

Chapter 10 – Transportation

INTRODUCTION

The City of Staunton’s transportation network connects people and places to provide access and facilitate the efficient movement of goods and services. Factors influencing the City’s transportation network include the land use patterns, terrain, and transportation facilities adjacent to the City. Transportation issues facing the City of Staunton concern maintaining the existing roadway network in a state of good repair, adding non-motorized facilities, and making improvements to address safety issues. Additionally, the City’s population is aging. As the senior population segment grows, the demand for transportation alternatives will increase, and expanding services to support the senior population segment will be needed.

Addressing Staunton’s transportation needs will require the City to continue to partner with the Virginia Department of Transportation (VDOT) and the Staunton-Waynesboro-Augusta Metropolitan Planning Organization (SAWMPO) to identify and examine transportation issues and pursue funding opportunities through the Commonwealth’s transportation funding programs.

This chapter addresses the City’s transportation network in the following sections:

- Regional Transportation Planning
- System Inventory
- Transportation Network Analysis
- Planning Assumptions
- Transportation System Needs Assessment
- Project Recommendations
- Transportation Goals and Objectives

REGIONAL TRANSPORTATION PLANNING

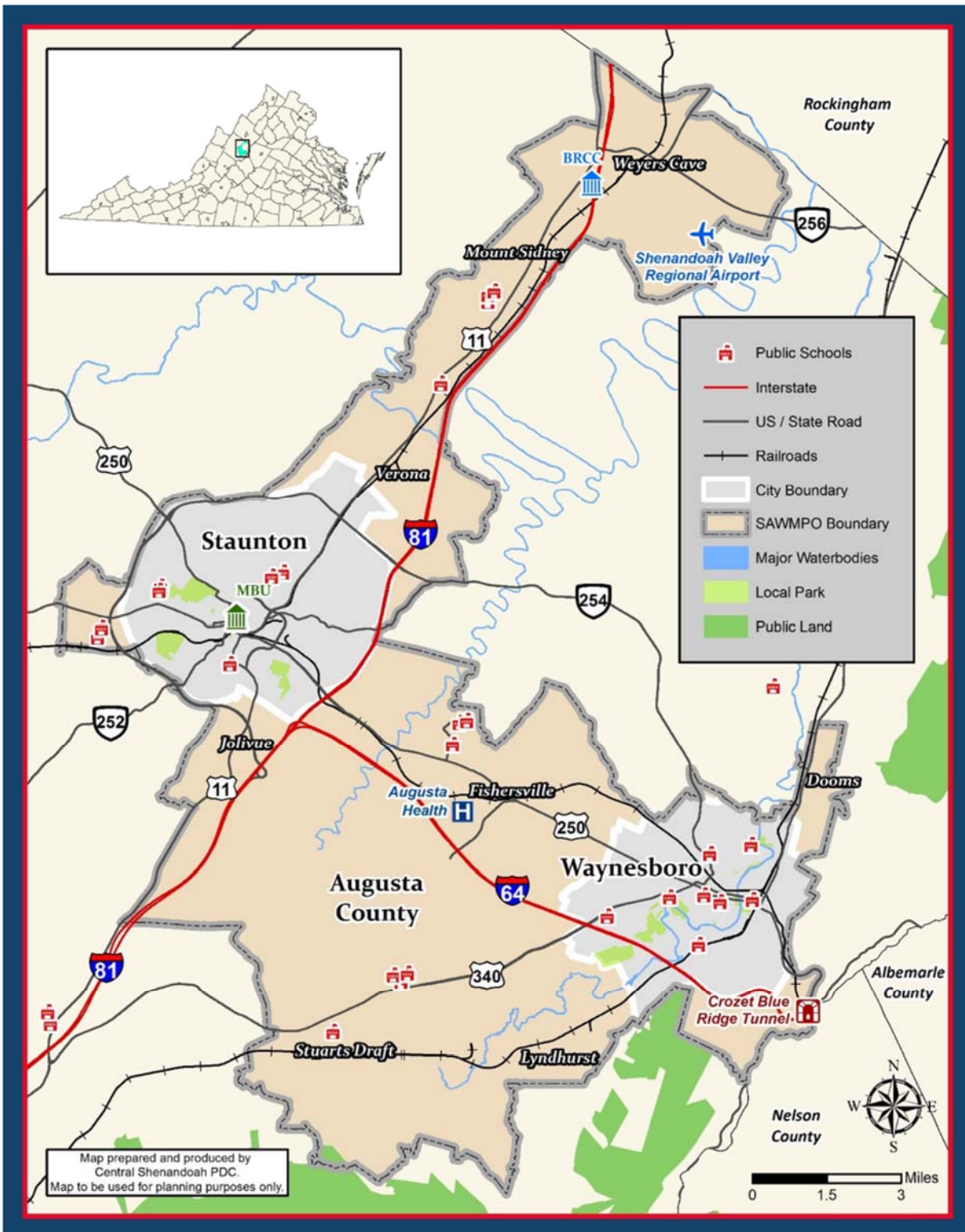
Following the 2010 Census, the City of Staunton was designated as an Urbanized Area along with the City of Waynesboro, and the urbanized portion of Augusta County between the two cities. An Urbanized Area is defined as a geographic entity which consists of a central core and adjacent densely settled area that together contain a minimum population of 50,000 with an overall population density of at least 1,000 people per square mile.

In 2012, the Cities of Staunton and Waynesboro and Augusta County formed the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO). Metropolitan Planning Organization's (MPO) are federally designated and responsible for regional transportation planning and coordination. Membership in the SAWMPO provides the City with a voice in regional transportation issues; a resource of transportation professionals; a means to communicate with state and federal officials; grant writing assistance; transportation study assistance; and an information resource regarding federal, state, and regional transportation issues.

The SAWMPO is responsible for developing and maintaining the region's federally mandated long-range transportation plan (LRTP). Adopted in 2015, the SAWMPO LRTP is a 20-year horizon planning document that provides the foundation for the region's transportation decision-making process by establishing regional transportation goals, evaluating the transportation network, and identifying plan implementation strategies. It also provides local decision-makers with the opportunity to understand the broader social, economic, and environmental impacts of transportation and land-use decisions.

The LRTP is developed in partnership with MPO members, VDOT, and stakeholders to identify local and regionally significant transportation projects that improve system performance and address transportation and transit needs. Projects selected for the LRTP are identified through a comprehensive examination of the region's growth, demands, needs, and demonstrate the best use of public funds. The SAWMPO LRTP is scheduled to be updated in 2020. Map 10-1 shows the SAWMPO boundary.

Map 10-1 - Staunton-Augusta-Waynesboro MPO Boundary



SYSTEM INVENTORY

This section inventories the City's existing transportation network. This inventory includes a list of roads, bridges and culverts, sidewalks, parking facilities, public transit, and passenger and freight rail. There are 182.21 miles of roadways in Staunton, and the City covers an area of 19.98 square miles. A tabular inventory of the City's roadways is provided in Table A-1 in Appendix A.

Roads

The City of Staunton is bounded by I-81 to the east and VA 262 to the north, south and west. The key corridors providing access in and out of the City are US 11, US 250, and VA 262. These corridors serve as the City's main thoroughfares and provide access to I-81 and I-64.

VA 262 is a bypass around the City connecting to I-81 in the south at Exit 220, and to the north at Exit 225. This bypass routes traffic west of the city and provides an alternative route for truck traffic to access I-81 and I-64 to the east and US 250 to the west, enabling large trucks to bypass the narrow city streets of the Downtown Business District, and decreasing truck movements through Staunton.

US 250 (Richmond Road) and US 11 serve as gateway corridors for the City. US 250 is a 4-lane divided road with center turn locations that provides direct access to I-81 at the Exit 222 interchange. US 11 (Greenville Avenue) is a 4-lane roadway with a center turn lane and serves as a commercial corridor in the southern part of the City from US 250 to VA 262. US 11 (Commerce Road) in the center city area serves as a bypass for vehicles around the downtown area. This section of US 11 is a four-lane divided road. US 11 (Commerce Road) in the northern part of the City is a two-lane roadway that connects to VA 262.

The Downtown Business District is a gridded road network bounded by Churchville Avenue to the north, Coalter Street to the east, Middlebrook Avenue to the south, and Jefferson Street to the west. The CSX rail line operated by Buckingham Branch Rail Road also provides a geographical limit for the southern boundary of the downtown area. Roads in the downtown area are two-lane, and several streets only support one-way traffic movement. Streets in the downtown area are narrow, and many intersections are difficult to navigate for heavy vehicles due to the narrowness of the roads and tight turning angles. On-street parking is present on most streets in the downtown area. The speed limit in the downtown area is 25 miles per hour.

Citywide traffic volumes and congestion are moderate and are within acceptable levels with

no road demonstrating a Level of Service rating below D. Non-motorized facilities are limited with poor connectivity between the existing sidewalk network, and no dedicated bicycle facilities. The limited pedestrian network and lack of bicycle facilities can be partly attributed to older narrow roads and geometric issues that make expanding the City's non-motorized infrastructure difficult.

