire

The Buckingham County Planning Commission is currently in the process of updating the County's Comprehensive Plan. The Planning Commission is seeking input regarding short- and long- term goals for community development within the County. Your input is needed and will remain confidential. Please ***do not state your name or give any personal identifying information***. Your completed questionnaire can be dropped off in a drop box (if one is provided), returned to the Buckingham County Administration Office, or mailed to the Commonwealth Regional Council, 200 Heartland Road, Keysville, VA 23947. A copy of the survey can also be e-mailed to TFortune@virginiashartland.org. Please return your completed questionnaire no later than October 30, 2023.

1. Do you:

A. Live in Buckingham County?	YES	NO
B. Work in Buckingham County?	YES	NO
C. Own a business in Buckingham County?	YES	NO
D. Own property in Buckingham County?	YES	NO
2. If you live in Buckingham County, what district do you live in?

____ District 1: New Canton	____ District 2: White Hall	____ District 3: Curdsville
____ District 4: Maysville	____ District 5: James River	____ District 6: Slate River
____ District 7: Gold Hill	____ N/A – I do not live in Buckingham County	
3. Please select your age group.

____ Under 18	____ 18 to 34	____ 35 to 49	____ 50 to 64	____ 65 or over
---------------	---------------	---------------	---------------	-----------------
4. How many years have you lived in Buckingham County?

____ Under 5 years	____ 5 to 10 years	____ 11 to 20 years	____ Over 20 years
--------------------	--------------------	---------------------	--------------------
5. If applicable, where did you live before you moved to Buckingham County?

6. How many individuals live in your household?

____ 1	____ 2-4	____ 5-6	____ 7-8	____ 9+
--------	----------	----------	----------	---------
7. What kind of housing do you live in?

____ Single Family Dwelling	____ Apartment	____ Duplex	____ Mobile Home
____ Other (Explain) _____			
8. Do you rent or own?

____ Rent ____ Own Other (Explain) _____

9. What are the **three (3) best things** about living in Buckingham County?

1. _____

2. _____

3. _____

10. Are you employed? (check all that apply)

____ Full-Time ____ Part-Time ____ Retired ____ Not Employed

____ Student ____ Actively Seeking

If employed, where is the location of your employment?

County, City or Town

State

11. What percentage of your weekly retail spending is done in Buckingham County?

___ 1-25% ___ 26-50% ___ 51-75% ___ 76-100%

12. What road improvements would you like to see in the County? Please be specific.

13. Does the County need to add trails or pedestrian/bike paths? ☐ Yes ☐ No

If yes, where? Please be specific. _____

14. What types of residential development does Buckingham County need in the future? (check all that apply)

_____ None _____ Apartments/condos _____ Housing for senior/elderly

Single family Duplexes/townhouses Affordable housing

Other (please specify): _____

THE FOLLOWING QUESTIONS WERE DESIGNED BASED ON INPUT FROM THE COMMUNITY MEETING

15. Referring to the growth areas/corridors identified per the previous update of the Buckingham County Comprehensive Plan, in which areas do you believe future growth should occur? (circle your choices)

Arvonnia/New Canton	Residential	Business/Commercial	Industrial	No Growth
Buckingham Court House	Residential	Business/Commercial	Industrial	No Growth
Dillwyn-Alpha	Residential	Business/Commercial	Industrial	No Growth
Dillwyn-Sprouses Corner	Residential	Business/Commercial	Industrial	No Growth
Gold Hill	Residential	Business/Commercial	Industrial	No Growth
Centenary-Scottsville Corridor (Rte. 20)	Residential	Business/Commercial	Industrial	No Growth
U.S. 15 South Corridor	Residential	Business/Commercial	Industrial	No Growth
Yogaville	Residential	Business/Commercial	Industrial	No Growth

16. What types of commercial development does Buckingham County need in the future? (check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> None | <input type="checkbox"/> Grocery store |
| <input type="checkbox"/> Boutique shops (arts, unique items) | <input type="checkbox"/> Physicians/dentists |
| <input type="checkbox"/> Retail (clothes, gifts, etc.) | <input type="checkbox"/> Specialty shops (coffee, ice cream, yogurt) |
| <input type="checkbox"/> Restaurants | <input type="checkbox"/> Repair shops (lawn mower, small engine) |
| <input type="checkbox"/> Fast food | <input type="checkbox"/> Professional services (accountants, attorneys, |
| <input type="checkbox"/> Health Care and Social Assistance | <input type="checkbox"/> surveyors, etc.) |

☐ Other (please specify): _____

17. What types of industrial development does Buckingham County need in the future? (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> None | <input type="checkbox"/> Call center/business process outsourcing |
| <input type="checkbox"/> Manufacturing – wood products | <input type="checkbox"/> Distribution center |
| <input type="checkbox"/> Manufacturing – train, rail car | <input type="checkbox"/> Food and beverage processing center |
| <input type="checkbox"/> Manufacturing – packaging supplies | <input type="checkbox"/> Data Center |
| <input type="checkbox"/> Utility-scale solar | <input type="checkbox"/> Metallic Mining |

☐ Other (please specify): _____

18. What should the County's priorities be for improving quality of life. Rank in order from 1 (most important) to 8 (least important).

