STAUNTON
VIRGINIA

W. Beverley St. and Churchville Ave. Improvements

SWEBA Presentation Sept. 23, 2025

Presented by the Office of Community Development & Public Works

New Bike Lanes

W. Beverley Street Improvements

- City’s 1st bike lane!
- Repaving from City Limits on west end to W. Frederick St. on east end
- Public Forum September 25, 2023
- Bike lanes, sharrows, new curb ramps
- City Project page:

  https://www.ci.staunton.va.us/government/projects/west-beverley-street-project

Before:

MORRIS MILL RD
W Beverly St
2151
2116
2209
254
2098
GRUBERT AVE
Grubert St
W BEVERLY ST
CHERRY ST
Cherry St
CHESTNUT ST
Chestnut
2100
Selected features: 0
Commonwealth of Virginia, Maxar, Microsoft | VITA, Esri, HERE, IPC

After:


Morris Mill Rd
Morris Mill Rd
Home Town Express
Doug's Service Center
Grubert Ave
W Beverley St
W Beverley St
W Beverley St
W Beverley St
W Beverley St
254
254
254
254
254
K9 Heaven
Cherry St
Cherry St
Mi Rancho
Mexican
Stella Mia Pizzeria
Pizza
Chestnut St
Armentrout St
2109
2122
2210
2210
2019
2017
2015
Google Maps
Layers

VA-254
Rancho
Grubert Ave
Gray Ave
Skyline Ave
3rd St
First St
Salvation Army
Google Maps


2107

Before:

After:

Search Google Maps
1200 W Beverley St
Staunton, Virginia
Google Street View
Sep 2023
See more dates
CITGO
WE NOW HAVE DIESEL
Hamrick St
Share
Google Maps


WANTED
$100 REWARD
"BLACK JACK"

Churchville Avenue Improvements

- City's 2nd bike lane!
- From Shutterlee Mill Rd. to Lewis St.
- Bike lanes and sharrows
- Public Forum on October 25, 2022
- Public Presentations to City Council September 22, 2022 and June 8, 2023
- City Project page:
  https://www.ci.staunton.va.us/government/projects/churchville-avenue-bike-lanes


R.P.M.
Automotive
Repair
ROYAL
ROYAL
STOP
Churchville Ave
Google Maps

ROYAL
ROYAL MART
UNLEADED
2.93
STOP
DUCK XING


ALLOWED
USE OF
FULL LANE

Why?

Why Change the Roadway?

Last half of the 20th century = roads designed to accommodate vehicles only. Walking and bicycle connectivity as well as community context were afterthoughts.

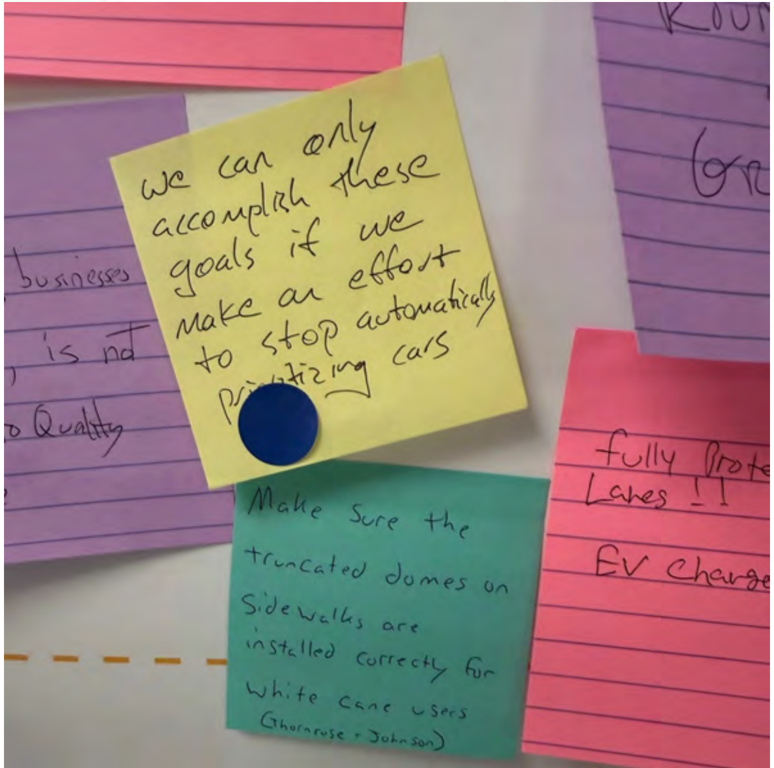
- More lanes = higher speeds/more lane changes = more crashes
- Over built roadways = more pavement = more runoff = more heat island effect
- Roads focus on moving vehicles only instead of serving the needs of the