Functional Classification

A roadway's functional classification is based on mobility and accessibility. Mobility is measured in respect to the ability of traffic to pass through a defined area in a reasonable amount of time. Accessibility is measured in terms of the road system's capability to provide access to, and between land uses within a defined area. Functional class is used to determine Federal-aid funding eligibility, establish design standards, and quantify funding for locally maintained roads.

There are several roadway functional classifications found in the City of Staunton. The following provides a description for each roadway functional classification type found in Staunton's roadway network. Table 10-1 summarizes Staunton's roadways by functional class and total miles. Map 10-2 illustrates Staunton's roadway functional classifications. Additional roadway details can be found in Table A-1 in Appendix A.

Primary Roads

Staunton's primary roads are US 250, US 11, State Routes 262, 252, 254 and Statler Boulevard. These facilities are two-lane undivided, four-lane divided roads, or freeway/expressways. They have higher traffic capacities, carry a greater proportion of through traffic, and have higher posted speeds.

Principal Arterials

Principal Arterials are the highest road classification in the City. These facilities serve longer travel distances, have greater vehicle capacities, higher posted speeds (45 mph and above), and limited access. Arterials typically connect to one another, and to collector roads, and less frequently to local streets. Principal Arterials include US 250 (Richmond Road) and US 11 (Greenville Avenue), and VA 262 (Woodrow Wilson Parkway).

Minor Arterials

Minor Arterials serve trips of moderate length, have more closely spaced intersections, more driveways, lower posted speeds, and distribute traffic to smaller areas. Minor Arterials located include segments of West Beverley Street (VA 254), Statler Boulevard (VA 261), and Commerce Road (US 11), and North Augusta Street.

Collectors

Major Collectors move traffic from local streets to their ultimate destination by collecting traffic from local streets and feeding it to larger arterial roads. Major Collectors have lower posted speeds (45 mph and below) and are shorter in length than arterials. Major Collectors in the City include Churchville Avenue (US 250), and Coalter Street.

Minor Collectors provide traffic circulation and greater access to lower density residential and commercial/industrial areas. Operating characteristics of Minor Collectors include lower posted speeds, and fewer signalized intersections. Minor Collector roads in the City include segments of Straith Street, New Street and Johnson Street.

Local Roads

Local roads provide access in and between developments, provide mobility access for in-town short distance travel, and have lower posted speed limits. Local roads typically connect to one another, to Collector Streets, and less frequently to arterials. Local roads are not identified in the VDOT Roadway Inventory.

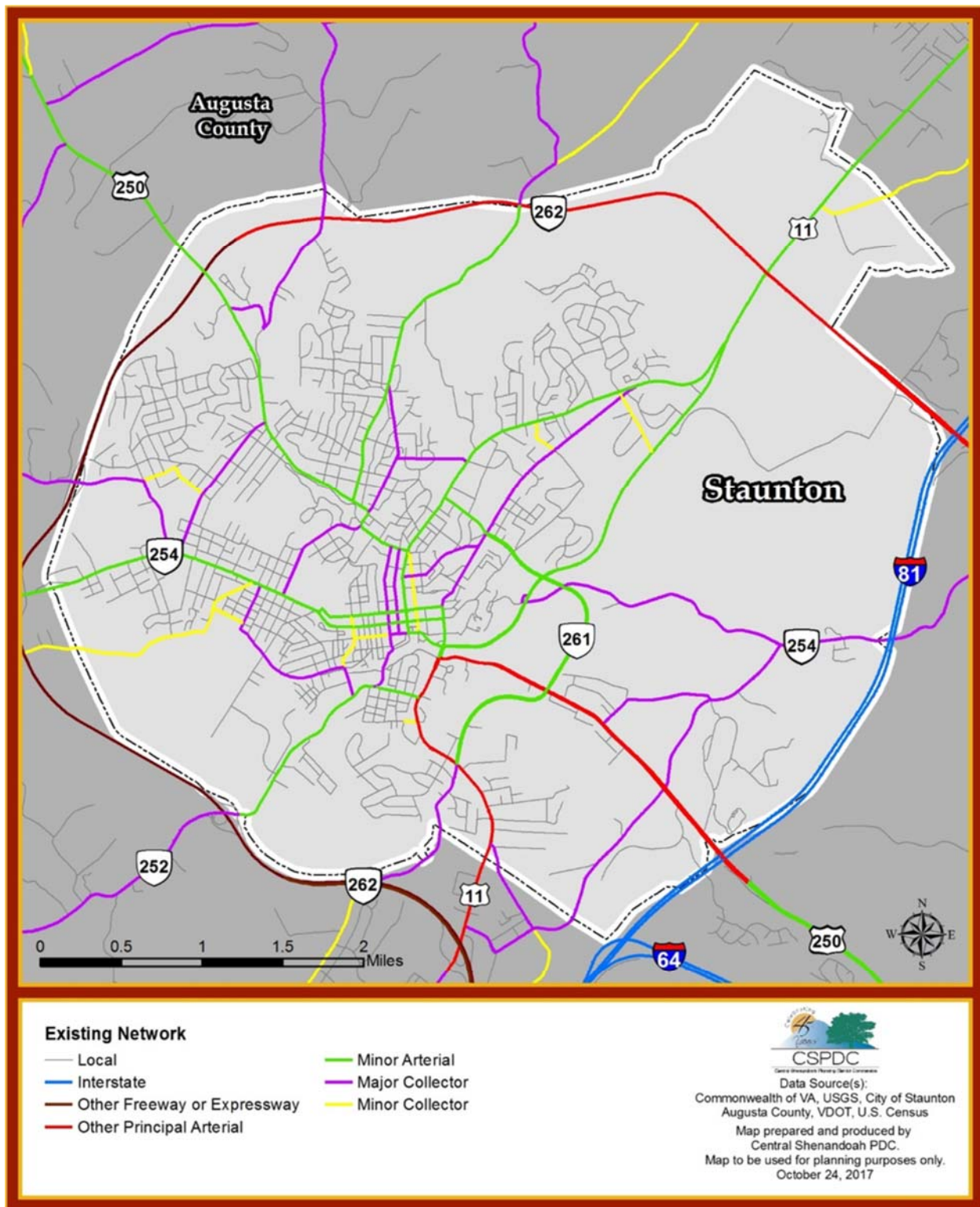
The City maintains 286.6 moving lane miles of streets and 134.8 linear miles of streets, 18 bridges and culverts, more than 680 acres of right-of-way, 50 miles of storm drain, and 48 traffic signals. Local roadway management include maintenance for local streets, traffic signals, street signs, and snow removal.

Table 10-1 - Road Miles by Functional Class - City of Staunton

Functional Class	Total Miles
Freeways & Expressways	1.02
Principal Arterial	7.67
Minor Arterial	19.90
Major Collector	16.60
Minor Collector	3.02
Local	134.00
Total	182.21

Source: VDOT – 2017 Statewide Planning System Data

Map 10-2 - Roadway Functional Classification - City of Staunton



Bridges & Culverts

Bridge and culvert sufficiency is rated on a scale of 0 – 9. Structures with a sufficiency rating of 0-4 are considered to be in poor condition, 5-6 are considered to be in fair condition, and structures with a rating of 7-9 are considered to be in good condition.

10 bridges and 8 culverts are maintained in the City. These structures, identified on the VDOT Bridge and Culvert List and shown in Table 10-2, are inspected biannually by VDOT to assess structure, surface, and sub-surface sufficiency. None of the bridges or culverts identified have a sufficiency rating below 6, indicating that these facilities are in acceptable condition.

Table 10-2 - Bridges and Culverts, City of Staunton - 2017

Route Name	Type	Year Built	Sufficiency Rating	Road System
Bridges				
Greenville Road	Bridge	1936	7	Primary
WBL Rt 250	Bridge	1969	7	Primary
EBL Rt 250	Bridge	1994	7	Primary
Pump Street	Bridge	1900	7	Urban
Mill Street	Bridge	2001	6	Urban
N. Frontier Drive	Bridge	2001	7	Urban
Rt 11	Bridge	1950	7	Primary
Statler Blvd.	Bridge	1979	7	Primary
Rt. 11	Bridge	1950	6	Primary
Lewis Street	Bridge	1989	7	Urban
Culverts				
North Service Rd	Culvert	1997	7	Urban
Rt 11	Culvert	1960	6	Primary
Lacy B King Way	Culvert	1997	7	Urban
Rt 252 SE Access Rd.	Culvert	1997	7	Urban
Middlebrook Ave.	Culvert	1997	7	Primary
Church Street	Culvert	1993	7	Urban
Rt 250	Culvert	1979	6	Primary
Statler Blvd.	Culvert	1979	7	Primary

Source: VDOT Bridge and Culvert Inventory

Parking, Commuter Services, & Non-motorized Facilities

Parking

The City has 949 off-street and approximately 917 on-street parking spaces in the downtown district. Parking facilities include surface lots, 2 parking garages, and on-street parking. City-operated parking garages are located on Johnson Street at the corner of South New Street behind the Stonewall Jackson Hotel, and on Johnson Street between Lewis Street and Church Street behind City Hall. A DC Fast electric vehicle charging facility is available in the Greenville Avenue Parking Lot at the southeast corner of Johnson Street and New Street in the City's Downtown Business District.