- | | |
|---|---|
| <input type="checkbox"/> Health Care/Hospitals/Urgent Care | <input type="checkbox"/> Reliable Broadband |
| <input type="checkbox"/> Commercial Development (more retail) | <input type="checkbox"/> Parks and Recreation |
| <input type="checkbox"/> Law Enforcement | <input type="checkbox"/> Fire and Rescue |
| <input type="checkbox"/> Town-County Communication | <input type="checkbox"/> County-state/federal Communication |

19. Please rate Buckingham County on each of the following community aspects **by circling your response:**

A. Law Enforcement	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
B. Fire Protection	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
C. Rescue Services	EXCELLENT	GOOD	FAIR	POOR	NO OPINION

D. Local Government Representation	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
E. Trash Collection/Disposal	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
F. Playgrounds/Parks/Recreation	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
G. Preservation of Historic Structures/Areas	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
H. Tourism	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
I. Medical Facilities and Services	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
J. Affordable Housing Options	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
K. Overall Services provided by the County	EXCELLENT	GOOD	FAIR	POOR	NO OPINION

20. Name three (3) changes you would like to see in Buckingham County to make it a more livable and enjoyable place for you:

1) _____

—

2) _____

—

3) _____

—

21. With respect to the future growth and development of the County, how important to you are the following issues? (circle the number that corresponds to the level of importance to each listed)

	Very Important	Moderately Important	Important	Minimally Important	Unimportant	No Opinion
Improving employment opportunities	5	4	3	2	1	0
Keeping taxes affordable	5	4	3	2	1	0
Working in the community in which you live	5	4	3	2	1	0
Encouraging business growth	5	4	3	2	1	0
Promoting the County as a tourist destination	5	4	3	2	1	0
Improving housing availability/affordability	5	4	3	2	1	0
Providing more public playgrounds/parks	5	4	3	2	1	0
Providing public safety	5	4	3	2	1	0
Preserving historic sites and structures	5	4	3	2	1	0
Protecting scenic views and vistas	5	4	3	2	1	0
Implementing a County wide recycling program	5	4	3	2	1	0
Addressing vacant/blighted structures	5	4	3	2	1	0
The availability of more retail choices, including grocery stores	5	4	3	2	1	0
The availability of more services, including medical facilities	5	4	3	2	1	0

Broadband	5	4	3	2	1	0
Cell phone service	5	4	3	2	1	0

22. What would likely cause you to leave Buckingham County? (Choose Up to 3)

- ☐ Lack of recreational opportunities
 ☐ Lack of job opportunities
☐ Lack of broadband/internet/cell service
 ☐ Tax rates
☐ Inadequate public services (incl. emer. services)
 ☐ Inadequate access to medical care
☐ Lack of educational opportunities
 ☐ Moving closer to family
☐ Lack of businesses (retail, grocery, etc.) to support my needs

☐ Other (specify): _____

23. How do you view Rescue Squad response times in the County?

- ☐ Excellent
 ☐ Good
 ☐ Adequate
 ☐ Fair
 ☐

Poor

24. Are you in favor of additional solar development in Buckingham County?

- ☐ Yes
 ☐ No
 ☐ Unsure/No opinion
☐ Yes, with conditions

List conditions: _____

25. Are you in favor of additional metallic mining development in Buckingham County?

- ☐ Yes
 ☐ No
 ☐ Unsure/No opinion
☐ Yes, with conditions

List conditions: _____

26. How do you feel about the amount of cell towers in Buckingham County?

- ☐ There are too many
 ☐ There are enough
 ☐ More are needed

If more are needed, in what areas?

27. Are you in favor of reclamation or re-mining of abandoned mines in Buckingham County?

☐ Yes ☐ No ☐ Unsure/No opinion
☐ Yes, with conditions

List conditions: _____

Appendix B

Survey responses to “What road improvements would you like to see in the County?”

- Powerline right of ways cut back
- Overhanging Trees and Bushes on secondary roads need to be clipped back (5)
- Pothole Repairs (20)
- Better mowing on side of roads (3)
- Trees cut back off of roads (2)
- Grass cut more at stop sign - all turns or intersections (3)
- fix potholes on andersonville and perkins mill road
- put 35 mph signs on perkins mill road between andersonville road and garretts mill road
- wider roads for amish people/buggy
- Repair pot holes on Axtell Road
- Wider Roads 3
- All Back roads need improvement
- all road area
- Grass and brush cut from the highway 2
- better snow removal 3
- most of them
- Wider shoulders 2
- Pave more gravel roads 2
- Trash removal 3
- New Canton, VA
- Clear Brush on secondary roads 2
- Largely happy with Buckingham roads. Keep maintenance up
- lights 2
- smooth pavement 3
- Add two feet to the roads
- Reduce the amount of litter along the road sides, Anti-litter campaign 5
- all dirt roads
- Assist with Road upkeep
- Toney Lane in New Canton have 8 homes and Redwood Ed. Center uses private road some time
- Roads need to be maintained
- Route 727 - Sleepy Hollow Road, New Canton, VA 23123, needs to be paved
- Baptist Union Baptist Church's Cemetary needs to pave and remove trees from roadside
- Shelton Store Road
- Route 15 North to Route 650 Bell Road to the Cumberland County Line
- Route 15, Route 60, and Route 20 up till Slate River shoulders for horse and buggy in Dillwyn and Farmville Area