STAUNTON VIRGINIA

Bicycle and Pedestrian Infrastructure

A Community Priority

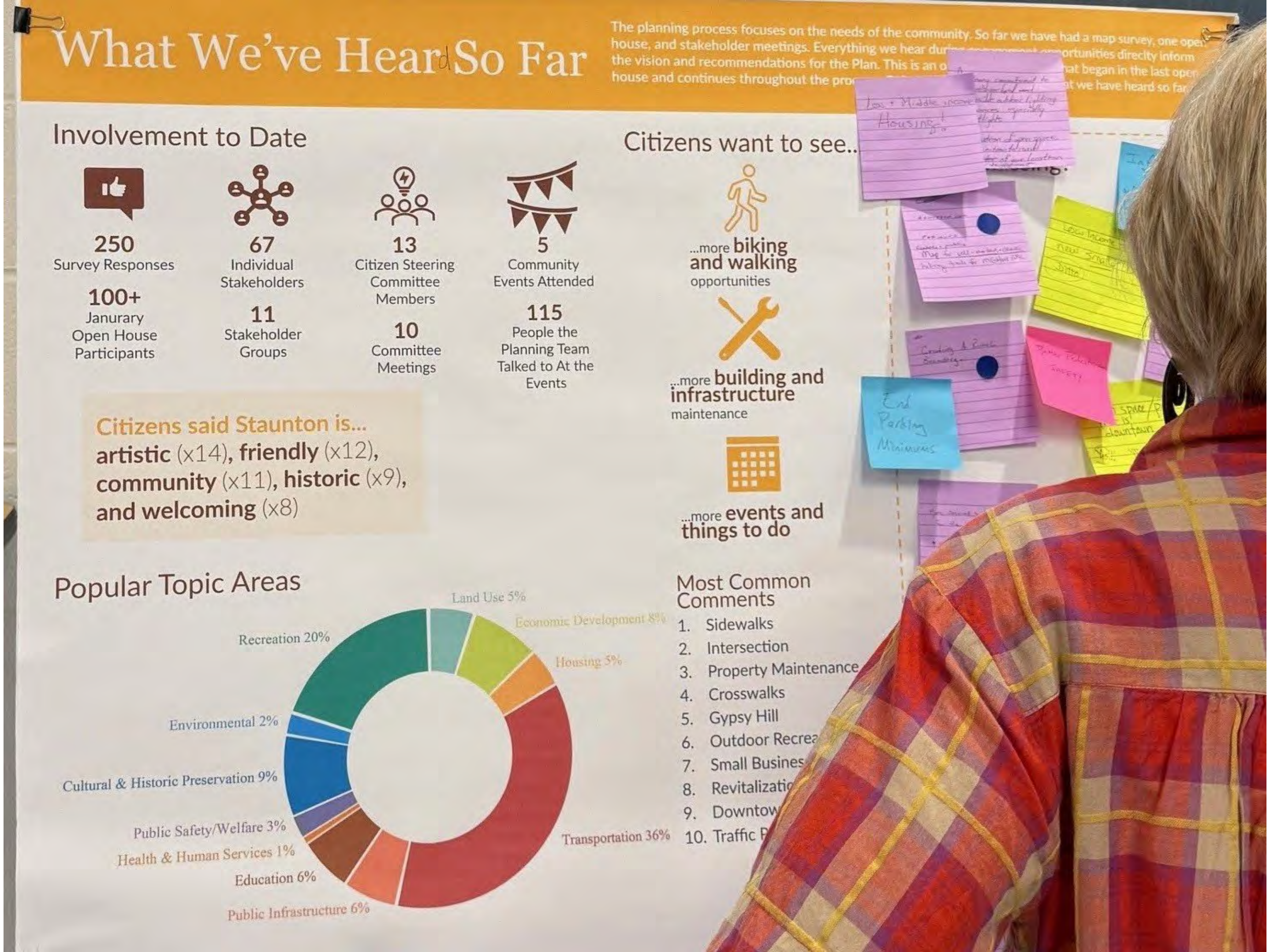
Improving bicycle and pedestrian facilities and connectivity has been a top priority from public feedback for at least the past decade.



Why Add Bike Lanes & Sidewalks to Our Streets?