Park and Ride Facilities

Currently the City does not have Park and Ride facilities; however, a park and ride lot at the Staunton Crossing development located off US 250 near the I-81 Exit 222 interchange is planned and funded through the City's Staunton Crossing extension project.

RideShare

The region's Rideshare program is managed by the Central Shenandoah Planning District Commission. This program offers ridesharing opportunities to residents and employers through the coordination of carpool, schoolpool, and vanpool programs in the Central Shenandoah Valley. The RideShare Program supports alternative transportation modes to reduce traffic congestion and increase mobility options. The RideShare program provides a Guaranteed Ride Home program to ensure that participants are provided a free ride home in the event of a personal emergency or other unforeseen event.

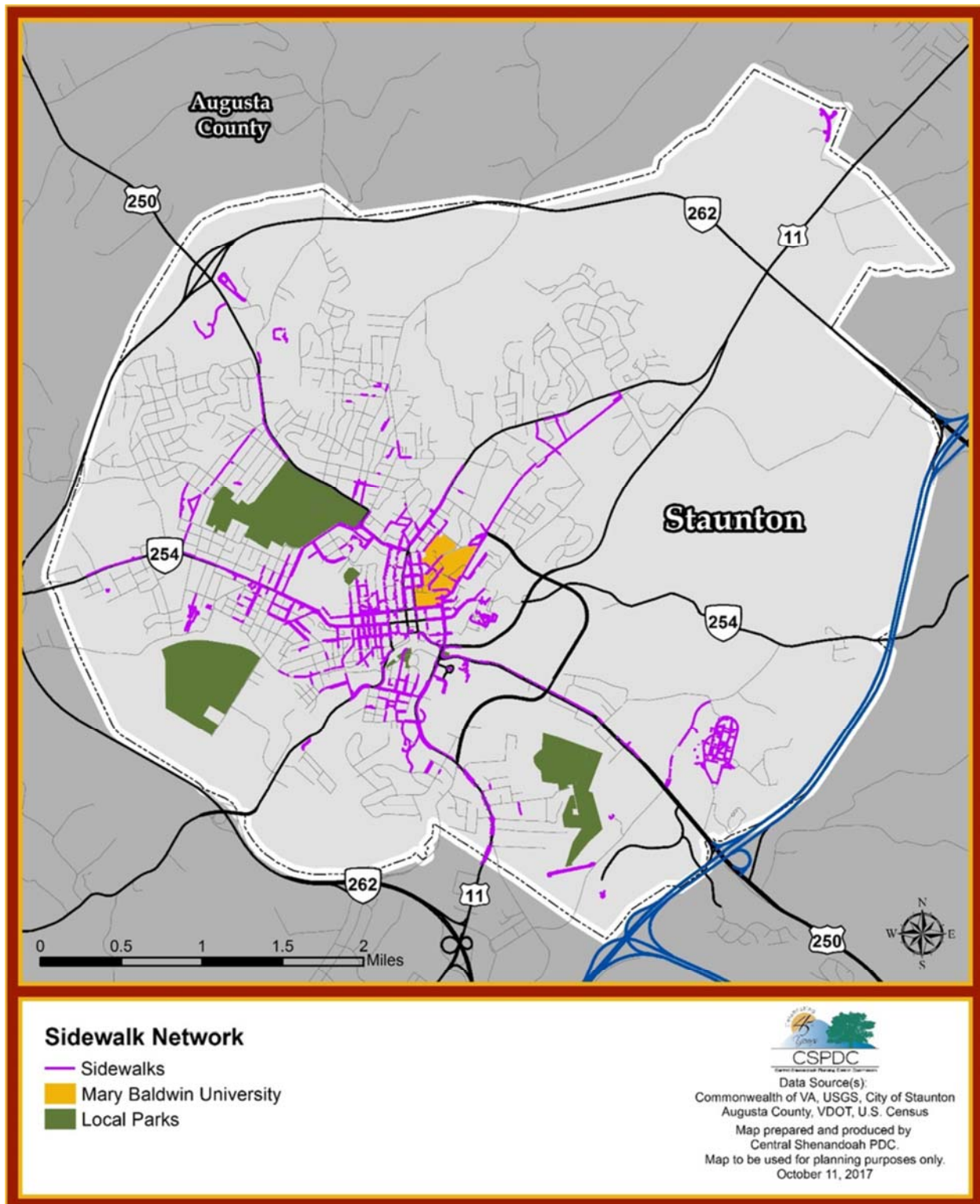
Sidewalks & Bikeways

Staunton's existing sidewalk network is largely concentrated in the downtown business district, and along major roadways. Map 10-3 illustrates the City's existing sidewalk network and shows the majority of the City's outlying neighborhoods do not have sidewalks, and neighborhoods with sidewalks lack connectivity to other sidewalks. These gaps in the City's sidewalk network create a challenging environment for pedestrians who often must walk along roadside shoulders and in travel lanes to reach their destination. Factors contributing to the City's lack of sidewalks include an older street network, narrow street widths, and minimal building set-backs.

There are no designated on- or off-road bicycle facilities within the City, increasing the risk for bicycle/vehicle conflicts as cyclists must ride in vehicle travel lanes. Challenges to developing a user-friendly bicycle network in the City include steep terrain, narrow roadways, on-street

parking, and limited building setbacks. The Staunton Bicycle & Pedestrian Plan has been developed and is included in Appendix B. This plan identifies new bicycle routes and improvements needed to improve non-motorized connectivity, expand mobility options, and promote access. Bicycle and pedestrian improvements will be made using Complete Streets principals that are appropriate to a facility's function and context to ensure that all transportation facilities in Staunton provide safe options for all users.

Map 10-3 - Sidewalk Network - City of Staunton



Public Transit

Transit service is provided by the Blue Ridge Interregional Transit Express (BRITE). BRITE offers fixed-route and on-demand services providing intra- and inter-City connections; and a downtown trolley that provides service in and around the City's historic downtown district. BRITE's transit hub is located on Lewis Street in central Staunton. All BRITE vehicles are equipped with bicycle racks. Map 10-4 displays BRITE's routes and the Downtown Trolley operations.

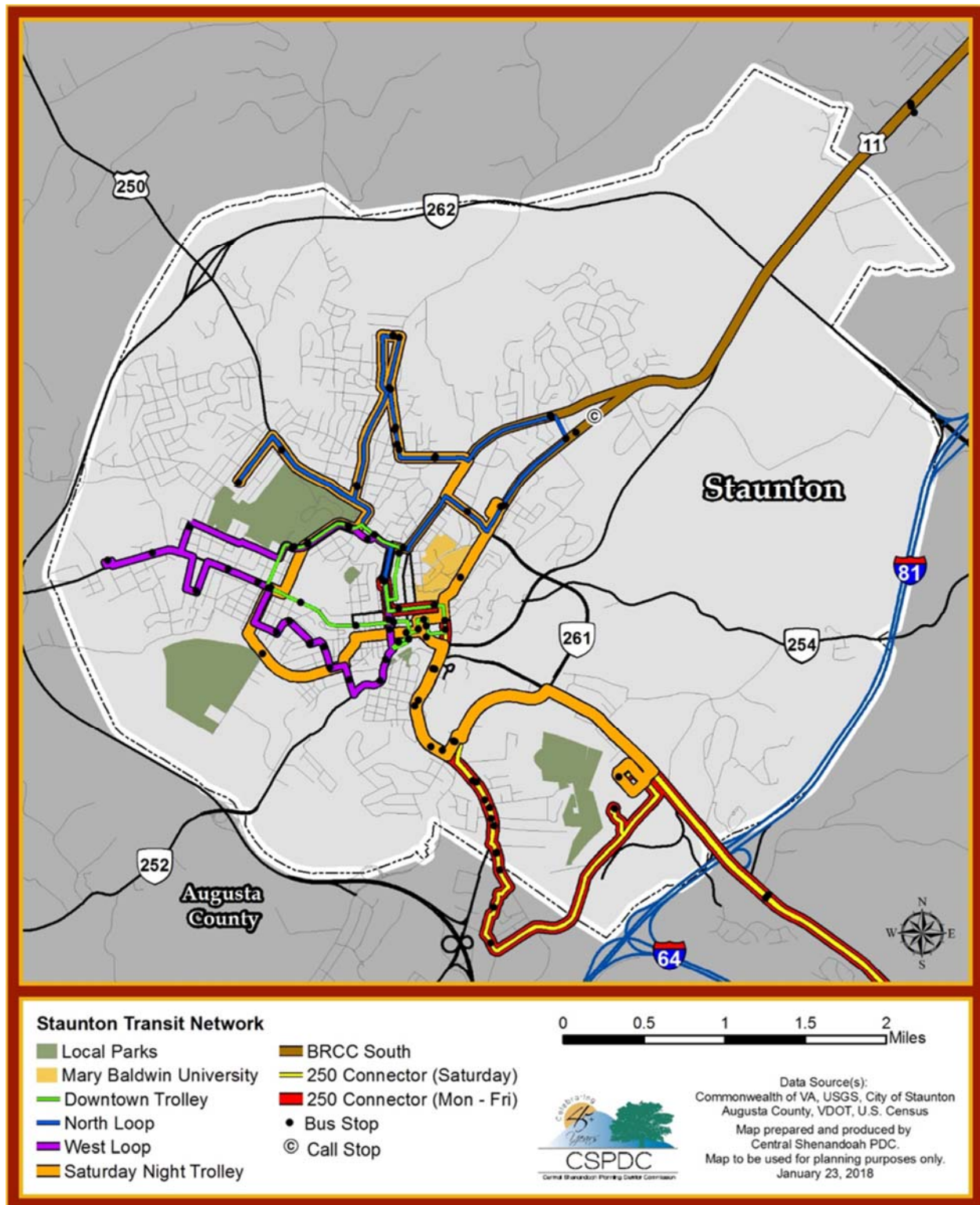
BRITE's operations in Staunton consist of BRITE's North and West Loop routes, and the Downtown Trolley. The North and West Loop routes connect residents in outlying neighborhoods to the City's commercial and retail businesses, and to BRITE's regional transit operations. The North Loop route operates Monday through Friday. There is no weekend service.