- Well Water Road
- Better clearing of views along back roads
- Wider Right of Way
- Clearing on all roads for better visibility/safety
- Improve Gravel Hill Road to Handle the traffic travelling between Route 60 and Route 15
- Fix Slate River bridge on Route 20
- Less Litter chopped up
- Possibly widen Route 20 from Dillwyn to Scottsville
- Widen Shoulders for Amish
- The County's Roads are in pretty good shape
- Road Edges repaired where road meets dirt
- Cut Back brush on back roads (2)
- More Cell Towers, more emphasis on solar development
- Fix Cartersville Road
- Pave Ranch Road
- Less Gravel Roads
- Pick up litter before it is mowed to pieces (3)
- Pave Road Pembleton Road 714
- More signs and larger to read
- open & dangerous lumber trucks need more safety'
- Cut back grass (4)
- Better Phone Service (3)
- New Sidewalks beyond the downtown limits
- Safe driving lane catered to the Amish and bicycles, etc.
- Woodland church Road paved down to James River past Travelers Rest
- Landline phones - always out (2)
- Better Health Care including better hospital
- Addressing aging population and all associated services
- C.G. Woodson Road has a bridge - the trees needs to be cleared away so drivers can see who is entering the other side of the bridge
- Clean ditches
- Cut back weeds
- Straighten Curves
- No more big trucks/tractor Trailors on back roads (3)
- Less trucks on back roads (Road Tractors)
- Route 15 widen because of horse buggy
- Cleaner
- Route 770 through New Canton needs repairs and upgrade
- Pave all of Copper Mine Road between Route 15 and Route 20

- Pave Alpha Road in Dillwyn
- Road Map of Buckingham County
- 4 lane 60 to Mt. Rush and CH bypass - 24/60 entrance road
- None, leave them alone
- Reduce Speed Zones
- shoulders without a Bad drop
- more reflective material (more yellow curbs)
- medical care centers (like Gold Hill)
- Widen roads and centerlines in Yogaville Town Center
- more overhead lamp posts to mark/light up roads
- more yellow lines on smaller, side roads
- Center lines in our township - Yogaville
- All roads paved.
- Just regular maintenance
- Cut the trees 20' back from roads to eliminate blind spots
- On Route 636 - a lot of Road Edges need improvements
- Wider secondary roads near commercial locations
- More gravel road paved and rural roads widened
- Improve the quality of the road surfaces by reducing deterioration and rutting. When contractors/etc. lay pavement/skims ensure these new surfaces appear professional and as flat as possible. Keep the right of ways/shoulder grasses trimmed to a lower level so drivers can see adjacent animals before they cross the road. Trim/cut back trees/greenery on right of way/shoulders that overhand and crowd/narrow the road surfaces to prevent damage to the vehicle- travel is particularly difficult with two vehicles adjacent to each other. Since rural roads are generally narrower, have yellow lane markers at curves and corners to help remind unaware drivers where their vehicle is traveling- this is particularly troubling when combo vehicles are compensating for the tracking of the trailer but don't realize/care the towing vehicle is 1 or 2/3 into the opposing lane. Maintain drainage ditches and culvert pipes to prevent flooding of road surfaces.
- Additional lanes on major roads/highways (RTs. 60, 15, 20, etc.) for Amish buggies
- Cleaning, cutting grass in ditches. Some of the ditches are so deep, if u run off the road you will flip your car over.
- Why? Isn't that VDOT?
- Getting Route 60 water runoff directed off my property.
- Amish lanes at major highway intersection
- Intersection at E. James Anderson and Scotts Bottom fixed before anyone else gets KILLED
- My driveway could use paving.
- Lines on all the backroads, wider bridges, shoulders on backroads
- Amish travel lanes
- I want my dirt road back, i don't care what some upper class rich person complained about

