

STAUNTON GREENWAYS PLAN



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I. VISION

The City of Staunton Bicycle and Pedestrian Advisory Committee (BPAC) has been working to assemble a greenways plan that will expand recreational opportunities and make more of the city accessible by foot or bike. The BPAC dedicated numerous meetings to the plan development, incorporating field trips, map information from the city's GIS staff, and feedback from representatives from the planning commission and parks and recreation. We also hosted a well-attended public forum soliciting feedback and suggestions, followed by an online questionnaire that received more than 130 responses. Public input pointed to a strong desire for safe places to walk and ride bicycles.

We propose four distinct greenways that would both enhance existing routes to important destinations and also guide the construction of additional dedicated paths and infrastructure. Framing our work has been the concept of an “urban hike” where visitors and residents can experience natural, cultural, and historical resources. While Staunton lacks the natural stream or rail corridor that might anchor a typical greenway, it *does* have extraordinary views from a variety of peaks and a concentration of pleasing historical and natural areas.

Our vision: residents and visitors can enjoy a scenic local journey as part of a day full of experiences, all within Staunton's city limits.

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II. GREENWAYS PLAN

DESIGN CONCEPTS & PRINCIPLES

- 1. Connect popular destinations, especially parks.**
 - 2. Follow “hub and spoke” concept.**
 - Rather than a signature greenway, this plan proposes strategic off-road sections within corridors. The objective is to help enable more walking and cycling throughout the city, especially to access the city’s parks and natural areas.
 - 3. Use a combination of existing sidewalks and roads plus new off-road paths.**
 - Some of these routes already exist and could be promoted both for tourists and residents.
 - These greenway routes include locations recommended for off-road infrastructure (“greenways”). The remainder of the routes follow streets; here walkers and cyclists will use existing or upgraded sidewalks and roadways.
 - The routes use existing public land and rights of way to the greatest extent practicable.
 - 4. Mesh with other city plans and goals.**
 - Routes were chosen to serve multiple purposes and to fit with existing and planned infrastructure. The plan reflects related efforts, particularly Staunton’s Bicycle and Pedestrian Plan (2018) and Comprehensive Plan (approved 2019).
 - 5. Build on Staunton’s unique attributes.**
 - A critical concept in the plan is the idea of an “urban hike” where visitors and residents can experience natural, cultural, and historical resources. Staunton does not have a flat stream or rail corridor available for a typical greenway. What it does have is extraordinary views from a variety of peaks and a concentration of pleasing historical and natural areas. Residents and tourists can enjoy an invigorating local outing while staying in the community.
- 1. Plan long term by designing for incremental implementation.**
 - This is a long-term plan. Projects may move forward in stages. The city might begin with existing routes and gradually add targeted safety upgrades and selectively extend infrastructure.
 - By laying out complete routes, the Greenway Plan should increase the potential for connections to be made and strengthened over time.
 - In identifying potential locations for shared use paths, the larger goal is to contribute to an overall transportation network that enables walkers and cyclists to safely travel to destinations.

See in Appendix: Trail Types, Map of Destinations & Routes, and Map of Bicycle Plan Routes

PROPOSED GREENWAY ROUTES

(all routes start Downtown from the Wharf at Byers Street)

1. North to City Limits (via Commerce Road)

(Blue) Estimated total distance: 4.4 miles

Summary: Cycling/walking path from downtown along Commerce Road to Green Hills Industrial Park and northern city limits, using existing sidewalks and new construction of a shared use path that also would provide a connection to locations in the northern portion of the City including Bells Lane and Augusta County facilities.

2. West to Gypsy Hill Park (with optional loop to Shelburne Middle School)

(Red) Estimated distance: 1.0 mile plus 1.3 mile park loop; Shelburne loop add 2+ plus miles)

Summary: Walking/cycling route from downtown to Gypsy Hill Park by way of Central Avenue and Churchville Avenue. A westward loop option connects to Shelburne Middle by way of Park Boulevard and W. Beverley Street to Grubert Avenue and from Grubert to Poplar Street and the west entrance of Gypsy Hill Park. Another option returns to downtown by way of W. Beverley Street.

3. East to City Limits (via Villages at Staunton/Betsy Bell Park/Frontier Culture Museum)

(Orange) Estimated distance: 5.0 miles

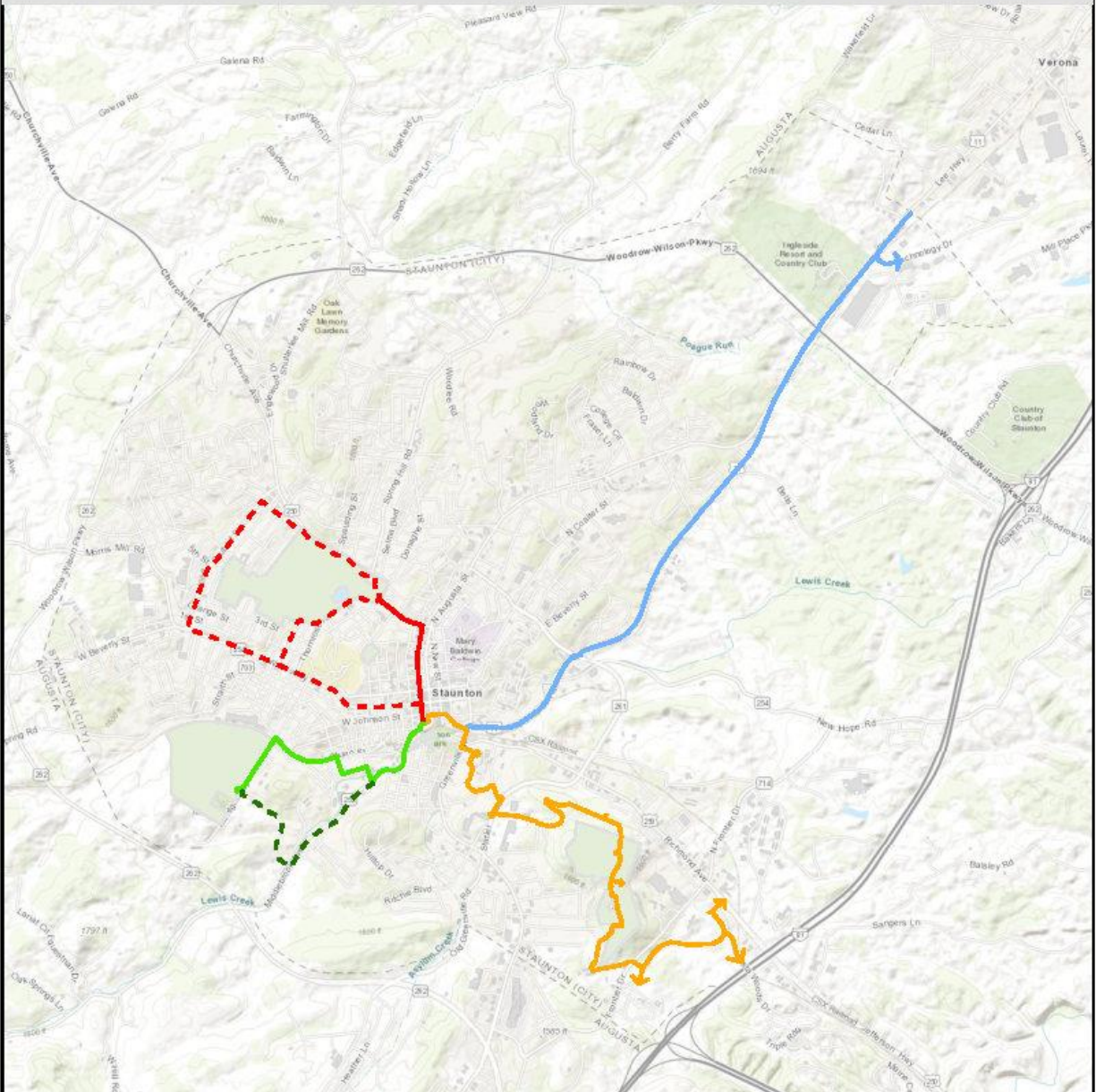
Summary: Walking/hiking/mountain biking route from downtown to the eastern city limits, passing through the Villages at Staunton development to Betsy Bell Park, skirting the mountain on the contour parallel to Richmond Road (with connections to adjacent apartment complexes and to the peak trail). The trail will continue eastward to join the existing Mary Gray path, descend near Red Oaks to Frontier Drive, cross into the Frontier Culture Museum property and ultimately join Route 250 and the eastern city limit.