The Downtown Trolley operates in Staunton's historic Downtown and operates on a summer and winter schedule. The summer schedule runs from May to October and operates Monday through Friday from 10:00 AM to 9:00 PM, and on Saturdays from 10:00 AM to 6:00 PM. A Saturday Night Trolley service also operates from 6:00 PM to 9:00 PM during the summer. The Downtown Trolley winter schedule runs from November through April, operating from 10:00 AM to 6:00 PM.

Regional transit service is also provided by BRITE with connections to City of Waynesboro and portions of Augusta County via BRITE's 250 Connector, and to the City of Harrisonburg via the Blue Ridge Community College (BRCC) Shuttle.

On-demand and deviated fixed-route service is also provided by BRITE. On-demand service provides boarding assistance for passengers with special boarding needs. Deviated fixed route bus service is defined as fixed bus route that operates at fixed times, but may deviate to pick up or drop off passengers who have requested the deviation. All of BRITE Transit's vehicles are handicapped accessible and equipped with wheelchair lifts. Passengers who request on-demand and deviated fixed-route service must meet eligibility criteria as defined by the American with Disabilities Act, and schedule service in advance.

Map 10-4 - BRITE Transit Routes



Rail Service

Passenger Rail

Passenger rail is provided by Amtrak's Cardinal Line which runs from Chicago to Boston, and connects Staunton to in-state locations of Charlottesville, Culpepper, Manassas, and Alexandria to the east, and Clifton Forge to the west. Westbound and eastbound service is available three days a week. In 2016 there were 6,250 boardings and alightings at the Amtrak station in Staunton's Wharf Area Historic District, however there is no ticket office or passenger assistance available. Passenger rail share rail lines with CSX and Buckingham Branch freight rail operations.

Freight Rail

Two Class I railroads, Norfolk Southern Corporation and CSX Transportation, pass through the City of Staunton. Norfolk Southern operates on approximately 5-miles of track in the City. CSX operate approximately 5-miles of track that run in an east/west direction through the City.

In addition to the two Class I freight railroads, two short-line railroads, Buckingham Branch Railroad (BBRR) and the Shenandoah Valley Railroad (SVRR) maintain operations in and through the City. Primary commodities carried by these two short-line rail include agricultural, forest, industrial, stone aggregates, and food products. The BBRR Richmond and Alleghany Division operations share rail lines and operate on approximately 5-miles of tracks shared with CSX that run in an east/west direction. SVRR shares operations on a north/south section of track with Norfolk Southern from Staunton to Pleasant Valley running parallel to the I-81 corridor. The SVRR and BBRR interchange with each other in the City to connect to the primary north/south Norfolk Southern rail line. Map 10-5 illustrates the SVRR and BBRR rail lines in the City of Staunton.

Map 10-5 - Rail Lines - City of Staunton



TRANSPORTATION NETWORK ANALYSIS

Identifying development patterns and trends and forecasting where future growth and development are likely to occur is essential to making sound transportation planning decisions and infrastructure investments. The following planning assumptions have been used to identify where the existing transportation network will need to be improved to meet demands generated by future growth and land uses.

Population

Population projections help us to understand how a community is growing and changing. These projections are used to make informed decisions associated with land use, employment, public services and transportation facilities. Population growth in the City may place additional demands on existing roadway and transit networks. Roadway safety and congestion are addressed at greater length in the Transportation System Needs Assessment section of this Chapter. Table 10-3 provides the population growth estimates for the City.

Between 2010 and 2040, Staunton's population is projected to grow by 7.14%, from 23,746 persons in 2010 to 25,442 persons in 2040. While the population of the City is projected to increase through 2040, growth will be modest, and is consistent with the City's historical growth patterns.

Table 10-3 - Population Projections 2020 -2040

Years	Total Population	Total Growth	% Change
2010	23,746	-	-
2020	25,238	1,492	6.28%
2030	25,519	281	1.11%
2040	25,442	-77	-0.30%
Total Change		1,696	7.14%

Source: Weldon Cooper Center for Public Service - 2017

Senior Population (65+)

As the senior population grows in the City, this population segment's demand for transportation assistance to access everyday activities such as shopping and medical services will increase. In 2015, Staunton's senior population was 4,849, or 20% of the City's total population. The City's senior population is projected to continue to grow through 2040 to 6,271 persons, or 24% of Staunton's total population.

In addition to the growing senior population in the City, the 2015 American Community Survey shows that 44% (2,042 persons) of Staunton's senior population claim a disability. This segment of the senior population typically requires additional assistance boarding and alighting transit vehicles. Providing personnel to assist with passengers with boarding and alighting vehicles will require additional training and specialized vehicles to accommodate their needs. As the senior population segment grows, the City will need to address this population segment's transportation needs.

Workforce & Commuting

Commuting to and from work creates morning and evening peak hour demand on the transportation network and generates the need for operational and safety improvements to ensure the transportation network operates in a safe and efficient manner. Identifying commuting patterns and heavily used routes allows planners to develop strategies to improve safety and alleviate congestion and delays.

Workforce

The 2015 American Community Survey (ACS) shows 11,192 residents in Staunton are in the workforce, and that 73% of the City's residents commute to work outside the City. Many of the City's residents in the workforce commute to jobs within Augusta County or the City of Waynesboro. Other commuting destinations include Rockingham County, Harrisonburg, Albemarle County, and the City of Charlottesville. 27% of the City's residents work within the City.

75% percent of people employed in the Staunton reside outside of the City. Many of these workers commute into the City from the City of Waynesboro and Augusta County, with US 250 serving a main corridor for many of these commuters. Table 10-4 shows the number of workers commuting in and out the City.

Table 10-4 – 2015 City of Staunton – Workforce Commuter Data

2015 – City of Staunton – Population Workforce	
Staunton Residents - Employed in Staunton	3,067
Staunton Residents – Employed outside of Staunton	8,125
Living Outside Staunton & Employed in Staunton	9,109

Source: 2015 American Community Survey - City of Staunton

Commuting Characteristics

Commuting characteristics from the 2015 ACS show that 83% (9,970 persons) of City residents commute to work by automobile, and that 83% (9,292 persons) drive alone. Carpools accounted for 6% of the commuting workforce, and less than 1% of commuters use transit. The remaining 10% either walked, worked from home or used other means to travel to work. The large share of single-occupant commuters may be attributed to factors such as low congestion on the City's roadways, free parking for workers in most parts of the City, and limited transportation alternatives such as bike lanes and commuter transit service. The average travel time for commuters is 19 minutes. Table 10-5 shows commuting characteristics by travel mode.

Table 10-5 - Staunton Commuter Mode Characteristics

City of Staunton – Commuting Mode Characteristics, 2015		
Commuting to work (16 and over)	11,224	-
Automobile – single occupant	9,292	83%
Automobile – carpooled	678	6%
Public transportation (excluding taxicab)	51	1%
Walked	554	5%
Other means	237	2%
Worked at home	412	3%

Source: 2015 American Community Survey for the City of Staunton: US Census

Land Use

Identifying and understanding the connections between transportation and land use are important to developing, operating and maintaining a safe and reliable transportation network. As growth occurs, investments by both the public and private sectors will be necessary to maintain and improve Staunton's transportation network through spot and network wide improvements. Map 10-6 shows the City's future land use designations.

Residential Land Use

As of 2018, approximately 2,813 acres of vacant land is zoned for residential use in Staunton.

Larger tracts of land designated for future residential use include property in the northern part of the City on VA 262 between US 11 and Spring Hill Road (VA 613) with assigned traditional neighborhood and planned residential uses. Low density residential use is located in the western section of the City off VA 262 between VA 613 and VA 254. In the southern section of the City, low density residential is assigned to property between VA 252 and US 11.

Multi-family development is currently occurring in the eastern part of the City on US 250 (Richmond Road Corridor). Development includes the recent expansion of the Big Sky Apartments at US 250 and Community Way, and The Villages located at the intersection of US 250 and Greenville Avenue. The Augusta Woods development, although not in the City's jurisdictional limits, should be considered as a factor contributing to traffic movement in the City due to its access of US 250 from Frontier Drive.

In the southern part of the City, new multi-family development is taking place along Middlebrook Road adjacent to VA 262. Thirty-two new multi-family units are currently approved for this area, and additional multi-family development is planned in the near future.