- Filling potholes on major roads in the county properly with asphalt and not using gravel/tar to fix them temporarily. Some examples include Evans Mill Road, New Store Road, and some parts of Route 60 and Route 15 near the Willis Mountain Area.
- Clean the ditch on gravel roads
- Trim the trees so you can actually see around stop signs, wash out on dirt roads, help with Amish traffic
- When they tree limbs are trimmed in ROW they don't clean them up but just leave them in the ditches which impedes the water flow in the ditch
- Not sure
- "Amish buggy Lanes
- Painted lines on all roads
- reflectors on all roads"
- pave some more of the gravel roads, more medical and more cell service, more shopping
- paved gravel road. i have been on the 6 year plan for over 12 years. Would like my road paved!
- The roads I drive are fairly well kept up.
- Widen the narrow bridges on 60, better roadside clearing for visibility of buggies around corners
- Pot holes and tree limbs cut back
- Fix potholes and uneven pavement
- Wider back roads in liberty
- Less spotty paving. Either pave the whole thing or leave it along. Looks like it mostly is just throwing down the leftover asphalt to fill a few holes and not even smoothing it out. And the snow removal in the winter is lacking as well. One lane down the middle of the road doesn't make it if you meet oncoming traffic. I realize our budget is not the best for such a large county but improvements do need to be made.
- VDOT needs to mow more often and not run over garbage bags that aren't picked up after cleanup day. Happens every year. Defeats the whole purpose of road cleanup!
- Grass kept cut on back roads, trees trimmed, backroads widen and paved evenly.
- I'd like to see more gravel state roads in our County paved. I'd like to see VDOT better maintain our roadways throughout our County. This summer, it appears that much of the mowing along even our major highways (Hwy 15 for example) have been left unmowed for long periods of time. There is currently high grass and weeds along our roadways which makes it unsafe at intersections where it's sometimes difficult to see well in both directions when pulling out at intersections. It also makes it dangerous at nighttime because deer can step out of the ditch line and be in the roadway with little warning to drivers. I understand that VDOT employees have been working four 10 hour days with Fridays off during the past few summers. Most mowing, in previous years, has been done by subcontractors but I'm not seeing anyone mowing. If it weren't for private citizens currently maintaining their road right-of-ways this summer our County would look entirely unkept and overgrown along our highways in my opinion.
- Back roads need serious upgrade
- repair damage Amish buggies have done to the roads!

- Paving some state gravel roads which are used for businesses and farming and where there is multiple homes, maintain repairs that are needed
- edging line on side or roads or berms cleaned and restoned.
- Pave gravel roads in southern part of county (Forbes Road and Wooldridge Road)
- Widening, center stripes, shoulder maintenance
- Widen Francisco road due to truck traffic
- Everywhere around yogaville the roads are windy and unmarked. It would be great to at least get a middle line on the paved roads around us. Ideally a walking / biking path could be added along all of the roads in our area. Every time I get on the road with my family and dogs to walk I feel unsafe / have to be on high alert for oncoming traffic. The Yogaville Community Association would be willing to pursue state walkability grants in collaboration with the county leaders.
- Repave and maintain Route 60. Sprouses corner to Cumberland.
- Bell road needs repaving, even the new work is bad. Various gravel roads throughout the county need to be paved.
- Paved better with better, brighter line, reflectors
- I think alot of the well travelled back roads need to be widened and paved, ex: Gravel Hill, Red Rd
- None needed
- Cut trees and bushes along the roads like you used to. We should not have to cut down the road to see how to get out of our driveway.
- Wider roads for buggy traffic
- Gravel added to secondary roads
- Intersections where it's hard to see what's coming
- 60, 4 lanes
- Pot holes fixed correctly not just patched, widening of some roads 2 cars cant even pass without 1 getting in the ditch, edges fixed from wash out
- Secondary roads are rough with cracks and potholes and the overgrowth of weeds and tree branches hanging in road
- Astop light at Mt Rush
- Route 20 widened to 2 lanes each direction
- Grass cut on roadsides
- Do away with the policy of tar and gravel.
- The side roads need white lines on the edge for driving in fog
- normal maintanance
- roads are good, grass on the sides of the roads is bad.
- expansion of secondary roads
- Hey 20 slate river Bridge approaches are terrible. General maintenance. (Grass cutting, trees and row cut back, clear row at road signs.)
- Overall, roads seem to be in good shape but the litter problem needs to be fixed.
- Amending the degree of turn at some of the intersections
- Just resurface the main roads that have damage

- Pave the road to James River State Park
- It's not necessarily road conditions but I would prefer VDOT stays away from tar and gravel which makes things really scary for new drivers.
- Cartersville road where vdot neglected to pave the middle of the road.
- Less pot holes
- "Cartersville rd completely redone. Ditches are so deep that if you run off the road, your vehicle can't recover and will be on its side. Also the rd itself is dangerous for adults, students shouldn't drive on it during inclement weather if at all possible.
- Curve at bear garden creek on chapel rd,(718) needs to be straightened. "
- None
- Potholes
- Dragging the ditches and clearing culverts of dirt and debris
- less litter on the side of the road
- Speers Mountain Road (606)
- Bicycle lanes, stripes on Route 601, public transit improvements
- Resurfaced bad roads
- No more stoplights please!
- Pot holes repaired on 642. Forbes and Wooldridge Rds. paved.
- Trimming the bushes on the sides of the road
- Paved, pot holes fixed, roads cut, trees cut down on lines before Ice and snow come in
- The back roads need to be better taken care of. Pavement and widening of some of the rural roads would help. Also, vegetation being cut back on a lot of the back roads.
- More mowing of shoulders and pot hole repair
- Smooth surfaces, to many dips in roadways. Properly maintained. There is to much patch work cthat does not help much
- Secondary roads need serious trimming. Trees hanging over and out to the pavement most everywhere.
- mowing shoulders, filling potholes
- Better paved rds and guardrails on rds with no shoulders
- pedestrian/bike pathe
- Pave the bad roads
- Bridge Road needs to be widened and Garrett Mill needs to be improved on the Perkin's Mill side. Something needs to be done to Buffalo Road considering the high use for the ball park.
- Either fix Midland Road properly so that the edges stop crumbling or return it to a gravel road
- I really like the rural feel of dirt roads, and have mixed feelings about hard topping them. If the drainage issues were better dealt with by VDOT they wouldn't get washed out. When we keep up with the ditches on our steep road to the river, the road does not get washed out. VDOT does not get out of the truck to pitchfork the leaves and branches. It needs manual care, not just big macho machinery.