- Our public streets and right-of-way provide cost effective opportunities to improve our community
- Instead of a car focused barrier, re-envision to improve connectivity for all users
- People want options
- Not everyone can drive (6.1% zero car households regional average)
- Better access to neighborhood schools, parks, businesses, and public services

- 2018 VDOT STARS Study Greenville Ave
- 2018 Comprehensive Plan update
- 2018 Bicycle and Pedestrian Plan
- 2020 VDOT STARS Study Downtown Intersections
- 2023 West End Revitalization Plan
- 2024 National Community Survey
- 2025 Comprehensive Plan update



What We've HearSo Far
The planning process focuses on the needs of the community. So far we have had a map survey, one open
house, and stakeholder meetings. Everything we hear dur
the vision and recommendations for the Plan. This is an o
house and continues throughout the pro
Involvement to Date
250
Survey Responses
100+
Janurary
Open House
Participants
67
Individual
Stakeholders
11
Stakeholder
Groups
13
Citizen Steering
Committee
Members
10
Committee
Meetings
5
Community
Events Attended
115
People the
Planning Team
Talked to At the
Events
Citizens said Staunton is...
artistic (x14), friendly (x12), community (x11), historic (x9), and welcoming (x8)
Citizens want to see...
...more biking and walking opportunities
...more building and infrastructure maintenance
...more events and things to do
Housing!
End Parking Minimums
Popular Topic Areas
Land Use 5%
Economic Development 8%
Housing 5%
Recreation 20%
Environmental 2%
Cultural & Historic Preservation 9%
Public Safety/Welfare 3%
Health & Human Services 1%
Education 6%
Public Infrastructure 6%
Transportation 36%
Most Common Comments
1. Sidewalks
2. Intersection
3. Property Maintenance
4. Crosswalks
5. Gypsy Hill
6. Outdoor Recrea
7. Small Busines
8. Revitalizatio
9. Downtow
10. Traffic

Bicycle and Pedestrian Plan
Greenway Plan

- Bicycle and Pedestrian Advisory Committee established Jan. 8, 2015
- Bicycle and Pedestrian Plan adopted May 24, 2018
- Greenway Plan adopted Dec. 10, 2020

Staunton
Virginia

Bicycle and Pedestrian Plan

RED ROUTE RECOMMENDATIONS

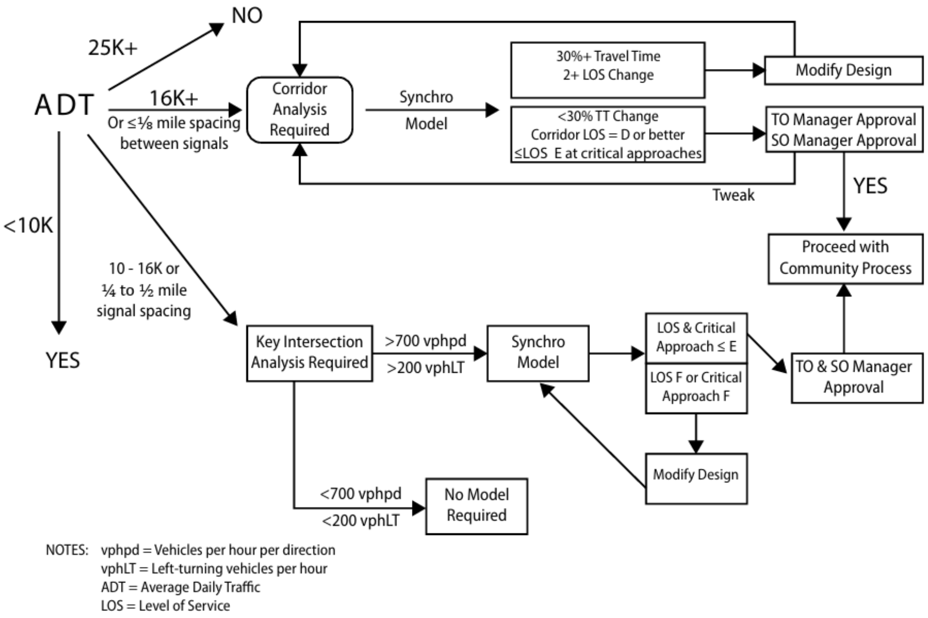
	STREET	ROUTE SEGMENT	CURB TO CURB WIDTH	ROADWAY WIDTH & LANE CONFIGURATION	SPEED LIMIT
1	**Beverley St.**	Sheets St. to Straith St.	32' - 40'	- 32' min. - two 16' travel lanes - 40' max. - three 13' travel lanes	25 mph
2	**Beverley St.**	**Sharrows & buffered bike lanes; refer to green route segments 4 & 5**			

1	7900 - 8000 vpd	None	None	- Multiple curb cuts - Speed limit signs needed - Not many signalized intersections - Utilities close to the right-of-way - Lane configuration changes often - Interchange at woodrow wilson parkway	**- Bike lanes - Paved shoulder at narrow cross section**
2					