4. Southwest to Montgomery Hall Park (with optional loop via Lacy B. King Way / Middlebrook Road)

(Green) Estimated distance: 1.6 miles (4.4 miles as full cycling loop)

Summary: Route using existing roads and sidewalks from downtown to Montgomery Hall Park. From Landes Park the route follows Middlebrook Road to Bridge Street, then Maple and Haile streets to Stuart Street, then left on Montgomery Avenue to Montgomery Hall Park. An optional loop uses a cycling route to return by way of Lacy B. King Way to Middlebrook Road to Landes Park.

Proposed Greenway Routes



Proposed Greenway Routes

- Route 1: North to City Limits (via Commerce Road)
- - - Route 2: West to Gypsy Hill Park - - - Optional Loop to Shelburne Middle School
- Route 3: East to City Limits (via Villages at Staunton/Betsy Bell Park/Frontier Culture Museum)
- Route 4: Southwest to Montgomery Hall Park - - - Optional Loop via Lucy B. King Way/Middlebrook Road

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0 0.25 0.5 1 Miles



DETAILED ROUTE DESCRIPTIONS

The four proposed Greenway routes are described below. Descriptions include the specific route, along with any options. Also noted are existing infrastructure and challenges; attractions, features, and value; and relationship to other plans. Next steps might include cost estimates.

The intent here is to identify potential places that could make attractive greenways. As possible, routes were chosen that would contribute to a functional pedestrian and cycling network and make the most of already planned capital investments. Routes were considered in relation to the Staunton Bicycle and Pedestrian Plan (SB&PP). The committee also tried to consider VDOT plans, development master plans, and other infrastructure projects when information was available. (This review could be only preliminary at this stage.)

Following the “hub and spoke” principle, all routes begin downtown. The starting point is the Wharf parking lot on Byers Street.

From the Wharf walkers and cyclists have options for beginning the routes:

- Walk to Greenville Avenue, by way of the Depot, to Mill Street, to Johnson Street
- Cycle to Greenville Avenue along Byers Street to Johnson Street, then
- Walk to Woodrow Wilson Park (WWP) scenic overlook, using the Sears Hill pedestrian bridge
- Cycle to WWP scenic overlook from Middlebrook Avenue, using the ramp beside the railroad bridge
- From WWP scenic overlook, walk or cycle down Garber Street to Greenville Avenue or follow Crowle and Baltimore streets to Hampton Street.

All of the Greenway routes incorporate parts of bicycle routes proposed in the Staunton Bicycle & Pedestrian Plan. (Note that the route colors do not correlate.)

Relationship to Planned Bicycle Routes in SB&PP:

Route 1: North to City Limits – entire Yellow Bike Route plus final third of Red Bike Route

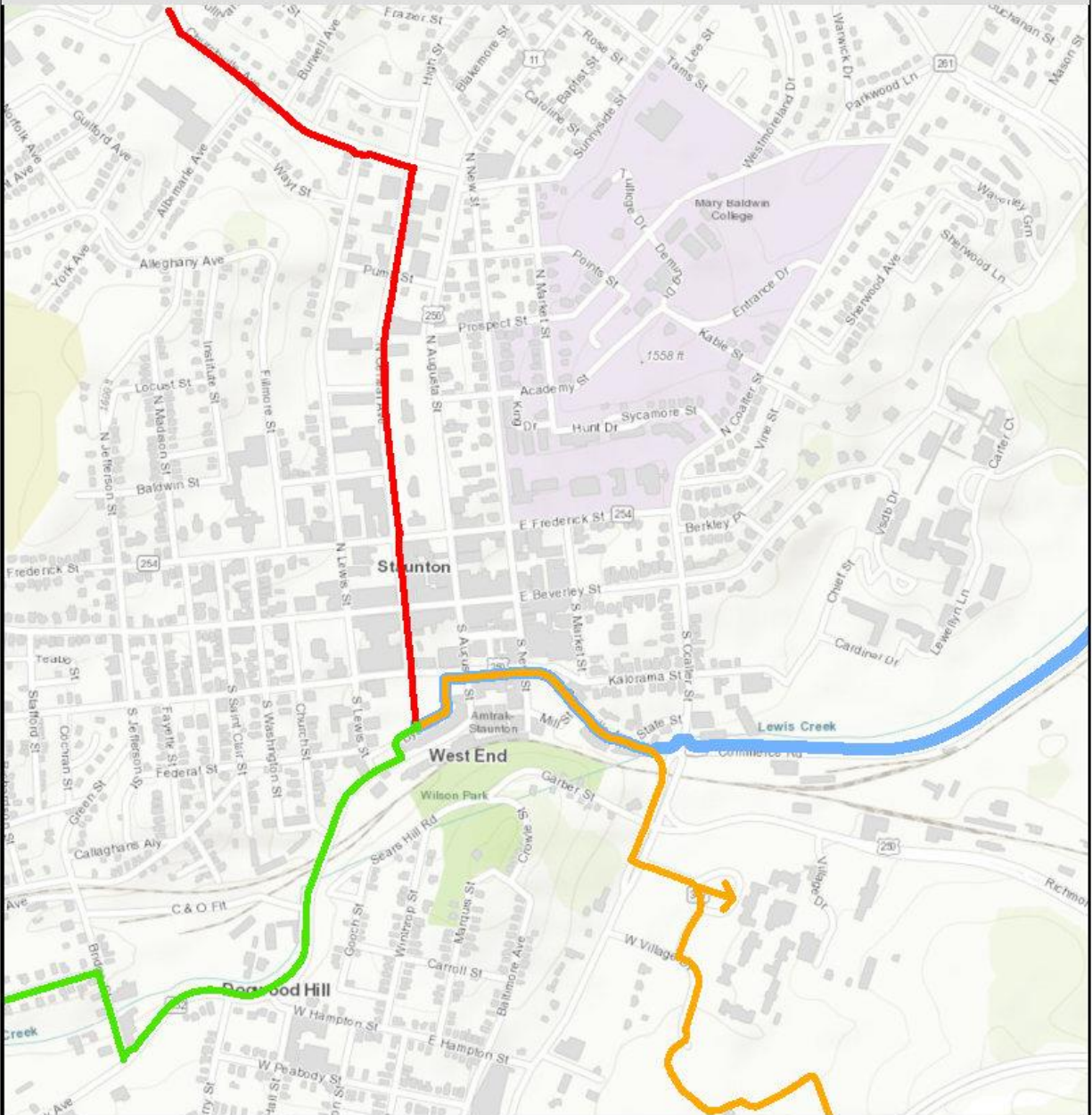
Route 2: 2 West to Gypsy Hill Park – middle leg of Blue Bike Route

Route 3: East to City Limits – final two-thirds of the Green Bike Route

Route 4: Southwest to Montgomery Hall Park – loop option is first leg of Blue Bike Route

See Downtown Inset Map (next page) and Staunton Bicycle Routes map (Appendix)

Proposed Greenway Routes (Downtown Inset)

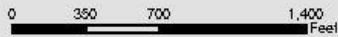


Proposed Greenway Routes

- Route 1: North to City Limits (via Commerce Road)
- Route 2: West to Gypsy Hill Park
- Route 3: East to City Limits (via Villages at Staunton/Betsy Bell Park/Frontier Culture Museum)
- Route 4: Southwest to Montgomery Hall Park



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1. North to City Limits (via Commerce Road)

Blue Route estimated total distance: 4.4 miles

Summary: Cycling/walking path from the heart of downtown along Commerce Road to the northern city corporate limit, using city streets and sidewalks and the construction of a new shared use path that would also provide a connection to Bells Lane.