Commercial & Industrial Land Use

New commercial development is currently concentrated on US 250 adjacent to I-81 at Staunton Crossing, and at Frontier Center.

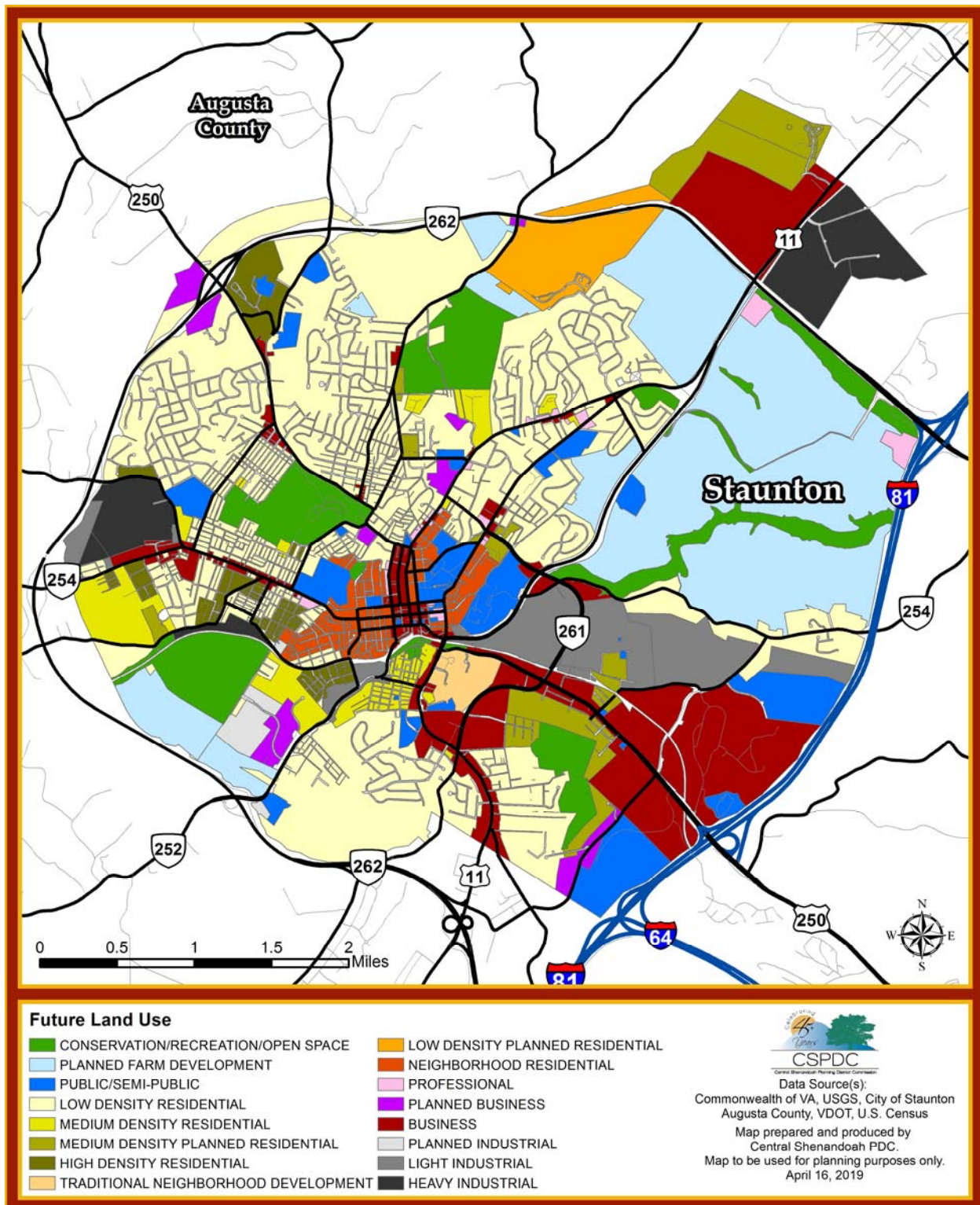
- Staunton Crossing is a 279-acre mixed commercial development that will include hotels, restaurants, and businesses on the northern side of US 250 across from the Frontier Center development. Staunton Crossing Way is currently being improved to support the development and provide a future second access via National Avenue to the north. Extending Staunton Crossing Way will provide relief to the Richmond Road corridor and provide a secondary access to Staunton Crossing. Currently 25 acres are under development at Staunton Crossing.
- Frontier Center is a 140-acre development site located on the southern side of the US 250, across from Staunton Crossing, and adjacent to the I-81 Exit 222 interchange. 11 acres are currently being developed (Phase 1). Development plans for the Frontier Center include a mix of commercial uses including a hotel, restaurants, and retail. A second access to the Frontier Center is listed as Project #4 in the Project Recommendation section.

Industrial Use

Industrial use is concentrated in the Green Hills Industry and Technology Center located on US 11, just north of the US 11/VA 262 intersection; in the southwestern section of the City adjacent to VA 254 on Buttermilk Springs Road; and in the eastern part of the City between VA 254, Statler Boulevard (US 261), and National Avenue. This area includes stock yards, an auto yard, and mining operations. Traffic generated by these locations is not expected to impact general traffic movement in the City due to their locations and ease of access to primary roads. Improvements at the US 11 and VA 262 intersection may be necessary to accommodate future development at the Green Hills Industry and Technology Center.

The Greenville Avenue and Middlebrook Avenue corridors in the south and southwest portions of the City are zoned for planned business and planned industrial uses. While these corridors could redevelop and intensify in use, they are not expected to do so at this time.

Map 10-6 - Future Land Use



Autonomous Vehicles

Advances in autonomous vehicle technology are rapidly being introduced in new consumer market vehicles. As this technology evolves, the City should begin to consider how autonomous vehicle technology will impact the City's existing transportation network, and how the City considers and prioritizes future transportation infrastructure investments. The City should continue to work with the SAWMPO and VDOT to monitor the development of federal and state autonomous vehicle policies and initiatives and consider developing transportation investment strategies, and policies in accord with federal and state policies to support the use of autonomous vehicles on public roads.

Roadway Capacity & Congestion

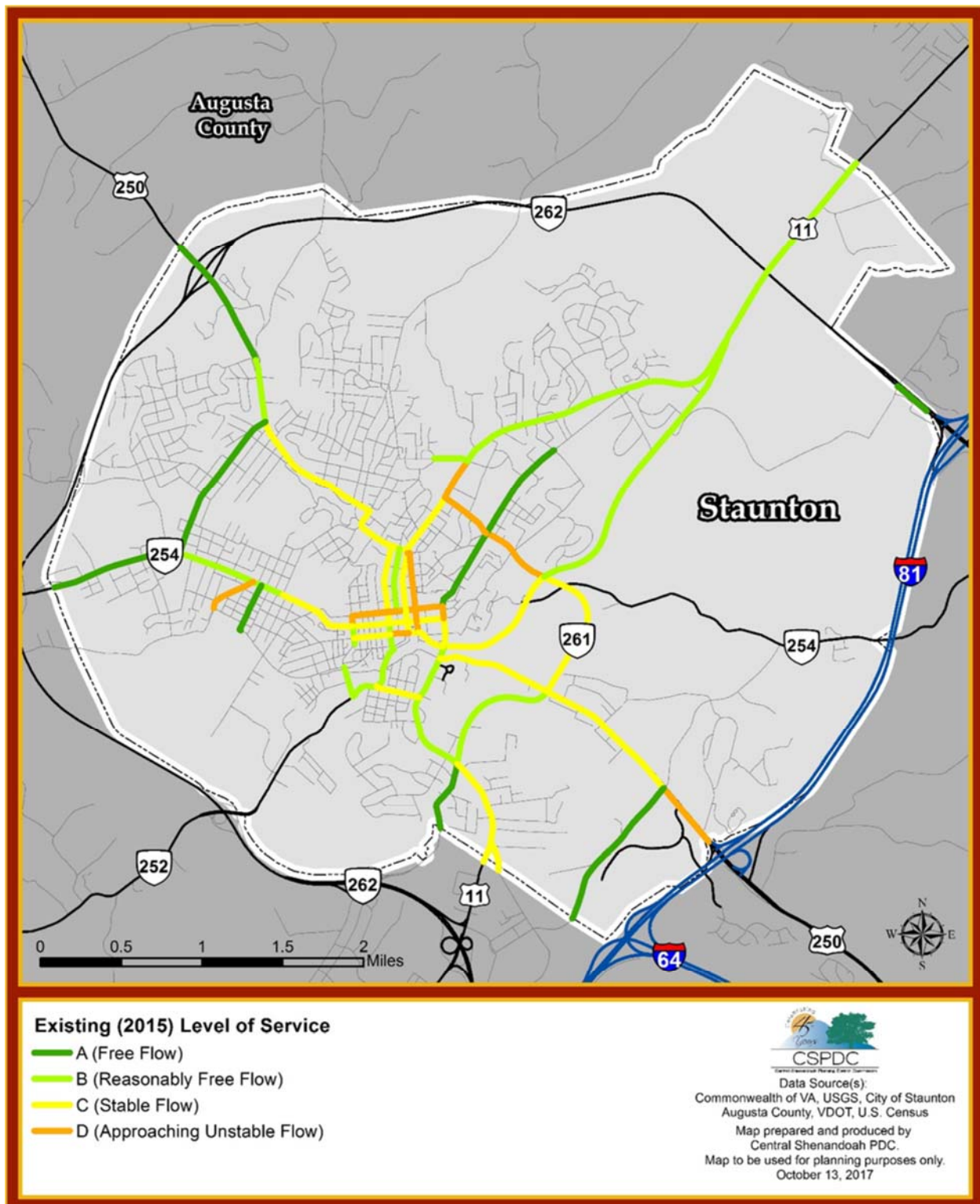
Roadway capacity is the volume of traffic that can travel over a section of road under normal operating conditions. Congestion is a term used to describe the transportation network's condition that occurs when the number of vehicles using a section of road increases to a point that the volume of vehicles interferes with normal roadway operating conditions. Congestion is often characterized by slower speeds, longer travel times, and increased vehicle queueing. Congestion occurs when traffic demand is great enough that the interaction between vehicles slows the speed of the traffic stream. When capacity and congestion are combined, they describe a road's ease of movement and is referred to as Level of Service (LOS).