Assessment of Roadway Modifications

- Timmons Group hired by Staunton to evaluate roadway operations and develop pavement marking plans
  - Traffic data collected (peak hour turning movement counts)
  - Intersection operational analysis
  - Review of crash data

Assessment of Roadway Modifications



City of Seattle Guidance (FHWA Referenced)

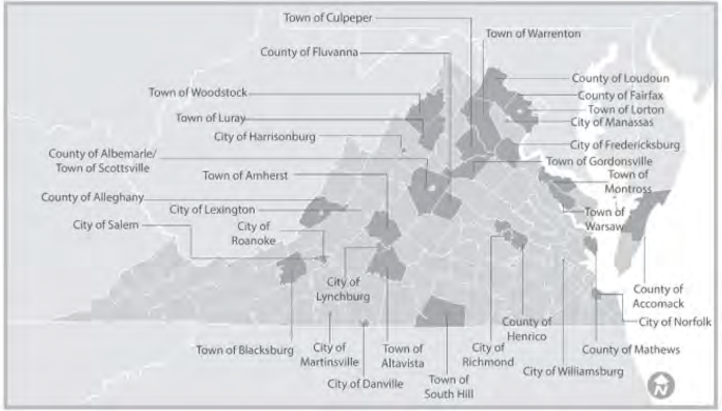
	AADT	Initial Screening	Capacity/LOS Analysis	Traffic Study	CONTEXT ELEMENTS
Level 1	to 3: <12,000 to 5: <18,000 *(Likely Approval)*	✓			+
Level 2	to 3: >12,000 or <20,000 to 5: >18,000 or <30,000 *(Moderate Analysis Required)*	✓	✓		+
Level 3	to 3: >20,000 to 5: >30,000 *(Significant Analysis Required)*	✓	✓	✓	+

Tennessee DOT Guidance

- **Churchville Ave: 7,400 – 9,700 ADT**
- **W. Beverley St: 4,700 – 7,400 ADT**

Benefits

Benefits of Roadway Reconfigurations



- Roadway Reconfigurations utilizes existing pavement width to better accommodate all roadway users
  - Traffic calming and more consistent speeds (reduced speed differential = reduced crashes)
  - Reduction of vehicular conflict points (where crashes may occur)
  - Opportunities to install bicycle lanes and improve pedestrian crossings (less lanes to cross, improves visibility of non-motorized roadway users)
- Secondary benefits of bicycle lanes
  - Increases user comfort level of existing sidewalks to pushing vehicles farther from curb
  - Provides alternative travel surface for pedestrians when no sidewalk is present