Route: Starting at the Wharf, follow sidewalk or road along Johnson Street/Greenville Ave east to Coalter Street. Cross to the north side in order to use a (new) crosswalk at Coalter Street above the main intersection, or work with other possible intersection improvements. Go north beside Commerce Road on a new shared use path. At Statler Boulevard, the shared use path moves to the east side of Commerce Road and stays on that side, crossing Route 262, passing Technology Drive, and continuing to the northern city limit.

Section I – Downtown to Statler Boulevard:

- Road Diet for Section I: Using a road diet on Commerce Road from Greenville Avenue to Statler Boulevard would provide the buffer for a shared use path between the creek and the road. (Based on existing road characteristics, this section of Commerce Road is an ideal candidate for repurposing some of the roadway for non-motorized users.) The Pedestrian Plan already calls for adding sidewalk /path along Statler Boulevard from E. Beverley Street to Coalter Street which would give many more residents and commuters access to the planned path and fill in a missing link to complete the grid and extend the walkable area from downtown. Together these stretches could be very successful first steps to build momentum for the plan.

Section II – Statler Boulevard to City Limit:

- Side Path for Section II: Improvements to the intersection of Commerce Road and Statler Boulevard would serve pedestrians and cyclists. From here the greenway route would pick up on the east side of Commerce Road, as a sidepath between it and the railroad.

Existing Infrastructure: Sidewalks exist on Johnson Street and Greenville Avenue plus 500 feet of sidewalk on northbound Commerce Road. Otherwise, there are no bicycle or pedestrian facilities on the route. Double lanes on Commerce Road in both directions from Greenville Avenue to Statler Boulevard provide ample width.

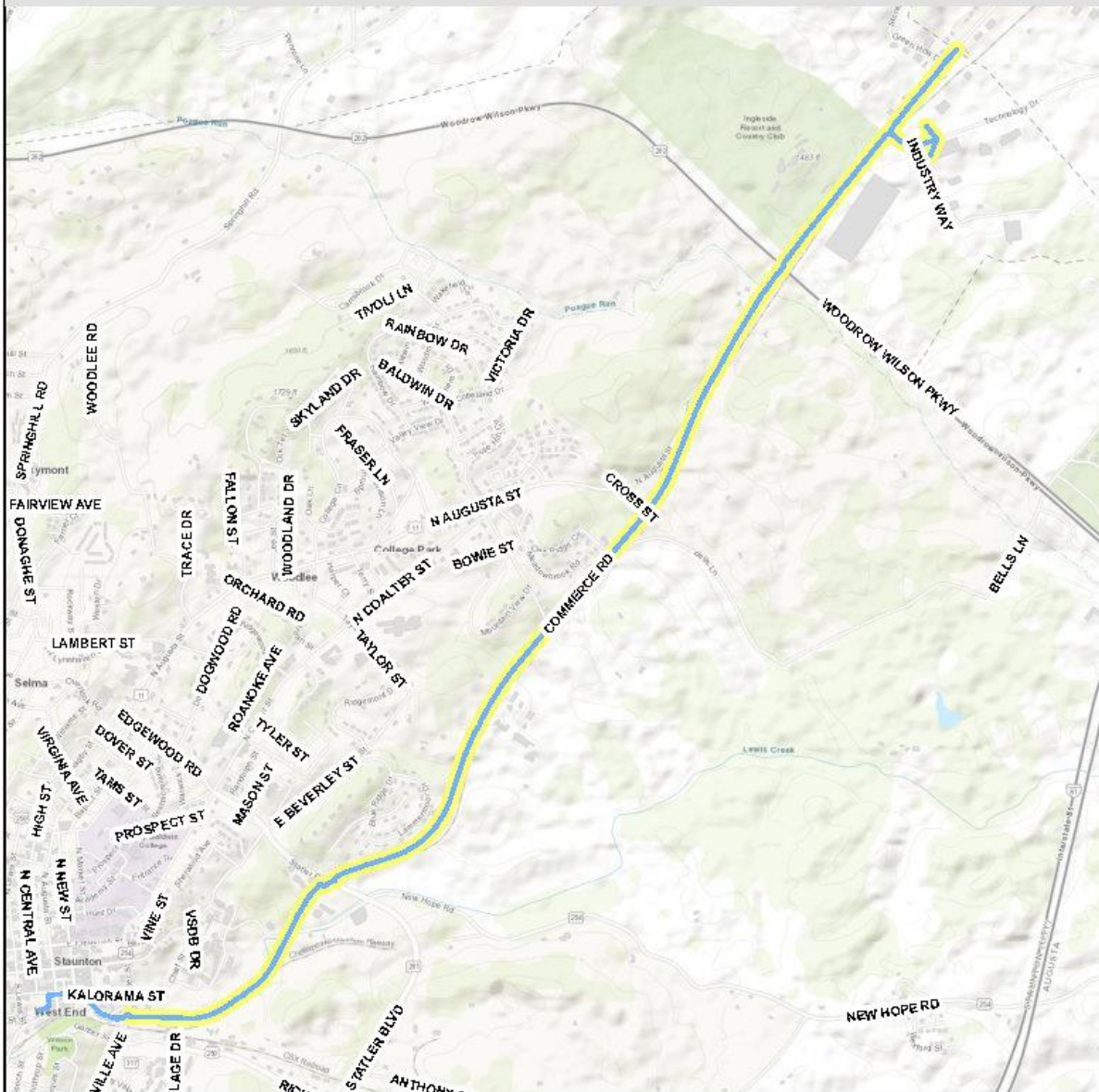
Challenges: North of the Statler Boulevard intersection, potential roadway width is limited due to rock outcroppings, creeks, and the railroad. Right of way issues are a possibility. Crossings would have to be designed at Coalter, Statler, and Route 262. Most of the route has a posted speed limit of 45 mph.

Attractions/Features: This route offers a natural setting following Lewis Creek and passing through a pastoral area. It links to Bells Lane, an exceptionally scenic and popular two-mile rural road frequented by bicyclists, joggers, walkers, and birdwatchers. The route also provides important connections: from downtown Staunton to central Verona; to the Virginia School for the Deaf and Blind (VSDB), to the Virginia Department of Transportation (VDOT) office, and to Green Hills Industrial Park and Augusta County offices. If the sidewalk network is also extended along Statler Boulevard, this route links to schools, neighborhoods, and destinations on Coalter Street.

Value: This route has very high value. It provides a complete corridor connecting downtown to Verona safely for both recreational and commuting cyclists. As a central location, along a primary route, and fairly level, it can be anticipated to attract high usage. The route increases the attractiveness of living in the city, by enhancing commuter infrastructure and enabling safe access to Bells Lane for recreational cyclists and walkers.

Other Plans: In the SB&PP, this route is part of the yellow bicycle route and intersects with the planned Pedestrian Network noted above.