Level-of-Service (LOS)

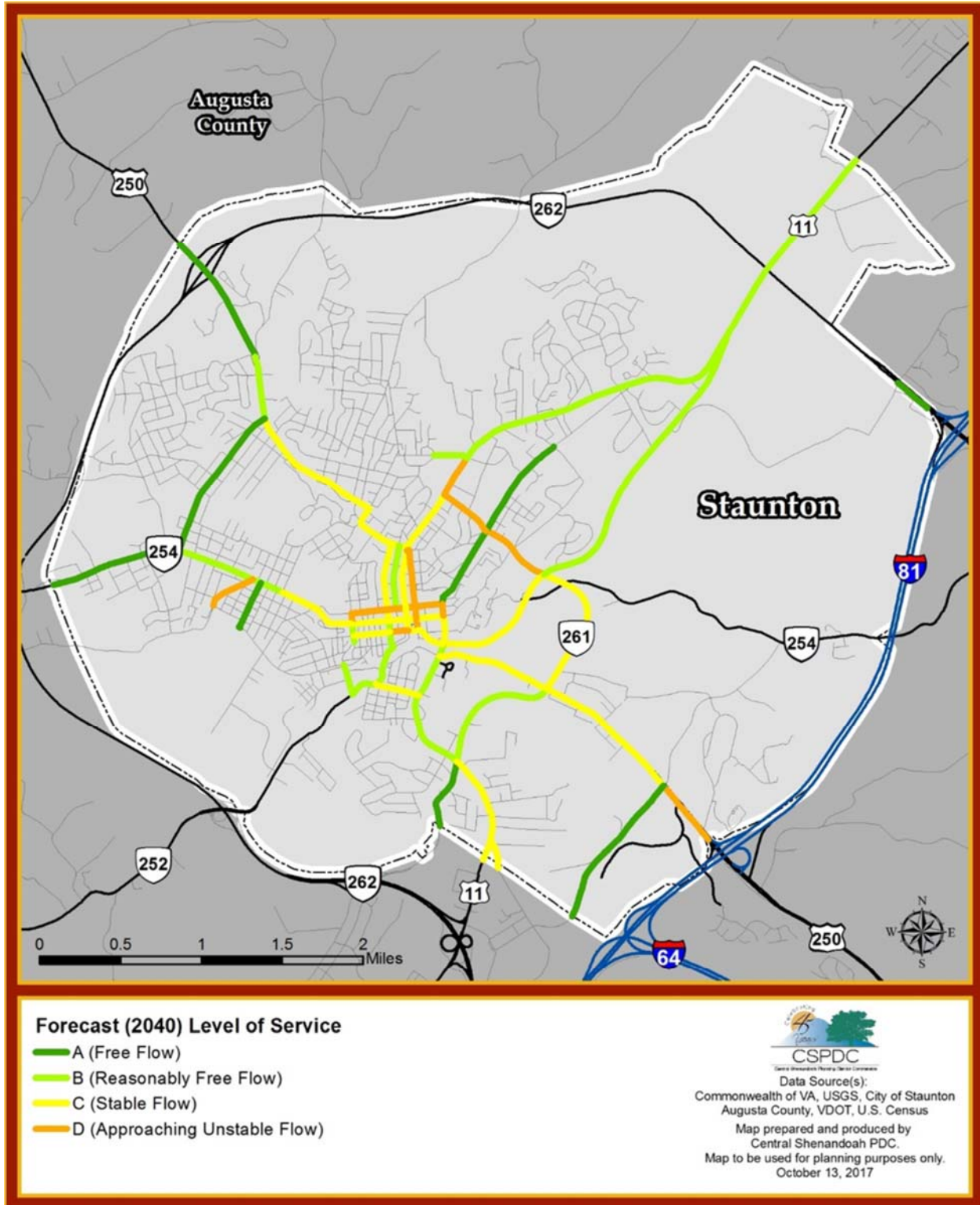
LOS indicates the degree of service provided by a facility based on its operational characteristics. LOS refers to a measurement that reflects the level of traffic flow on a scale of A to F, with free-flow being rated LOS-A and heavily congested conditions rated as LOS-F. Map 10-7 illustrates the current LOS for roadways in the City of Staunton.

Citywide, roadway reliability and operating conditions are good, with 82% of the roads rated with a LOS of C or higher. Roads within the Downtown Business District do show a slightly higher rate of congestion; however, this is generally acknowledged to be an indicator of robust economic activity, and not a significant concern. Forecasted LOS shows that the majority of Staunton's roads will maintain a LOS C or higher through 2040. Map 10-8 illustrates forecasted 2040 LOS for the City.

Map 10-7 - Existing Level of Service - City of Staunton



Map 10-8 - 2040 Forecast Level of Service - City of Staunton



Safety

Providing a safe transportation network is directly related to providing an efficient transportation network. Crashes cause congestion, economic loss, injuries and sometimes the loss of life. When analyzing crash data, it is important to note that there are usually multiple underlying reasons for each crash. These include roadway geometry, weather conditions, driver behavior, traffic operations, on-road or roadside hazards, and construction activity. A crash analysis was performed for the years 2012 through 2016 using recorded crash data from the VDOT Tableau Crash Tool database.

Crashes

Crashes are identified by crash type, and by severity categories, including Property Damage Only (PDO), Injury, and Fatality. Crash data was reviewed to identify the total crashes for each category to determine the total percentage of crashes occurring along each corridor. Average annual crashes show the average number of crashes occurring on a specific segment of road.

There were 2,085 crashes citywide between 2012 and 2016. These crashes resulted in 747 recorded property damage only incidents, 1,338 recorded injuries, and 3 fatalities. There were 30 recorded crashes involving pedestrians with 31 recorded injuries and no fatalities. Crashes involving bicycles were not available from the VDOT Tableau Crash Tool database. The average annual number of crashes citywide is 417, and the crash rate is 348 crashes per 100-million VMT. Table 10-6 summarizes crashes citywide, and for key corridors in the City.

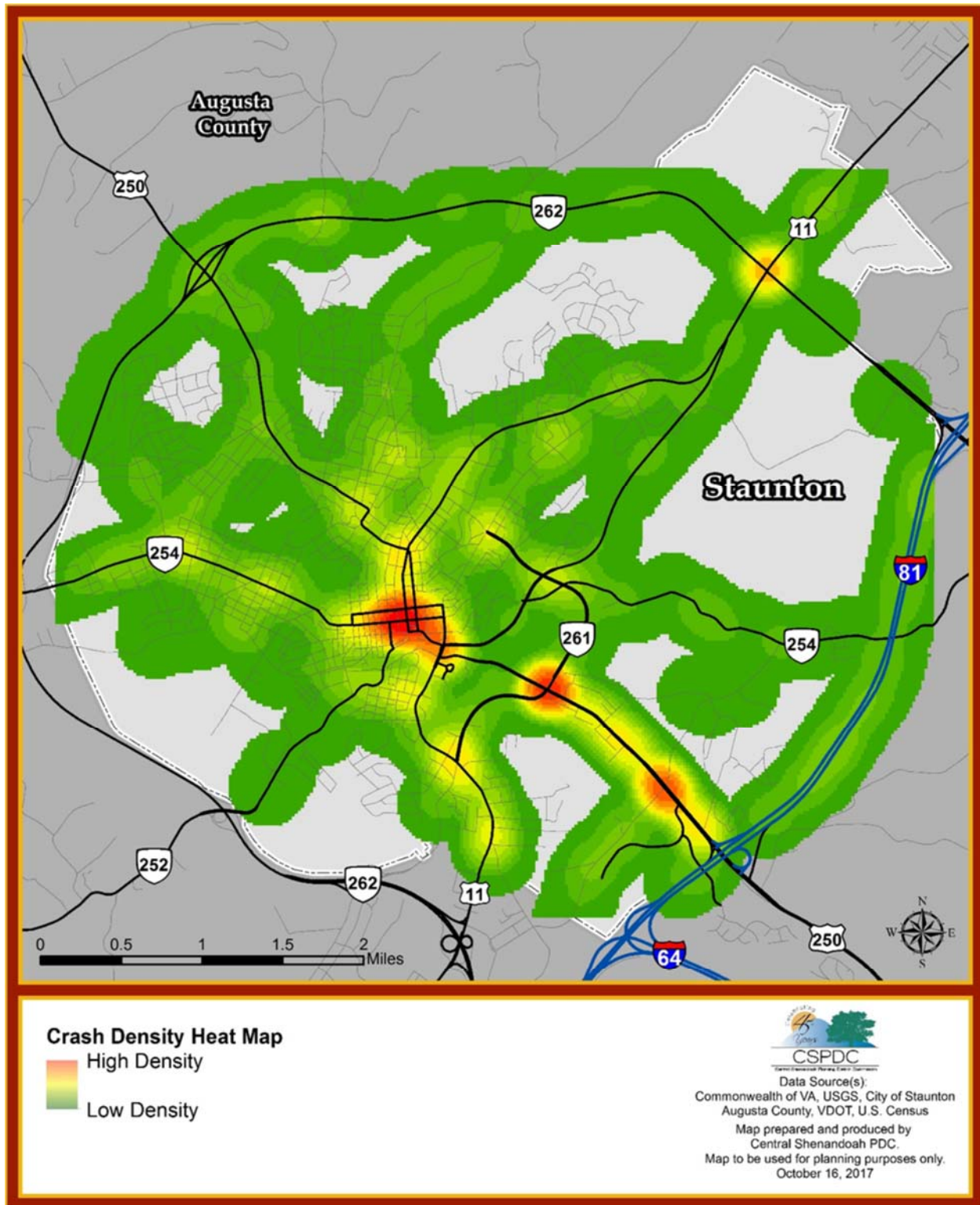
Table 10-6 - Crash Summary - City of Staunton (2012-2016)