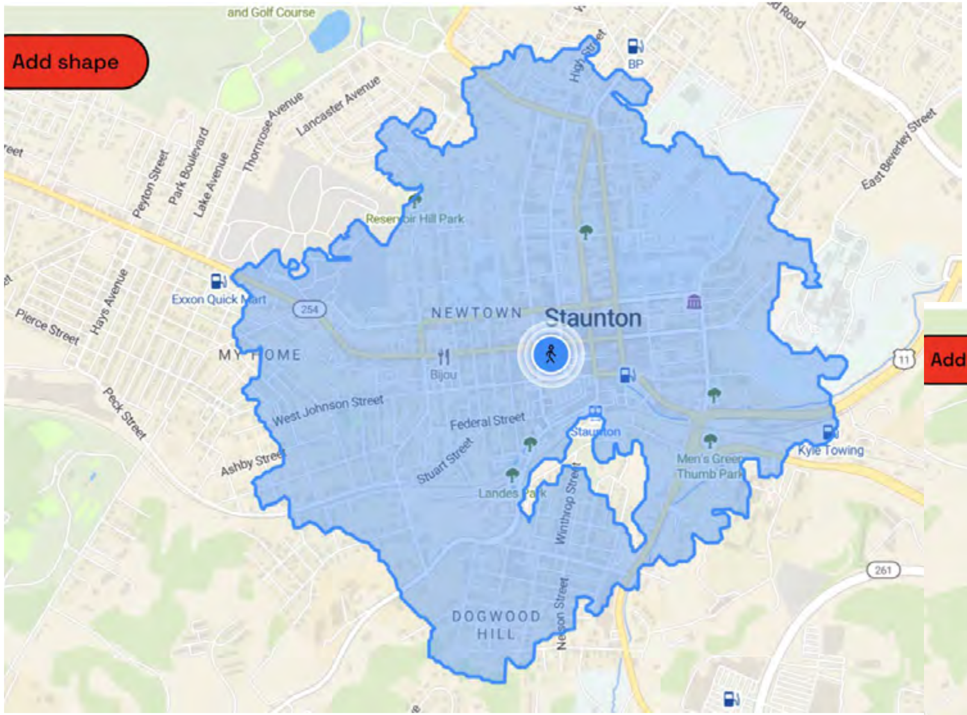
Benefits for all of us

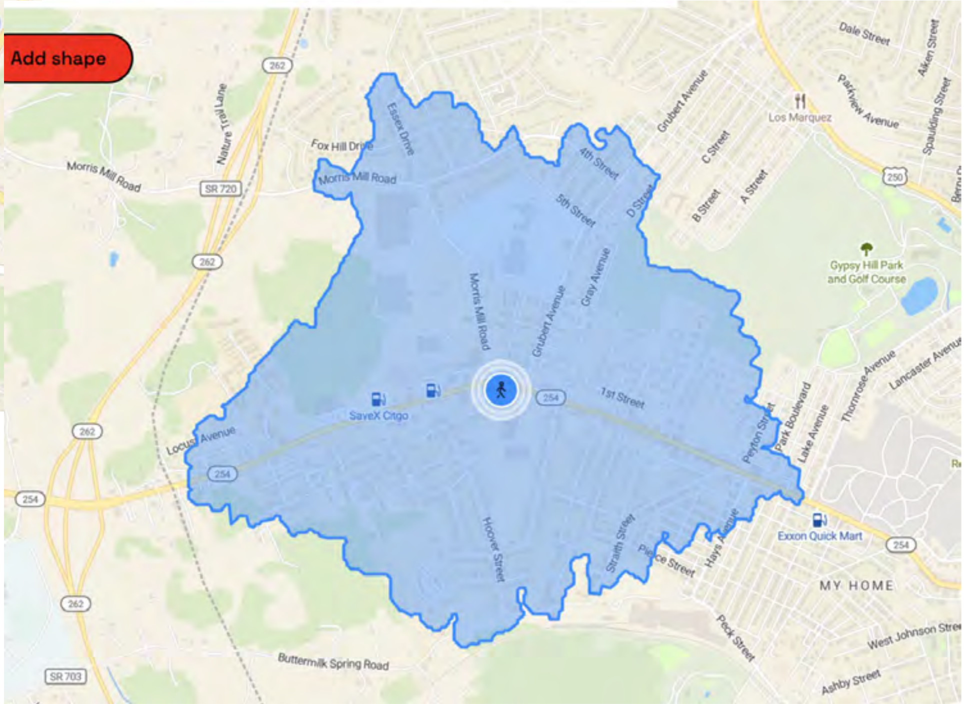
- Economic benefits
  - Increase in entry-level employment
  - Better-defined road space = slower speeds = easier access to businesses
  - Shoppers arriving by bike spend the same amount as comparable shoppers arriving by car– they make smaller purchases in more frequent trips
  - Increased property values

Benefits for all of us

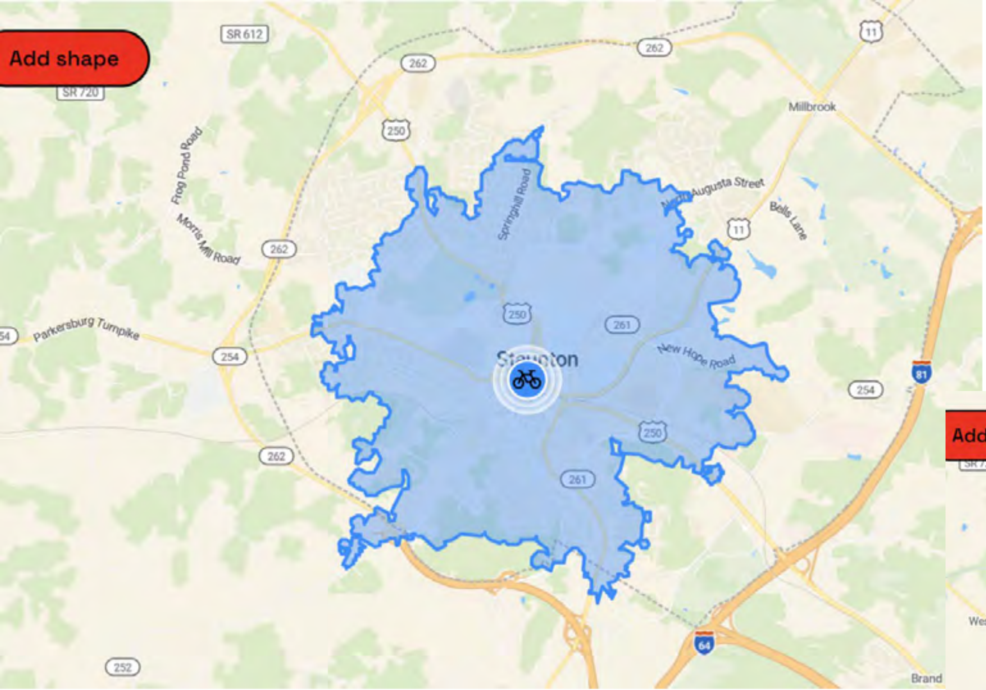
- Local and personal benefits
  - Tourism $$$ > cost of bike lanes
  - Increases access and options
  - Reduced transportation costs
  - Reduced medical costs
  - Safety!