Proposed Route 1: North to City Limits



Greenway Routes

- Route 1: North to City Limits (via Commerce Road)
- Shared Use Path

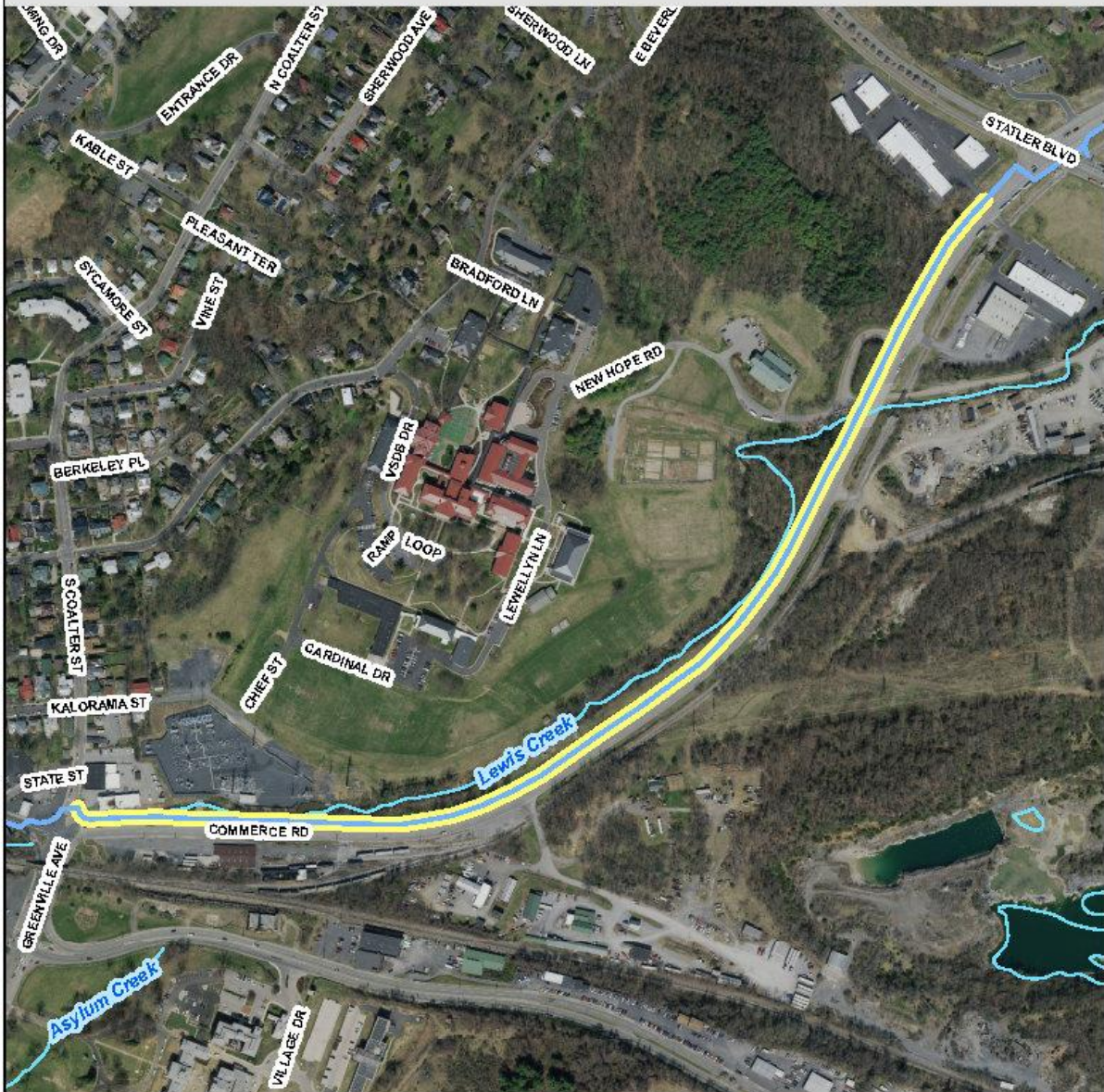
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0 1,100 2,200 4,400
Feet



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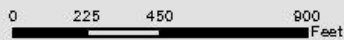
Proposed Route 1: North to City Limits (Inset)



Greenway Routes

- Route 1: North to City Limits (via Commerce Road)
- Shared Use Path (Section 1)
- Water

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2. West to Gypsy Hill Park (with optional loop to Shelburne Middle School)

Red Route estimated distance: 1.0 mile, plus 1.3 mile loop in park; (addition to Shelburne: 2+ miles)

Summary: Walking/cycling route from downtown to Gypsy Hill Park (GHP) by way of Central Avenue and Churchville Avenue with option to continue west to Shelburne Middle School on a loop including W. Beverley, Grubert, and Poplar streets.

Route: Starting at the Wharf, follow Central Avenue north to Churchville Avenue; then left (west) along the creek to the main entrance of Gypsy Hill Park.

Route Options:

- An optional loop continues west to Shelburne Middle School. Instead of entering the main park entrance, flank its south side along Thornrose Avenue, turn left on Park Boulevard, then follow W. Beverley Street to Grubert Avenue and the entrance to Shelburne Middle School. Continuing north on Grubert, turn right on Poplar Street and follow it to the back entrance of the park.
- An additional leg returns to downtown on W. Beverley Street, which offers a scenic route beside Thornrose Cemetery and connects to Newtown neighborhood.
- The upcoming stream restoration project in GHP will create an excellent greenway setting and should possibly be considered as a permanent route or “spur.”

Existing infrastructure: With the upcoming improvements on Central Avenue, excellent sidewalks will exist most of the way from downtown to GHP except for the stretch of narrow, obstructed sidewalk in front of Gypsy Hill Place. W. Beverley Street lacks sidewalks on the south side but there is opportunity on the north side for wide sidewalks and potentially a shared use path on the last block before Grubert Avenue. There are no bicycling markings or infrastructure.

Challenges: Dangerous intersection at GHP entrance; from the Wharf, confusing and inadequate passage north on the first block of Central Avenue; very limited road width and narrow sidewalks with utility poles on Grubert Avenue; incomplete and inadequate sidewalks on W. Beverley Street.

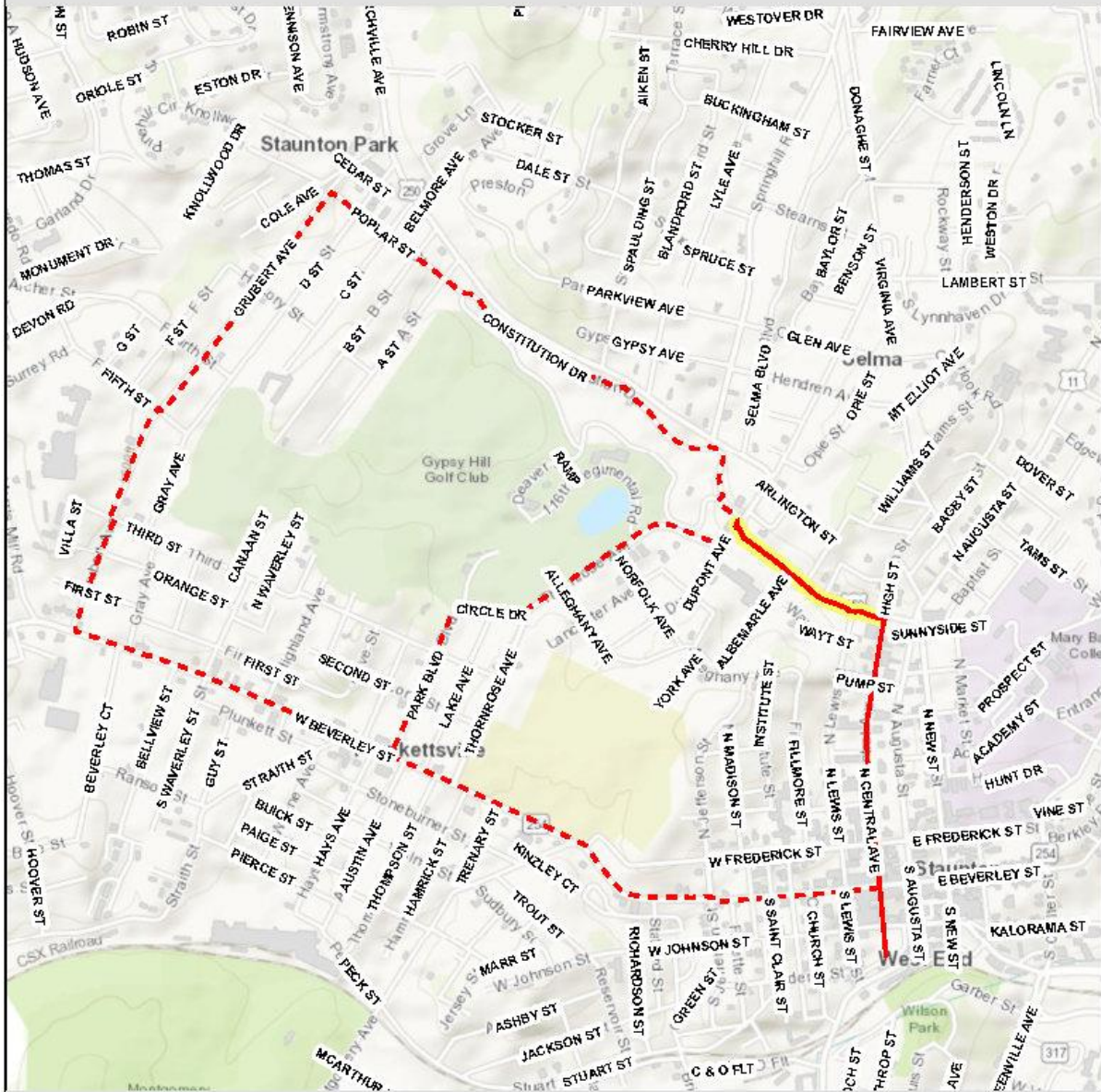
Attractions/Features: Much of the route is attractively designed for pedestrians. It makes use of water features, passing beside Gum Spring Branch in two places and the creekside vista beside City Hall.