- Widen River road headed to James River State Park. Too narrow for horse trailers and campers. Repave Ca Ira road across from Scott's Bottom.
- MEDICAL FACILITIES SERVING SEVERAL QUADRANTS - an ER.
- Bell road is a heavily traveled road by bigger vehicles and needs to be paved along with Scott's bottom road and Cartersville Road.
- Fix all of Bell road not just the first mile
- Roadside trash diligence
- The roads are fine.
- Potholes repaired on heavily traveled secondary roads
- All roads wide enough for 2 school busses or 18-wheelers to meet.
- better maintenance of potholes and cutting of grass along intersections
- Giving Amish their own paths to take
- Back roads need to be repaired just like the main roads
- Roads are falling apart, pot holes. Grass on the side of the road is not being cut. Trees are not being cut back on roads. All dirt roads need to be surface treated.
- grass cutting
- All roads paved, all roads lined, all roads have reflective markers
- More paved roads
- Stage Coach Road repaved. Route 20 widened.
- better paving and lower speed limits on secondary roads
- Potholes fixed, roads widened where needed
- More hard surface roads
- straightening of 20 north to scottsville-the road is currently very dangerous.
- Wider Secondary Roads
- Edge of secondary roads need repair, lots of places have over 6" drop offs. Grass needs to be cut more often and trees need to be cut back.
- I have no specific suggestions
- potholes fixed
- Trim/cut low hanging trees
- Trimming back of trees of backroads and smoothing out the back roads.
- PAVE GRAVEL ROADS TO CUT DOWN ON DUST AND MAKE THEM EASIER TO MAINTAIN
- Some of the back roads to be gravel paved if not asphalt.
- Muddy Creek road pave the rest of it. Widen rt60. Pave pond rd
- paving of the remaining dirt roads
- Back Mountain Road, Ca Ira Road is very rough
- Secondary roads need work. Trees need trimming
- Repaving efforts are frequently uneven
- N/A
- Have better roads/ not patched rough tar and gravel roads.

- better roads
- Small bridges need improvement
- more environmental protection since that is our true "gold"; more engaged/effective animal control willing to actually deal with inhumane treatment of animals;
- (R671) Bransford Rd paved
- potholes on back roads
- OMG- I have never seen our roads look so bad. They all need to have the limbs cut back 20 feet and all of the weeds such as kutzu and weeds are right up against the road. We have a business with a closed in trailer and we have scratches all over it due to meeting other vehicles and not having anywhere to go but up against the limbs. I am ready to send VDOT a bill.
- back roads and clearing of trees and branches
- Rt 610 replaced to fix the horrible job that was done in the spring.
- Mowing and stop patching
- Turn 60 back into a two lane
- Bike lanes
- Secondary road maintenance
- Main highways of 15,20,60 repaved and no potholes
- Instead of only paving parts of roads pave the hole thing and should be nice to see grass cut.
- Please fix the terrible patch job recently done on state road 610. Dangerous conditions.
- 622 on both sides of route 15 made wider for safer passage with modern cars.
- I would like to see the gravel roads paved, the amount of money spent on gravel over the years is nuts. It all washes away. The road is horrible.
- Regular mowing of medians and trimming of roadside brush, lines on more secondary roads
- I would like to see the sides of the road be cut more often. More roads with lines (makes driving at night and in the rain easier).
- Pot holes on side roads, high grass in vision spots cut
- Back Roads Maintenance and grass cutting on shoulders. Especially at stop signs and sharp curves.
- I would like to see the litter disappear from EVERY ROAD in Buckingham. WE CAN DO THIS if we put our mind to it! This is a disgrace that we allow this . In addition The other end of Logan road needs to be paved like Mountain View Road;
- Let's continue paving our gravel roads.
- Grass cut on the sides of the roads
- Blind spots on curves sorted. You cannot see log trucks coming around the corner!
- speed limits enforced!
- Keep ditches and trees trimmed
- Pave the extension of Brill Road for homeowners along it.
- Potholes on backroads
- None