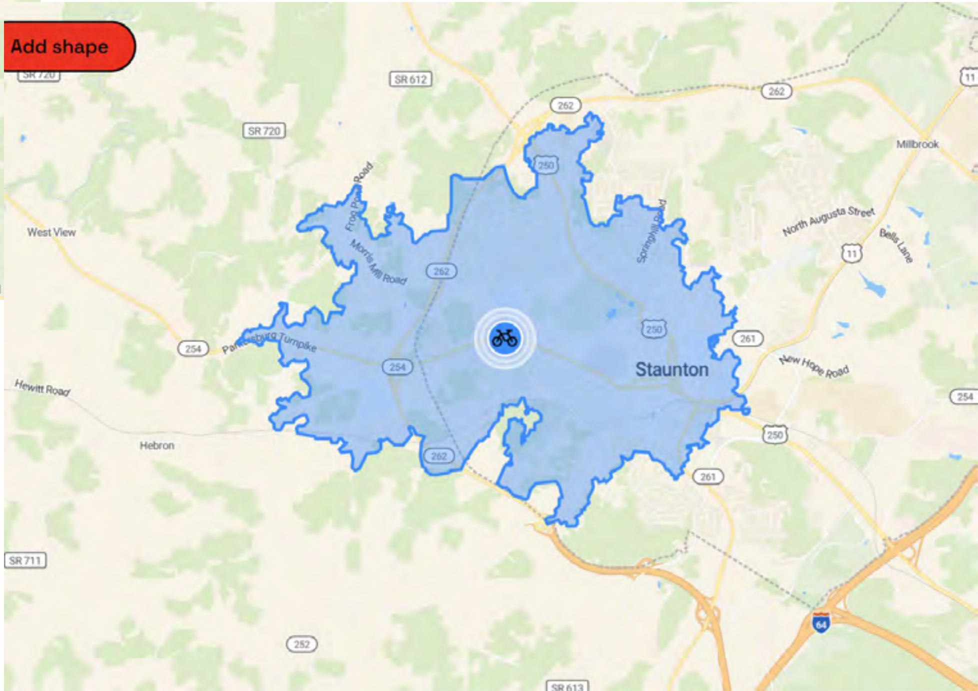
15 Minute Walk





15 Minute Bike Ride






Where does the funding come from?
NEW TRAFFIC PATTERN

VDOT Urban Maintenance Program

- VDOT Owns and Maintains the majority of Virginia's transportation network (3rd largest state DOT in the nation)
- Virginia's independent cities own and maintain their networks
- To support these jurisdictions, VDOT Urban Program provides annual reimbursements for transportation activities
- FY25 Staunton reimbursement = $5.66 million
- Eligible activities include repaving, sidewalk/curb repair, signage, pavement markings, signal maintenance, snow operations, maintenance equipment/operations, drainage and stormwater

Other Funding Sources

- Staunton's Capital Improvement Program (CIP)
  - New Sidewalk Reserve (FY14): $1.1 million ($100k to $300k, increasing to $500k in FY28)
  - CIP Bike/Ped Reserve (FY20): $0.6 million ($125k annually)
  - CIP Greenway Reserve (FY17): $0.8 million ($100k annually)
- Community Development Block Grant (CDBG)
  - As annual funding allows
  - Can fund sidewalk improvements

Repaving & Other Opportunities

- VDOT State of Good Repair Repaving (primary roadways only) → bike lanes, ADA improvements
- City Annual Repaving Projects (VDOT Maintenance Reimbursements) → bike lanes, ADA improvements
- City Utility (Water and Sewer) Projects → bike lanes, maybe sidewalks & ADA improvements

VDOT Funding Programs

SMART SCALE
Funding the Right Transportation Projects in Virginia
Applications | About