Connections: This centrally located route connects major community destinations — downtown, the library, and GHP— and serves the Reservoir Hill trail, the Lewis Street public transportation hub, businesses along Central Avenue and Lewis Street, and adjoining neighborhoods. GHP is the venue for high school sports and community events. The loop to Shelburne connects the park to key west-end locations and emphasizes the importance of making schools more accessible by walking and biking.

Value: The route from downtown to GHP already exists and with marking and promotion could be a highly visible, cost-effective first project. This short connector serves tourists, families, the elderly, commuters, and neighborhoods. The extension to Grubert Avenue could increase the potential for students and others to walk or cycle to destinations. Wide sidewalks the length of W. Beverley Street could improve the streetscape, walkability, and cycling safety in this important, under-served corridor.

Other Plans: in the SB&PP, all sections except Poplar Street are on the proposed pedestrian network; W. Beverley is part of two bike routes and Grubert Avenue is a connector.

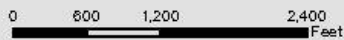
Proposed Route 2: West to Gypsy Hill Park



Greenway Routes

- Route 2: West to Gypsy Hill Park
- - - Optional Loop to Shelburne Middle School
- Shared Use Path

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3. East to City Limits (via Villages at Staunton/Betsy Bell Park/Frontier Culture Museum)

Orange Route estimated distance: 5.0 miles

Summary: Walking/hiking/mountain biking route from downtown to the eastern city limits, passing through the Villages at Staunton (“Villages”) to Betsy Bell Park, skirting the mountain on the contour (with connections to the apartment complexes) and continuing eastward to join existing Mary Gray path, descend to Frontier Drive near Red Oaks, cross into Frontier Culture Museum (“Frontier Museum”) property and find eastward route (possibly along entrance road) to Route 250 and city limit.

Route: Starting from the Wharf, reach Greenville Avenue by way of Johnson Street or Mill Street. Cross Greenville Avenue to enter the Villages at Staunton. Follow Villages roads and (new) trails eastward to Statler Boulevard, emerging near Statler Crossing and crossing at Hampton Street extended. From there, use a newly constructed entrance into Betsy Bell Park. A new path would follow the contour higher on the slope and parallel Richmond Road, passing near and connecting to the major apartment complexes, then swinging south to meet the Mary Gray Trail and descending on a new trail to Red Oaks Drive to reach Frontier Drive. From there the route would cross into the Frontier Museum property and provide a route back to Richmond Road, likely using or paralleling the entrance road and meeting up with the planned pedestrian facilities for the Richmond Road area.

Existing Infrastructure: Sidewalks from downtown to Villages; hiking and mountain biking trails and two observation decks in Betsy Bell Park; informal path to the apartments; trail heads at Betsy Bell Road and Mary Gray Lane. Roads existing and planned in Villages and Frontier Museum.

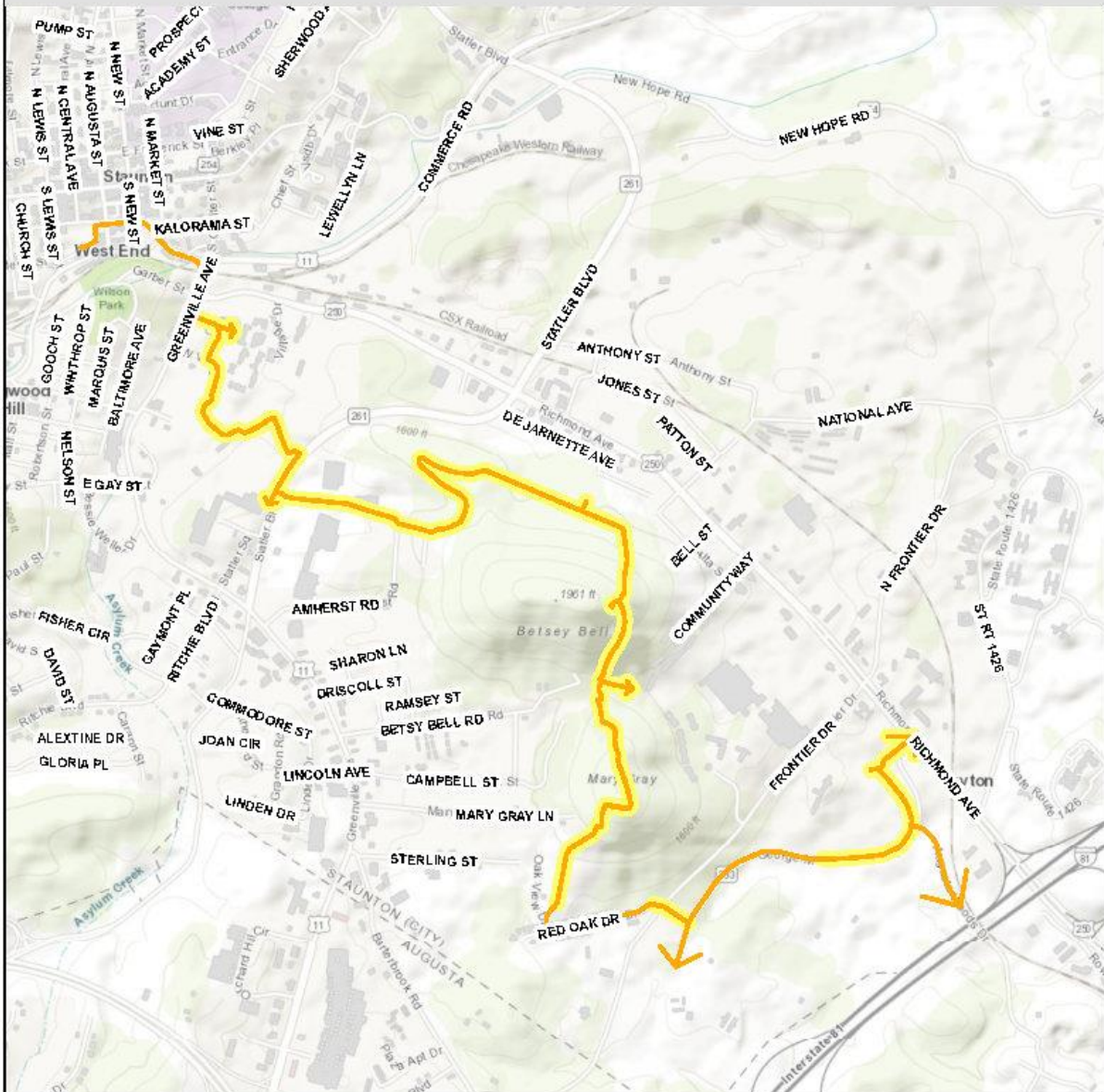
Challenges: Crossings at Greenville Avenue, Statler Boulevard, and Frontier Drive; coordinating with property owners; steep terrain in parts; designing and constructing a variety of paths.

Attractions/Features: This route excels in natural and cultural interest, passing through the historic Villages campus, traveling on fully forested trails, and connecting the Frontier Museum to the rest of the city. It offers the best views in the city. It starts from the Sears Hill overlook and takes in the city’s signature physical landmark, Betsy Bell peak, which can be seen from most parts of the city and surrounding areas. It would enable hikers, walkers, and cyclists to cover distances off road, to access trails to the summit of Betsy Bell, and to reach the Frontier Museum and the city limits.