- Several dangerous areas where driver safety could be compromised. Turning off of Red Rd. onto 60 for example. This location presents an obvious hazard, as the driver is expected to turn into a 55 mile per hour zone with limited visibility in either direction.
- general maintenance
- Random, Barn yard and Spencer road need to be two lanes
- Secondary rd improvements pot holes and etc
- Trim some underbrush back from sides of back roads
- Keep grass cut so we can see when pulling onto the road.
- All of them. Grass cutting on ditches on back roads and stop paving sections of roads instead of the whole road.
- Cut back brush on side of roads it is encroaching on the DOT right of way
- Over grown roads
- None stand out
- TREE LIMBS CUT, GRASS CUT, POTHOLES FIXED
- Lot of roads that need repair, in the summer the shoulder of the road need cutting more often. make a plan to pave dirt roads over a period of time. It is alot that can be done if you take the time to ride the countryside.
- More paved roads and back roads that have limbs cut back from the edge.
- Fix the pot holes in back roads in the winter when ice breaks up the roads
- "Lanes for buggy/bicycle traffic
- Quality repairs to roads after trees are harvested (Buckingham Springs Road is a mess and has been for over a year)
- Better shoulders on smaller roads like Francisco and School "
- keeping roadsides clear of vegetation, add a wider shoulder for Amish buggies and pedestrians
- Increase roadside mowing for visibility
- more grass cutting on road shoulders, litter cleanup and reduction/prevention
- All state maintained gravel roads become hard surfaced .
- Main road.maintenance
- Francisco Rd pot holes
- Potholes filled, back roads cleared after weather in a timely manner, grass mowed regularly, edges of rd repaired
- Make Penlan Road wider
- Finish paving dirt roads
- Paving more gravel roads and maintaining roads after logging trucks destroy them
- My Rush intersection should be changed the stop sign there is on the wrong road and is unsafe.
- Paving of gravel roads
- Ca Ira rd needs to widened and the bridge at chellowe needs to be redone
- Pave all dirt roads, repave secondary rds.
- Widen secondary roads, Clean up the rest

- Grass cut, potholes fixed
- Grass cut on the back roads and pot holes filled in
- "Replacing
- Widening in some areas
- More litter control
- Mowing of grass during the summer
- Cutback of trees and clearing of right ways"
- Better shoulders in some places
- More rural sidewalks, more restaurants, other fun things, more shopping to become more competitive!
- Cut back road sides past the ditch I am tired of replacing car Mirrors. I have hit a lot of limbs on Francisco road and my tires have never left the pavement. It is the same in similar back roads.
- Woodland Church Road at Yogaville
- Pave Muddy Creek Road
- Fix pot holes on the road, get gravel out of roads.
- Less bumps on back roads . Don't pave just 15 & 60
- More Reflective objects for night vision
- Pave the dirt roads
- More backroads paved, less trees being cut down
- Fix potholes that are created in winter time.
- Wider roads
- Fix roads horses need to be off the road at night
- Tar all dirt/gravel roads
- None—maintain the quality of the current roads.
- Would like to see more roads repaved as they are not very smooth, widening of some roads, and shoulder improvements.
- Improvements to 20, widening/expansion. Clearing trees overhanging/leaning over roads.
- Road paved in Buckingham County Forest.
- Slate River Bridge is very rough.
- approaches on slate river bridge on rt. 20, improvement of secondary roads
- Better bushhogging on side roads and clean up on Rt. 20 south of Scottsville
- Repave Bridgeport Road
- Repaving of Bridgeport Road
- More reflectors, enforced speed limits on back roads
- None
- 604 Meadow creek widened, too many log trucks.
- Better mowing
- I'd like help cutting the grass beside the main route on E James Anderson Hwy because I have trouble seeing over the tall grass when I exit and have found myself accidentally

pulling out in front of people without knowing they were there and feel scared to cut the grass that close to the main road

- Roads have been kept up
- rt20 at slate river bridge
- Better patching of Rte 632 resulting from heavy traffic from lod, cattle, and chicken semis
- Rural roads with center lines
- Yellow middle lines through Yogaville
- The roadways are fine in my view.
- N/A
- Paving the entirety of Bridgeport instead of just patchwork
- Widening and marking secondary roads
- no comment
- Trash cleanup; better quality job of replacement asphalt
- Can't think of any.
- ROW and drainage maintenance
- Wider roads for safety
- May be a VDOT issue, but the medians at the intersections of Route 15 & 60 and Route 15 & 20 are an eyesore.
- More Rotary Intersections
- Restore traffic circle at 60 & 15 reduced speed limit from ducks corner to courthouse.
- 1)Reduce speed limit between Ducks Corner and divided highway on route 60. 2)Put the traffic circle back at 60 and 15. 3)Cut branches away from highway signs/markers and fix last half mile of Hall Rd on Slate River Mill Road end. Road paving has a big drop on shoulder on the west side, there's no shoulder there.
- Wider road to Yogaville, paving of Greesley Lane.
- Traffic circle installed at the intersection of US route 15 and US route 60 also known as Sprouse's Corner. 45 MPH speed limit from 1/4 mile before the intersection of US Route 60 and State Route 56 to the 35 MPH speed limit at the courthouse. 45 MPH speed limit from the VFW hall on US Route 60 to the 35 MPH at the courthouse. Repair of shoulders on state routes 649 and 648 and improvements on excessive banking in turns.
- Please widen and mark with yellow line route 655 Manteo Rd. in the narrow portion between Warminster Church Rd. and Rt. 604 Woodland Church Rd. This narrow portion is too narrow for the amount of traffic. Large trucks and vans on this road make two-way traffic a hazard.
- Gravel roads need better maintenance with regular grading and grass/brush cutting, or be paved where possible.
- None
- More center lines
- roads are very good, well maintained but the LITTER IS TERRIBLE !!!!
- Widen the side of the road on roads frequented by the Amish so they can safely travel.