	Property Damage Only	Injury	Fatality	Total	Percent of Total Crashes	Average Annual Crashes	Crash Rate (100- million VMT)
City of Staunton	747	1338	3	2085	100%	417	348
US 250 Corridor (Richmond Road) (I-81 to Greenville Road)	102	203	0	305	14.63%	61	135
US 11 Corridor Eastern City Limits to Richmond Road)	105	138	0	243	11.65%	49	16
Woodrow Wilson Parkway Corridor (VA 262) (I-81 to US 11)	28	60	1	89	4.27%	2	28
Downtown Business District	40	56	0	96	4.60%	19	15

Source: VDOT Tableau Crash Tool

Map 10-9 - Crashes - City of Staunton illustrates the crash intensity for roadways throughout the City. Red indicates the highest density of crashes, yellow indicates moderate crash density, and green represents the lowest density of crashes. Crashes tend to cluster around larger intersections in the City. The highest density of crashes occur on US 250 between I-81 and Greenville Avenue, and in the downtown area.

Map 10-9 - Crashes - City of Staunton



Corridors

Richmond Road (US 250)

Richmond Road (US 250) is a gateway corridor connecting I-81 at Exit 222 to the City's downtown gateway at the intersection with US 11 (Greenville Avenue). Richmond Road is a four-lane divided roadway that is approximately 2.15-miles in length. Pedestrian access is incomplete and there are no bicycle facilities. The Richmond Road Corridor serves trucks, public transit, and commuters; and supports multi-family residential and retail uses including big-box retail, grocery, restaurant, gas stations. The speed limit on the Richmond Road corridor is 45 miles per hour from the eastern city limits to Crossing Way; from Crossing Way to Statler Boulevard is 35 miles per hour. The speed limit from Statler Boulevard to the entrance to The Villages is 35; the posted speed limit from The Villages entrance to Greenville Avenue is 25 miles per hour.

Level of Service:

US 250 LOS is divided into three LOS segments 1) from the eastern City limits to Frontier Drive, 2) from Frontier Drive to Statler Boulevard, and 3) from Statler Boulevard to Greenville Avenue (US 11). Table 10-7 shows the existing and forecasted LOS for each of these segments.

Table 10-7 - Richmond Road Corridor (US 250) - LOS

		Segment		Level of Service (LOS)	
Route	Road Name	Beginning	End	2015	2040
00250	Richmond Road	ECL Staunton	Frontier Road	D	D
00250	Richmond Road	Frontier Road	Statler Boulevard	C	C
00250	Richmond Road	Statler Boulevard	Greenville Ave	C	C

Source: VDOT SPS Data_08.30.17

While VDOT forecasts the Richmond Road Corridor to maintain its existing LOS through the 2040 horizon year, the LOS forecast does not reflect potential impacts the Staunton Crossing and Frontier Center developments will have on corridor operating conditions between the I-81 Exit 222 interchange and Frontier Drive, or on the interchange's north- and southbound on- and off-ramps. The City will work with VDOT and the SAWMPO to monitor this corridor to ensure the existing LOS rating is maintained. Other improvements to the Richmond Road Corridor include recent SMART SCALE grants to make intersection and signal improvements at the Richmond Road/Statler Boulevard intersection, and a road diet from Statler Boulevard west to Greenville Avenue. The road diet will address needed non-motorized access and enhance user experience.

Crash Analysis – Richmond Road Corridor (US 250):

Between 2012 – 2016, 305 crashes were reported on the Richmond Road Corridor. 102 crashes were reported property damage only, 203 reported having an injury, and there were no reported fatalities. This corridor averaged 61 crashes annually, and the crash rate per 100-million VMT was 135. The crash map illustrates that crashes on the Richmond Road Corridor were concentrated at the Statler Boulevard and Frontier Road intersections. Map 10-9 illustrates the location and intensity of crashes on Richmond Road.

In 2017 the City was awarded SMART SCALE funds to make improvements to address safety and operational issues on Richmond Road at the following intersections; 1) Frontier Drive (through the extension of Crossing Way); 2) Statler Boulevard; and 3) Greenville Avenue. Improvements are programmed to begin during the current VDOT FY18-23 Six-Year Improvement Program.

Downtown Business District

The Downtown Business District is bounded by Churchville Avenue to the north, Coalter Street to the east, Middlebrook Avenue to the south, and Jefferson Street to the west. The Downtown Business District supports business, civic, and residential use. Roads are two-lane and have on-street parking. There are no designated bicycle facilities. The speed limit for this area is 25 miles per hour.

Level of Service:

LOS in the Downtown Business District is acceptable despite several streets having a LOS of D. Streets with the LOS D rating are Central Street, New Street, Coalter Street, and Johnson Street. A LOS of D in a busy central business district is an acceptable rating given the density of businesses, pedestrian activity, and concentration of buildings. The roadway network in the City's business district is forecasted to maintain its LOS rating through the 2040 forecast horizon year. LOS for the Downtown Business District is illustrated on Maps 10-7 and 10-8.

Crash Analysis:

Between 2012 and 2016, 96 crashes were reported in the Downtown Business District. 40 crashes were reported as property damage only, 56 crashes reported as an injury. There were 12 crashes involving pedestrians, which accounts for 40% of pedestrian involved crashes in the City. There were no reported fatalities. This area averaged 19 crashes annually. The crash rate for the Downtown area per 100-million VMT is 15. Map 10-9 illustrates the intensity of crashes on the Downtown Corridor segment.

PLANNING ASSUMPTIONS

Planning assumptions were developed by examining the City's existing transportation network against projected population, employment patterns and centers, future land use policies and the future land use map.

The City's population is projected to experience modest growth through the year 2040, however the senior population will increase 4% by the horizon year to become 24% of the City's total population. The City should consider expanding transportation facilities and transit options needed to support the projected growth in the senior population.

Given the City's modest projected population growth it is assumed that employment centers and residential areas will remain consistent with existing development patterns and that new residential development will be modest. Maintenance of, and improvements to existing transportation facilities are vital to ensuring the City continues to provide a safe and efficient transportation network. Improvements needed to maintain Staunton's existing transportation network include addressing periodic street flooding at specific locations and reducing impervious surface areas that create excessive run-off in an effort to prevent future damage to existing road surfaces and other transportation investments. Other improvements include expanding the City's non-motorized network to connect neighborhoods, provide transportation options, and to continue to provide a safe and comfortable environment for all users regardless of transportation mode or ability.

Planning Assumptions Summary

Population

- Staunton's population is projected to experience modest growth through the year 2040.
- Staunton's senior population is growing. In 2040, the 65+ population will be 24% of the population.
- 44% of seniors in Staunton are reported as having a disability.

Employment

- As of 2015, the City of Staunton has 11,192 persons in the civilian labor force.
- 82% of workers commute in single-occupancy vehicles.
- 73% of the City's workforce commutes outside of the City for employment.
- Most workers commuting to the City come from the City of Waynesboro and Augusta County.

Land Use

- Employment centers are concentrated in the Downtown Business District, the Richmond Road Corridor, the Greenville Avenue Corridor, and at Green Hills Industry and Technology Center.
- New commercial development is concentrated at the Frontier Center and Staunton Crossing.
- Multi-family development is concentrated on US 250 (Richmond Road) in the eastern part of the City, and on Middlebrook Road in the southern part of the City.
- New single-family residential development is slow.