Value: Very high value for the distance covered and the diverse populations and purposes that would be served. Betsy Bell offers distinctive Staunton hiking and viewing opportunities for tourists and residents. The trail connects to all of the major destinations from downtown to the eastern city limits. There could be significant economic development potential as the route passes through areas of private and public investments such as Statler Square, Statler Crossing, Blackburn Inn, Frontier Museum, and interstate businesses. It notably provides walking options for recreation and daily activities for residents in newly developing areas of the city. A high number of people would be served by these trails that give access to underserved neighborhoods and populations while offering unique hiking experiences for visitors.

Other Plans: This route is the centerpiece of the 2005 Frontier Trail (not adopted). The SB&PP Pedestrian Plan recognizes all the destinations and includes the leg from Red Oaks through the Museum to Richmond Ave; Richmond Ave VDOT plan and Frontier Museum development plans include sidewalks.

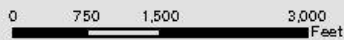
Proposed Route 3: East to City Limits



Greenway Routes

- Route 3: East to City Limits (via Villages at Staunton/Betsy Bell Park/Frontier Culture Museum)
- Shared Use Path/Trail

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4. Southwest to Montgomery Hall Park (optional loop via Lacy B. King Way/Middlebrook Avenue)

Green Route estimated total distance: 1.6 miles (with loop 4.4 miles)

Summary: Cycling route using enhanced infrastructure to travel from downtown to Montgomery Hall Park, starting from Landes Park and going by way of Middlebrook Avenue, Bridge Street, Maple Street, and Stuart Street to Montgomery Avenue. An optional loop returns by way of Lacy B. King Way and Middlebrook Avenue.

Route: From the Wharf follow Lewis Street to Middlebrook Road. Pass through Landes Park and travel along the stream to Bridge Street; turn right on Bridge then left on Maple and right on Haile Street to cross the railroad tracks and turn left on Stuart Street. Continue on Stuart Street until turning left on Montgomery Avenue. Relatively minor upgrades to the path along Stuart Street could provide a more greenway-like experience as one travels to the park. Riders cross the railroad tracks and can use the Montgomery Hall Park entrance road or stay on Montgomery Avenue on a new shared-used path proposed along the full length of the park, from the track crossing to the top of the hill. A new cycling/pedestrian entrance to the park is proposed at the top across from Lacy B. King Way.

Route Options:

- To make a longer loop, cyclists can then ride down Lacy B. King Way to Middlebrook Road and turn left to return to Landes Park. The route is recommended in this direction because Stuart Street, King Way, and Middlebrook Road all have curbs and limited lane width that make them less suited for cycling in the other direction.

Existing Infrastructure: Most of the needed infrastructure is already in place. However, Montgomery Avenue is narrow and lacks sidewalk or shoulder on the park side. Bridge Street has only narrow sidewalk on one side.

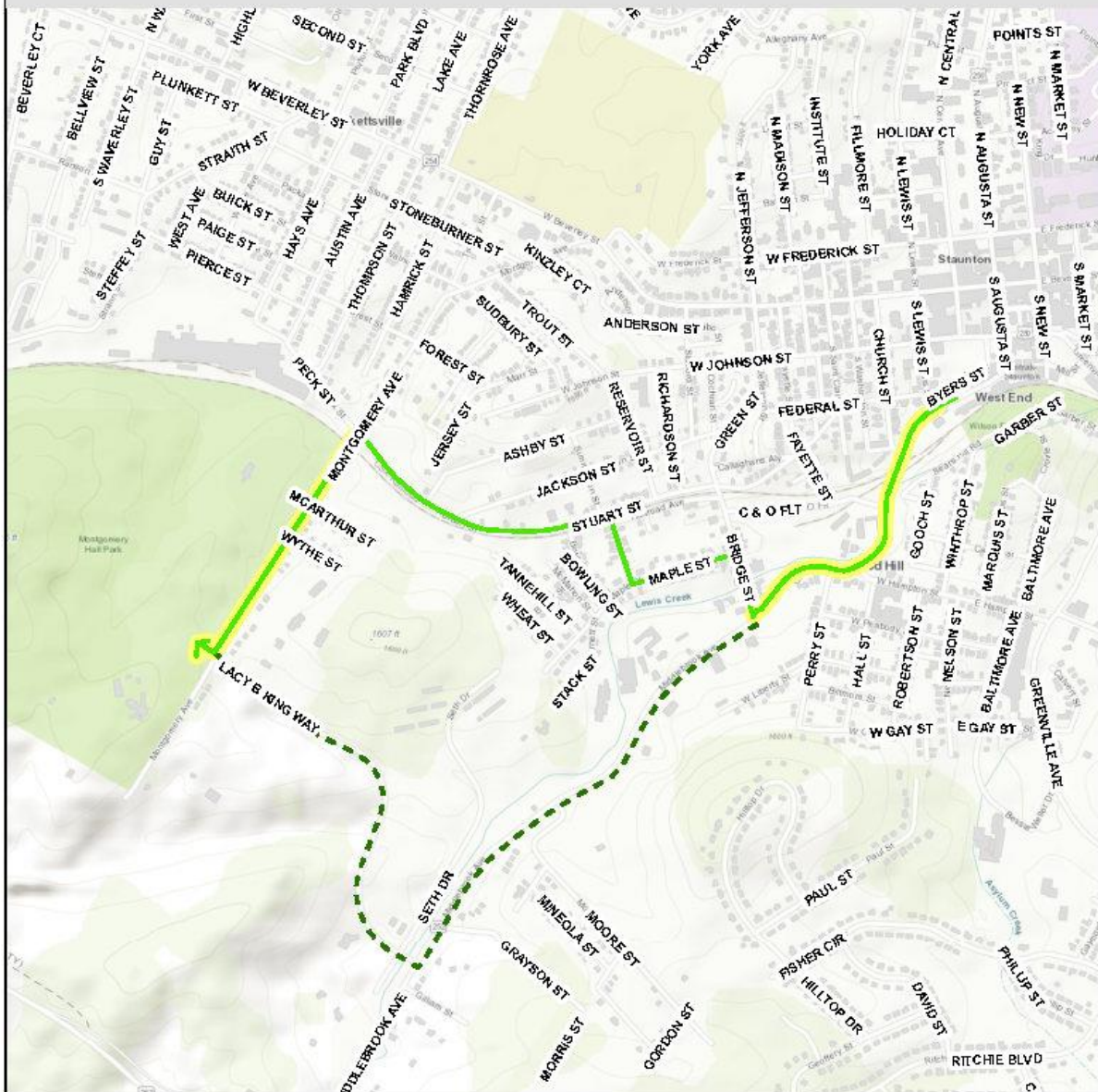
Challenges: Narrow road width on Montgomery Avenue; safety concerns for mix of pedestrians, cyclists, two-way traffic, and on-street parking on that section. Upgrades are needed at a few points, particularly to widen the shoulder or add a path along Montgomery Avenue, to provide a shoulder missing on one stretch of Lacy B. King Way, and possibly improve the sidewalk on Bridge Street.

Attractions/Features: The user would experience scenic views along Lewis Creek and a portion of Staunton's railway system. This route would expand the use of Montgomery Hall Park, which offers a variety of experiences to enjoy. The recommended greenway path along City-owned property on Montgomery Avenue and the new park entrance would improve safety and access. The route connects the growing residential and commercial development along Middlebrook Road to a major park and to downtown.

Value: This route has most of the infrastructure already in place and its relatively level elevation would appeal to a large portion of the population.

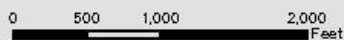
Other Plans: SB&P includes essentially the entire route in the Pedestrian Network, even Lacy B. King Way and Middlebrook Road. The Middlebrook Road section is also part of the cycling Blue Route.

Proposed Route 4: Southwest to Montgomery Hall Park



Greenway Routes

- Route 4: Southwest to Montgomery Hall Park
- - - Optional Loop via Lacy B. King Way/Middlebrook Road
- Shared Use Path



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III. RECOMMENDATIONS

The BPAC recommends adopting a Greenways Vision that includes all four proposed greenway routes. All of these routes, and the greenways concept generally, received positive public input. The routes together would bring safe walk and cycle access to most parts of the city, connecting major destinations and offering recreational experiences for residents and tourists.