- #1. Pave Sycamore Creek - there is a school bus stop on this road. #2. Completely pave Muddy Creek Rd. #3. Pave route 617. #4. Cut trees and weeds that obscure traffic sign and line of traffic sight.
- Double yellow or passing lines on more roads
- Pothole filled at the Curdsville-Route 15 intersection. Road widening on Andersonville Road as it approaches Francisco Road (where there is no yellow line, the road is too narrow for vehicle pulling a trailer to stay on the road and not encroach into oncoming traffic).
- access to major highways without taking 30 minute rural routes.
- Rt 56
- If possible the back road off of Ridge Rd, it would be Slate River Trl
- widening of roads for increasing Amish population
- wider backgrounds, adequate facilities for amish, lines on all backroads
- better maintenance, lines on side roads, reflective things in the center of all roads
- Widening of secondary roads that were paved
- "Cleaner - get rid of the trash along the roads. (CG Woodson is a clear example)
- Prettier - more aesthetically appealing...like a few flowers along the way. Might help people stop trashing our community. "
- Potholes repaired, rural roads widened
- Back roads widened to be safer
- Wider secondary roads
- Fix (strip and repave) Bell RD, especially from Scott's Bottom to Cumberland line.
- Wider roads, smoother shoulders. I'd really love 4 lane on 60 and 15, if I'm dreaming.
- Better surfaces, better maintenance on encroaching greenery, more enforcement of litter and debris laws.
- Brush and trash along county roads needs to be cleared more often
- All county roads taken BETTER care of
- Maintain, mowing more in warm months, crown and gravel the gravel roads, and maintain shoulders and ditches so water runs off better.
- The addition of buggy lanes would be a great improvement.
- Visible
- No Improvements, Just General Ongoing Maintenance
- I'm not aware of any improvements needed at this time.
- Side trim secondary roads
- Lower speed limits on secondary roads

Appendix C

If more are need, in what areas?

1. Rt. 15 (74)

- a. Rt. 15 N. (1)
- b. on route 15 near Trent's Mill Road
- c. 15 south - Curdsville area (2)
- d. Milbrook Store Area HWY 15S
- e. Driving from Curdsville to Dillwyn there are dead zones for example.
- f. Hwy 15 near Curdsville
- g. US Routes 15 and 60
- h. near Appomattox river on 15 (2)
- i. Curdsville Crumpton
- j. On 15 near Willis Mountain (2)
- k. Between Willis mountain and the Prince Edward line .
- l. Rt Willis River area of Rte 15
- m. Curdsville (5)
- n. certain ares on 15
- o. 15 south
- p. Rt 15 between Sprouses and Farmville are dead zones5
- q. S Rt. 15 towards Prince Edward County (27)
- r. Southern Buckingham
- s. Rt. 15 from Sprouses Corner to Prince Edward County (Farmville) (6)

2.

3. Buckingham County (all over) (43)

1. Everywhere - cell service is bad! (3)
2. Excellent coverage in major corridors and satisfactory coverage throughout.
3. Poor reception everywhere, so added everywhere. Start with 15 south and 20 north.
4. Everywhere were service is bad
5. All over
6. The areas that my calls got dropped (4)
7. Most, and tower compatability
8. the bottom line is this: EVERYONE has a cell phone now; land lines are practically dead; No young person has a land line. In order to service all these cell phones, we need more towers. the towers are not as large now but more are needed per area. This is change and progress and we must adapt. AND EVERYONE is this county must have access to high speed internet.
9. seems to be needed in most of the county but I cannot name specifics
10. All
11. Anywhere that will make cell service better because to better they try to make it the worse it is getting
12. check where coverage is needed!
13. Unsure but I know coverage lacks in areas
14. Cell service is non-existent in many areas.
15. in the areas where we have no service
16. Ask your local first responders. They go with out cell service for calls and the radios they use.
17. Wherever to improve overall service
18. There are many dead spots
19. Everywhere there is no service, drive around with a phone you will find them
20. Mine can drop when move phone from left to right ear. Bag phone coverage was better than today's areas (1)
21. More in rural parts of county to provide total coverage (2)