Transportation Alternatives
VDOT
Applications | About

Revenue Sharing
VDOT
Applications | About

Highway Safety Programs
VDOT
Applications | About

State of Good Repair
Locally Owned Bridges
Applications | About

State of Good Repair
Primary Extensions
Applications | About

Pre-Scoping
VDOT DRPT
Applications | About

STARS
STRATEGICALLY TARGETED AND AFFORDABLE ROADWAY SOLUTIONS

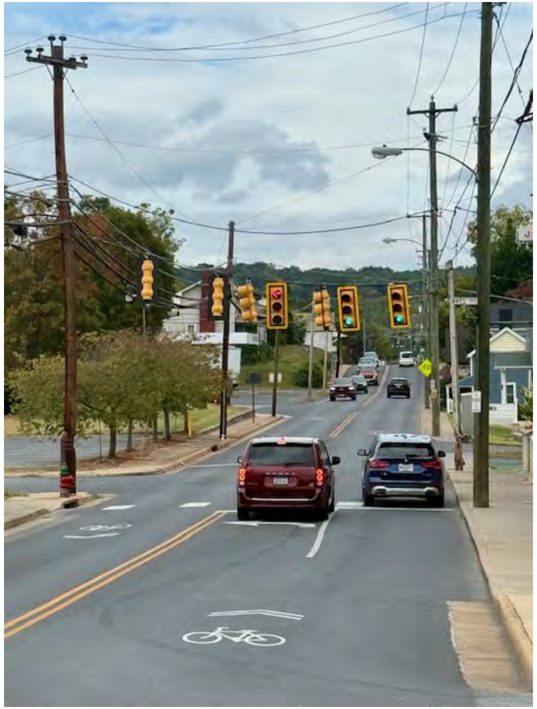
Lessons Learned

Lessons Learned

- Implementation Issues: Churchville Avenue repaving segments were too long, Maintenance of Traffic (MOT) issues, Churchville Avenue and W. Beverley Street pavement marking schedule and initial install were problematic

- Timing of project implementation: Churchville Avenue should have been better aligned with public school schedule