Top priority would be developing Route 1 (north to city limits) and Route 2 (west to Gypsy Hill Park) first. These two routes attracted the strongest public interest and comment. Route 1 was particularly supported at the in-person public input session and Route 2 was overwhelmingly supported in the surveys. Both routes offer immediate opportunities for quick progress through wayfinding signage and other relatively low-cost first steps. They also, as very different projects, could possibly be pursued simultaneously from different funding sources.

General Implementation Recommendations

- Use incremental implementation
 - Phase projects.
 - Use low cost temporary alternatives to establish routes and raise momentum for pursuing proposed projects.
 - Focus on strategic safety improvements.
- Integrate Greenways planning in all city processes
 - Seek opportunities for potential greenways and pedestrian and cycling connections in all infrastructure plans.
 - Build partnerships and awareness throughout city departments and with other agencies of Staunton’s walkable/bikeable goals and the potential for greenways.
 - Develop designs for the proposed routes and develop policies around further greenways development.
 - Develop policies for collaborating with property owners.

Action Items

- Designate safety improvements along routes, especially those that also are in the SB&PP. Seek funding through VDOT for any “systemic upgrades” that would be eligible for Highway Safety Improvement Program funding.
- Design Section 1 of Route 1 (Commerce Road) and seek funding for implementation. Secure council resolution for Smart Scale funding application in 2020.
- Install Route 2 wayfinding signage and road striping from the Wharf trailhead to GHP.
- Install a map at the Wharf parking lot trailhead showing future routes.
- Consider establishing a Friends of Staunton Greenways group.

IV. APPENDIX

A. Background

B. Definitions and Terms

C. Map of Destinations and Proposed Greenway Routes

D. Map of Bicycle Routes (SB&PP)

A. BACKGROUND

CONTEXT

The City has been exploring Greenway options (paths for cyclists and walkers safe from automobile traffic) for many years. Efforts have included participation in the 2004 Central Shenandoah Planning District Commission's Regional Greenways Plan; the detailed Frontier Trail Plan, produced by a graduate student in 2005; a Greenways Financing Plan received in 2008; and the Green Lands Study produced in 2009 by graduate students. The ideas in these plans resonated with the public but no plans were adopted.

City Council did, however, support the greenways concept and since 2016 has been setting aside funding specifically for greenways. In 2016, a greenways plan was drafted internally to propose projects that could be built quickly. It was of limited scope and was not adopted. In 2017, the Staunton City Council charged staff with reviewing the previous plans and drafting a Greenways Plan that the City could begin to implement.

Staff worked with the Bicycle and Pedestrian Advisory Committee (BPAC) to develop this plan. The City had formed BPAC in 2015 and in 2018 adopted the first Staunton Bicycle and Pedestrian Plan (SB&PP). That plan was produced by consultants and is included as a chapter in the 2018-2040 Comprehensive Plan.

This timing allowed BPAC to coordinate the Greenways Plan process with the updated Comprehensive Plan and the implementation of the SB&PP. With these related plans in place, the City is in a position to adopt a long-range Greenways plan that fits the overall vision for the city and its infrastructure plans and resources. The proposed priority projects are intended to be feasible and sensible to develop and of immediate high value for users.

Correlation to Comprehensive Plan

The recently adopted *City of Staunton, Virginia, Comprehensive Plan 2018-2040* supports the development of greenways through the following Priority Initiatives:

Open Space/Environment:

Support development of greenways in the City (especially along streams and creeks)

Support efforts to preserve Betsy Bell and Mary Gray mountains. Enhance use of the public area at Betsy Bell and look into the feasibility of conservation easements for both Betsy Bell and Mary Grey.

Encourage and/or provide incentives for useable open space to be included in all existing and new developments.

Economic Development/Tourism:

Encourage development and redevelopment that stimulates increased pedestrian activity in the downtown and adjoining transitional areas.

Transportation

Provide for a variety of transportation options and designs that balance pedestrian, bicycle, auto, and public transportation within the City and among key destinations.

SUMMARY OF PUBLIC INPUT

The Bicycle and Pedestrian Advisory Committee conducted a public information meeting on November 18, 2019, at the Staunton Public Library. The meeting was well attended, with 40-50 citizens providing input on the Staunton Greenways Vision (the document presented on the next page). The committee also received over 130 responses to an online survey. The respondents were enthusiastic on the development of greenways where they could walk or ride safely on paths separated from vehicles. Over 67% of the survey respondents noted that safety from cars was the most important feature of greenways. The most popular destinations to link with a greenway were the parks and downtown. The most frequently mentioned local attractions that should be accessible via a greenway:

Attraction	Survey Respondents (multiple responses permitted)
Parks	91
Downtown/Wharf	57
Shopping	16
Bells Lane	13
Schools	12

The most preferred routes noted were, west to Gypsy Hill Park at 51% and north to City limits (via Commerce Road) at 20%. The proposed southern route to Green Springs Valley was the preferred route of less than 8% of the respondents and was therefore removed from the final draft plan. Future pedestrian and bicycle infrastructure improvements along the Greenville Corridor should help to address the needs along this route.

Staunton Greenways Vision

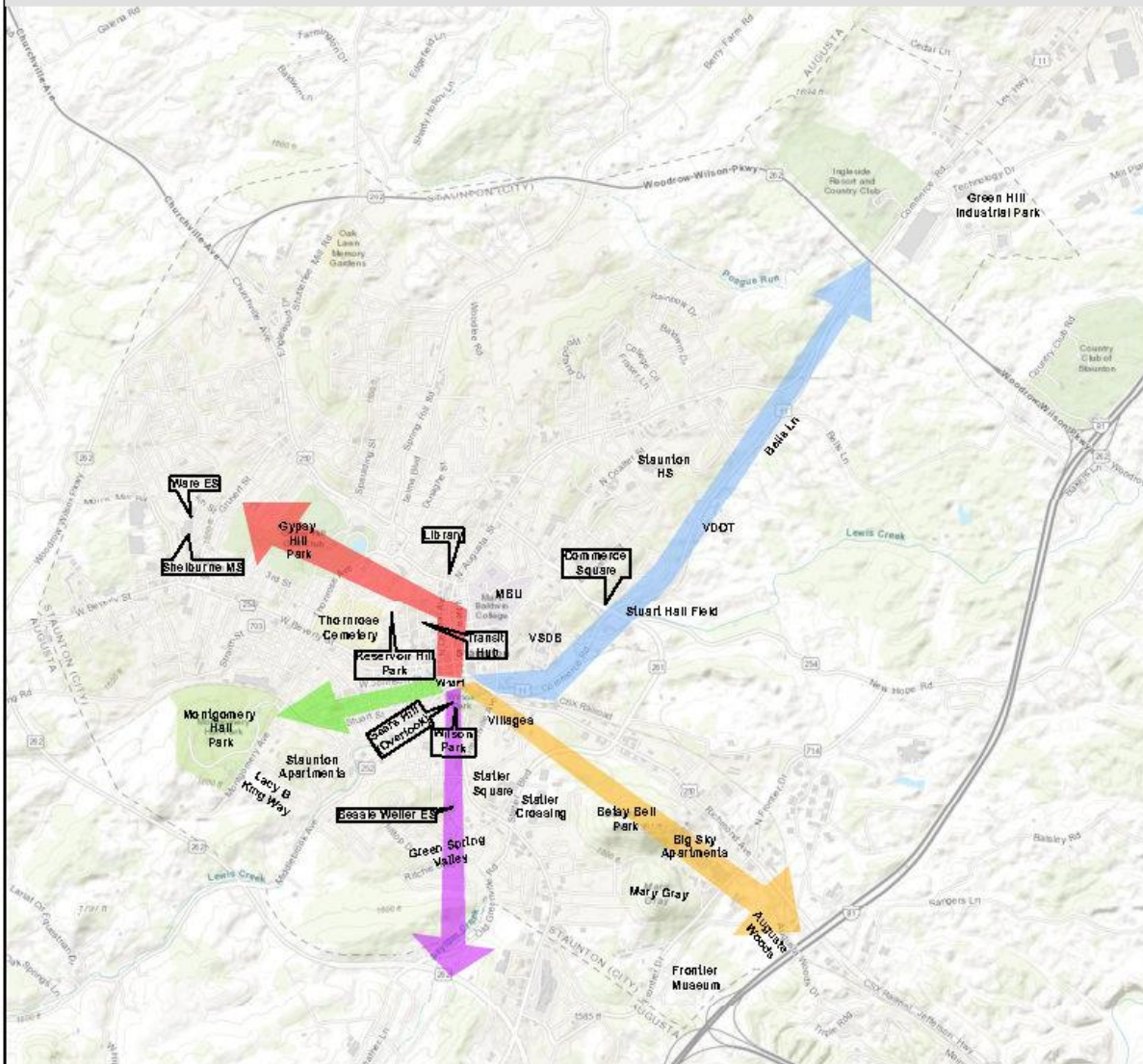
The City of Staunton Bicycle and Pedestrian Advisory Committee (BPAC) has been working to assemble a greenways plan, the goal of which is to make more of the city easily reachable by foot or bike. This plan will begin by connecting and enhancing routes to important destinations. In addition, it will set strategies to tackle the long-term goal of building more paths and dedicated infrastructure to make the greenways network more robust and accessible.