- 22. Areas with poor/ no cell coverage (4)
- 23. County Wide
- 24. everywhere there is no signal
- 25. Along 15, 20, and 60 -continuous service would be great.
- 26. Existing com'l/ industrial areas; along major highways

4. Arvonnia (16)

- a. We would put one on our farm! Arvonnia
- b. Arvonnia/New Canton (3)\
- c. New Canton, VA (13)
- d. Between fluvanna and new canton

5. Goldhill (8)

6. Yogaville (8)

7. Dillwyn (6)

8. Rt. 56 (3)

9. Rt. 60 (27)

- a. ,Rt. 60 from Sprouce's Corner to Cumberland County (12)
- b. Route 60 towards Amherst (1)
- c. Route 60 toward Amherst.
- d. From Sprouses Corner heading East on Rt. 60 to the Cumberland line, especially near the Ca Ia Rd area.
- e. Rt. 60 (4)
- f. 60 East
- g. Rt. 60 west corridor
- h. Rt. 60 towards Cumberland
- i. US Routes 15 and 60

10. Rt. 24 (9)

- a. Courthouse and rt 24
- b. S. Rt. 24 (1)
- c. 24 to Appomattox
- d. _rt 24 near toga
- e. Rt. 24 West
- f. Rt. 24 between Mt. Rush and Appomattox

11. Rt. 20 Corridor (53)

- 1. Scottsville (4)
- 2. Rt. 20 near Centenary
- 3. Rt. 20 from Rt. 15 to Scottsville
- 4. Along route 20 between Dillwyn and Scottsville
- 5. Scottsville
- 6. On 20 from Centary to Scottesville
- 7. Rt 20,
- 8. Rt 20 between Scottsville and Dillwyn
- 9. Route 20 between Dillwyn and Centenary

- 10. Route 20 from route 649 to Charlottesville
- 11. georgia creek road@20
- 12. Along state route 20
- 13. Areas on 20 near midway
- 14. South 20 (1)

12. Glenmore (9)

- a. 602 Near Glenmore Store within about a 3 to 5 mile range
- b. 56 glenmore area
- c. Midway Market to Glenmore

13. Backroads - no service (14)

- a. Secondary and terciary roadways
- b. Most all backroads. Its almost 2024 there should be cell service everywhere County lines especially near rivers and back roads
- c. Perkins mill area
- d. near bremo bluff
- e. Plank Road
- f. Chellowe Rd
- g. 602 corridor
- h. Ranson Road
- i. Bridgeport
- j. Francisco Road
- k.

14. Near county lines on all sides (3)

- a. Cell service closer to the Cumberland line is crap
- b. Cumberland line area

15. James River area (5)

- a. In low areas near the James
- b. Near the river in all directions
- c. James River district
- d. along Appomattox River

16. Yogaville (2)

- a. Between Yogaville and Scottsville

17. Along 636 hwy (2)

- a. Rt. 636 to Rt 24 area

18. Maysville district (4)

- a. Maysville... its a personal preference but Verizon is the only one that works and i would prefer not to do business with them if possible.

19. Near Appomattox-Buckingham State Forest (4)

- a. Holiday Lake/ Chestnut Grove area
- b. The western part of the county seems to have a lot of dead zones
- c. Southwestern Buckingham

20. Mt. Rush Area (2)

- a. Mt. Rush to Spouses

21. Andersonville (2)

- a. Andersonville Rd area

22. Areas with Trees - wooded areas (3)

- a. in wooded areas
- b. plance in areas where land owners are not negatively affected

23. Alpha (3)

24. Howardsville (2)

25. Wingina (2)

26. Buckingham Court House

27. New Store

28. Distrists 6

29. District 5

30. Rt. 155 and Plan Road Corridors

31. St. Joy Community

32. my understsnding is that 5g requires many more towers or other mounts such as phone poles for coverage, so it would seem there need to be more to provide better service

- a. It.doesn't matter, they only come by population
- b. It isn't so much a matter of the number of cell towers, but that not enough of the towers are co-locations for multiple carriers. Cell service is mandatory in 2023. The number of towers is one factor, but the height and location drastically affects the impression they make on the landscape of the County
- c. Not a good answer for the question. I think we should have more carriers on the existing towers. Good Luck as this depends on the carriers.
- d. Not cell towers just better wifi available

Appendix D

1. Referring to the growth areas/corridors identified per the previous update of the Buckingham County Comprehensive Plan, in which areas do you believe further growth should occur?

Area	Residential	Business/Commercial	Industrial	No Growth
Arvonía/New Canton	96	142	78	66
Buckingham Courthouse	82	133	16	111
Dillwyn-Alpha	54	202	51	55
Dillwyn- Sprouses Corner	53	252	55	46
Gold Hill	93	113	46	77
Centenary-Scottsville Corridor (Rte. 20)	114	121	47	80
U.S. 15 South Corridor	81	114	85	83
Yogaville	87	55	46	156