Lessons Learned

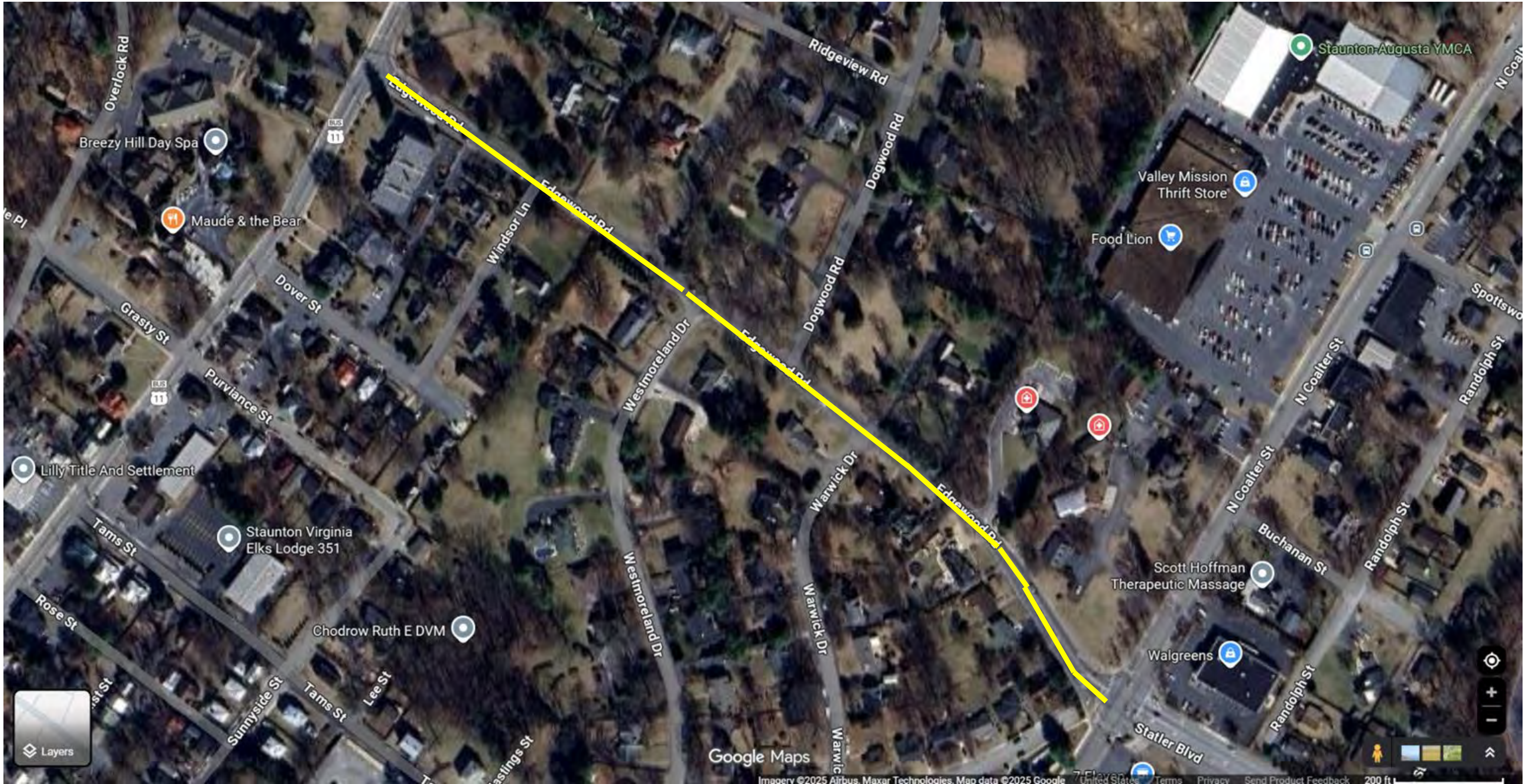


What’s next?

Edgewood Road Sidewalk

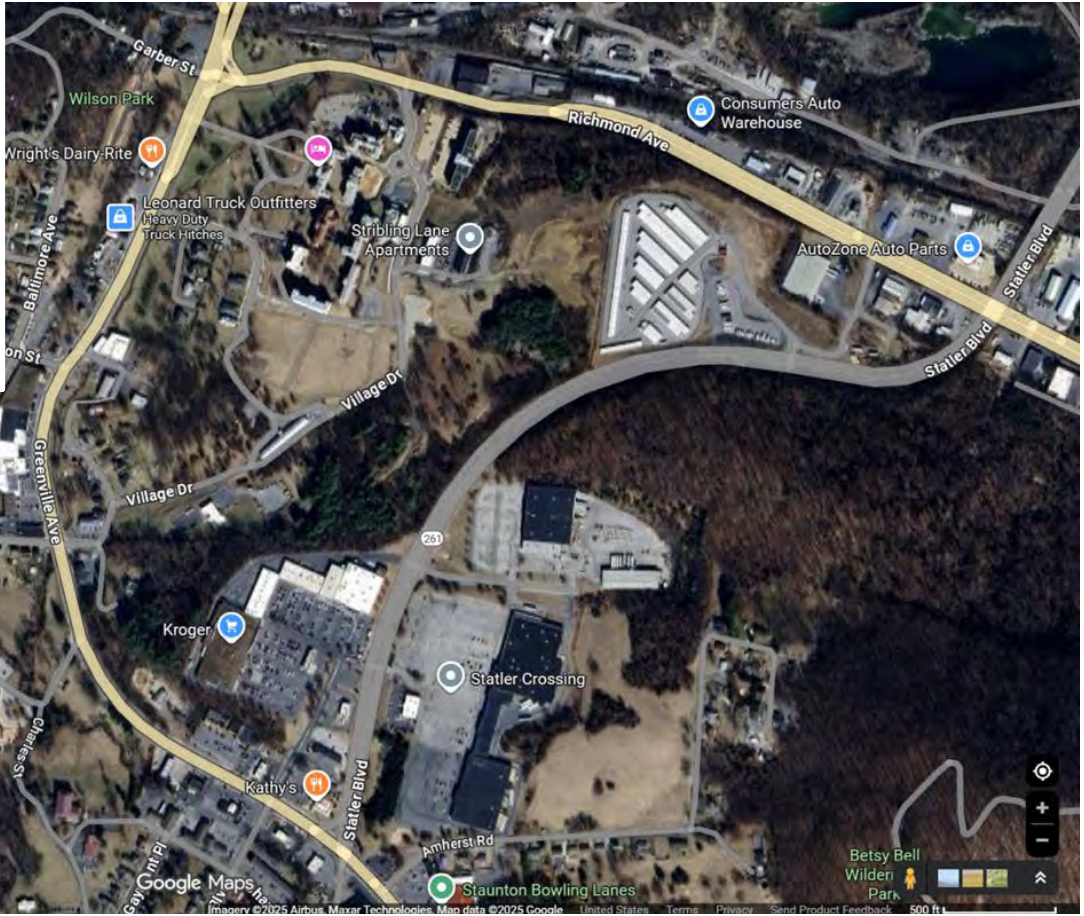
VDOT Smart Scale: $3.6 million

VDOT Rev. Sharing: $1.1 million request



Greenville Avenue Road Diet

VDOT Smart Scale: $3.7 million



Commerce Road Greenway

VDOT Smart Scale: $5.0 million

Churchville Ave. Streetscape Extension

VDOT Rev. Share: $2.2 million

Thank You

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