This plan is built around these key concepts:

- Staunton has many great destinations, and some good ways to reach them on foot or by bike.
- Many of the routes to these destinations are not obvious to tourists or novice non-automotive travelers.
- We want to use existing sidewalks and lower-traffic roads as much as possible — especially for early project phases — and add shared-use paths.
- Downtown Staunton provides a fantastic jumping-off point for exploring town and can be the hub of this new route network.
- The plan should work in harmony with other city plans and goals, such as the 2017 Bicycle and Pedestrian Plan.
- The greenways will promote active lifestyles and connect people to parks and other green spaces.

One of our motivating concepts is that of an “urban hike” where visitors and residents can experience natural, cultural, and historical resources. Staunton does not have a flat stream or rail corridor available for a typical greenway. What it *does* have is extraordinary views from a variety of peaks and a concentration of pleasing historical and natural areas. Our vision: residents and tourists can enjoy a scenic local hike as part of a day full of experiences without having a long drive to a trailhead, or easily get to one of our city parks on foot or by bike.

Greenway Potential Routes



Greenway Potential Routes

- North to Green Hills Industrial Park
- West to Gypsy Hill Park
- East to City Limits
- Southwest to Montgomery Hall Park
- South to Green Springs Valley



Colors for planning use only and is considered draft until formally adopted. Paths based on general location of facilities and are intended for general planning purposes only. The lines do not identify the actual location of existing or proposed facilities. Actual locations for proposed facilities would need to be determined at a future date.

B. DEFINITIONS AND TERMS

Greenway – A corridor of land that is reserved for recreational use or environmental preservation. (The American Heritage Dictionary) Greenways typically connect populated areas to parks, nature reserves, cultural features, or historic sites and often take the form of a shared use path for pedestrians and cyclists.

Shared Use Path – Facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Users are non-motorized and may include bicyclists, inline skaters, roller skaters, wheelchair users (both motorized and nonmotorized) and pedestrians including walkers, runners, and people with baby strollers and people walking dogs. Shared use paths are most commonly designed for two-way travel. (VDOT Road Design Manual)

Sidepath – A road adjacent path shared by people walking and riding bicycles. The path is separated from the road by a curb and ideally includes a planted buffer strip between the path and roadway. (2018 Staunton Bicycle and Pedestrian Plan)

Trail – A pedestrian route developed primarily for outdoor recreational purposes. (Draft Final Accessibility GLs for Outdoor Developed Areas) (36 in wide – 32 in for short distances)

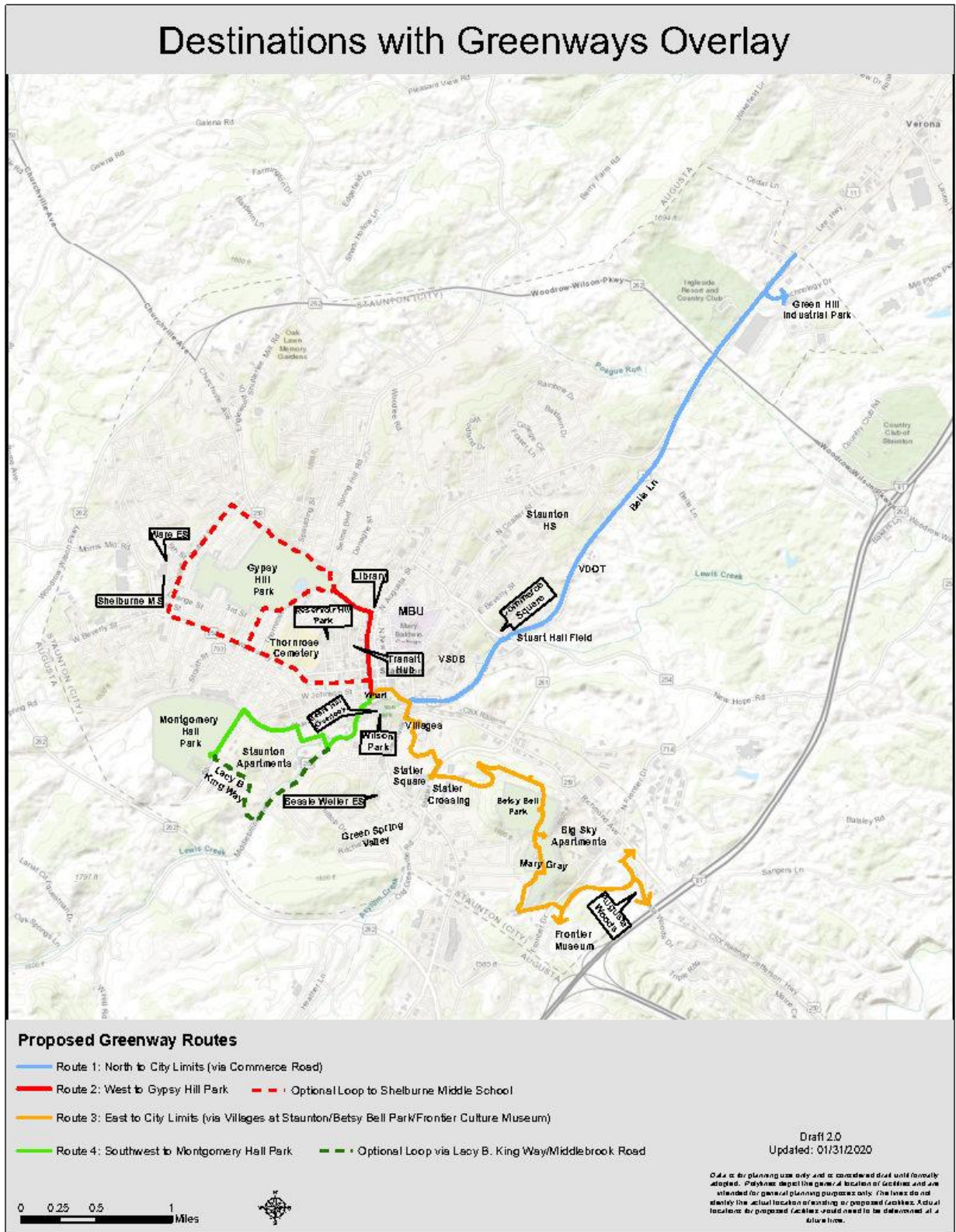
Unpaved Path – Path not surfaced with a hard, durable surface such as asphalt or Portland cement. (2010 DRAFT AASHTO Guide)

Bicycle Lane – On-road striping intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. (2018 Staunton Bicycle and Pedestrian Plan)

Shared Lane – On-road markings reinforce that the roadway is shared by people riding bicycle and driving. (2018 Staunton Bicycle and Pedestrian Plan)

Road Diet – The removal of travel lanes from a roadway and utilizing the space for other uses and travel modes. (FHWA Road Diet Informational Guide)

C. Map of Destinations



D. Map of Bicycle Routes