Community Facilities

- Roadway conditions, level of service, and reliability are good with no roads in the City rated with a LOS below D.
- The City lacks a fully connected sidewalk network.
- There is no bicycle network.
- Spot improvements are needed at select locations to address periodic flooding, improve roadway geometry, reduce impervious surface areas and improve safety.
- Adequate water and sewer service exists to accommodate future commercial and residential growth.
- School enrollment is not expected to increase.

TRANSPORTATION SYSTEM NEEDS ASSESSMENT

Identifying needs is an important step to developing improvement recommendations to maintain the City's existing transportation network to ensure it operates safely and efficiently and supports future growth. City transportation needs were identified by reviewing the VTRANS 2040 UDA assessment, the list of planning assumptions, and examining existing safety and operational conditions, connectivity, mobility, and access.

The Comprehensive Plan and Urban Development Areas

In 2007, the General Assembly added Section 15.2-2223.1 to the Code of Virginia which states high growth localities shall designate Urban Development Areas in their comprehensive plans. Urban Development Areas ("UDA") were defined as areas of reasonably compact development that can accommodate 10 to 20 years of projected growth. Localities with certain growth thresholds were required to designate a UDA within their boundary.

In 2010, the legislation was amended to establish density and design criteria for UDAs and to improve coordination between transportation and land use decision-making. In 2012, the legislation was amended again to make the UDA designation voluntary across all localities, and defined UDAs more broadly. Currently, a UDA is defined as "an area designated by a locality that is (i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development (Section 15.2-2223.1 to the Code of Virginia)."

UDAs shall also incorporate aspects of Traditional Neighborhood Development (TND). TND embodies classic characteristics of traditional communities such as:

- Walkable neighborhood centers
- Interconnected streets and blocks
- Diversity of land uses
- Easy access to jobs, housing and recreation by a variety of travel options (auto, bus, walk, bike, etc.)

Citywide transportation needs include spot and network wide improvements. Spot improvements identified in the recommendation section address operating and safety issues such as improving roadway and stormwater drainage at specific locations that experience periodic flooding, reducing excessive impervious surface areas, road geometry issues which

create safety issues such as poor sight-lines at intersections, and the need for traffic calming devices on residential streets. Network needs address expanding and/or the City's existing non-motorized transportation network, enhancing transit, and providing access to transportation networks beyond the City. These needs are in accord with needs identified for the City in the VTRANS 2040 Needs Assessment.

Staunton has experienced recent success in receiving transportation funding through the SMART SCALE grant program to address operational, safety, connectivity, and non-motorized issues. The following projects have been funded by the SMART SCALE program and programmed in the VDOT FY 18-23 Six-Year Improvement Program.

- **UPC 111047** - Signal and pedestrian improvements at the intersection of Statler Boulevard and Richmond Road (US 250).
- **UPC 111051** - A road diet and pedestrian enhancements on Richmond Road (US 250) from Statler Boulevard to the US 250/Greenville Avenue (US 11) intersection. A roundabout at the Richmond Road/Greenville Avenue intersection.
- **UPC 111048** - Staunton Crossing Street Extension to Valley Center Drive.

Bicycle and Pedestrian Needs

Staunton is an older City with an incomplete sidewalk network and no designated bikeways. Many of the City's roads are narrow, and do not have adequate lane or shoulder width to accommodate sidewalks and/or bicycle lanes within public right-of-way. Walking trails, and on- and off-road cycling opportunities in the City exist at Betsy Bell Park, Gypsy Hill Park, and Montgomery Hall Park. Map 10-3 shows the City's existing sidewalk network.

The City has developed the Staunton Bicycle & Pedestrian Plan (Appendix B). This plan identifies bicycle and pedestrian needs and future pedestrian and on-road bicycle routes. Development of these facilities will use Complete Streets practices to ensure that the City provides a safe, visible, and connected bicycle and sidewalk network. Complete Streets is a transportation policy and design approach requiring streets to be planned, designed, operated, and maintained to their fullest extent to enable non-motorized users a safe, accessible, and comfortable environment which is accessible to persons of all ages and abilities regardless of their choice of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, or using public transportation. Existing policies that can advance the City's bicycle and pedestrian network are street acceptance regulations that require all new road projects to be built with bicycle and pedestrian accommodations where adequate space is available.

Complete Streets

The City of Staunton is committed to creating a safe and sustainable transportation network for all of its residents, visitors and businesses regardless of the user's ability or choice of transportation mode. In doing so, the City of Staunton is committed to implementing transportation options that provide reasonable transportation options by supporting and implementing Complete Streets design.

Complete Streets promotes designing and improving streets to safely accommodate users of all ages and abilities regardless of transportation modes. Complete Streets design directs decision makers to consistently plan, design, and construct streets to accommodate all anticipated users including, but not limited to, pedestrians, bicyclists, transit, motorists, emergency vehicles, and commercial vehicles."

Complete Streets design must respect the context of the existing transportation network and consider adjacent land uses, neighborhood densities, character and context, aesthetics and the existing transportation network to provide safe connectivity between destinations and travel modes. Implementing Complete Streets design will provide the City with an attractive connected multimodal network that balances the needs of all users, except where it is contextually not feasible.

Developing and implementing Complete Streets design concepts is a City priority. Therefore, all future transportation network and development projects, as well as the maintenance, operation, or improvement of the existing network, will be treated as an opportunity to incorporate Complete Streets design improvements that support and/or expand mobility options, improve connectivity and enhance critical linkages between activity centers and neighborhoods, and in areas used frequently by non-motorized and transit users.

Given the diversity of Staunton's natural topography, historic character, and built environment, design flexibility is necessary to incorporate Complete Streets concepts. Through the use of Complete Streets design concepts, the City will promote and encourage new and existing streets to be designed in a way that preserves and enhances the character of the project area, respects the context of the existing transportation network, and supports the values of the community and considers the needs of all users. Therefore, future transportation network and street design using Complete Streets concepts may not support all transportation modes in every environment.

Applicable design standards and best practices will be followed when undertaking construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in a City corridor. The planning, design and implementation process for all roadway corridors will:

- Be transparent and involve the community;
- Be coordinated between city, regional, and state agencies;
- Incorporate a review of existing transportation plans to identify Complete Streets opportunities;
- Consider street context and function;
- Utilize Best Management Practices to encourage innovative design and mobility options;
- Assess the current and future needs of corridor users.

Public Transit

BRITE Transit, the City's transit provider, completed a Transit Development Plan in 2015. This plan is a short-range planning document that outlines improvements to the transit system for a six-year planning horizon and identifies funding opportunities to enhance the transit system.

Transit needs include:

- Inter-Regional Transit Connections;
- Improving rider safety by adding passenger waiting shelters at key locations;
- Expanding ticket service to include Transit Pass Program;
- Improve rider experience through the addition of intelligent transportation technologies to provide more efficient service;
- Improve social media connections to inform users of routes, service delays, route modifications, and fare changes;
- Expand on-demand and rider assistance services to meet the needs of the City's growing senior population.

PROJECT RECOMMENDATIONS

Project recommendations include studies to examine specific locations and a list of projects intended to address more immediate needs to improve traffic safety and operations. The studies and project recommendations are not listed in any specific order. The following list of improvement recommendations address system needs identified in the Transportation System Needs Assessment and are consistent with the VTRANS 2040 Plan.

The following recommendations are intended to address the most important transportation needs identified by the City. The list below does not reflect any order of priority. Locations for the projects listed below are illustrated in Map 10-10.

1. Downtown Staunton Business District

Deficiency:

There are multiple signalized intersections in the City's Downtown Business District that are not synchronized, creating congestion and delayed travel times for motorists and safety issues for pedestrians. The existing downtown roadway network consists of narrow streets, narrow sidewalks or sidewalks that contain obstacles such as telephone/power poles, mail boxes and on street parking that make walking and bicycling difficult.

Recommendation:

Conduct a downtown multimodal operation, access, and safety study to assess existing transportation network to develop recommendations that improves access and safety for all users within the downtown core, improve connectivity with surrounding neighborhoods, and provide gateway treatments.

Cost: \$100,000 - \$150,000

2. West Beverley Street Streetscape

Deficiency:

West Beverley Street has narrow driving lanes, lacks ADA compliant sidewalks and street crossings, has no bicycle facilities, and experiences periodic flooding issues.

Recommendation:

Conduct a corridor study to reconstruct West Beverley Street between the western City limits and Thornrose Avenue (1.5 miles). Reconstruction to include adding sidewalks and shared use path or bike lane, and stormwater drainage improvements using best management practices.

Cost Estimate: \$17,000,000

3. US 250 (Richmond Road) from Frontier Drive to Statler Boulevard (VA 261)

Deficiency:

Deficiencies in this segment of the corridor include inadequate sidewalk widths, a lack of high visibility crosswalks or pedestrian refuges at major intersections, and no bicycle lanes or sharrows.

Recommendations:

- Implement recommendations from 2009 Corridor Plan.
- Improve access management, add pedestrian facilities, improve existing pedestrian street crossings, add bicycle lanes/sharrows/shared use path, and address stormwater runoff issues using best management practices.

Cost: \$8,000,000

4. Frontier Drive Connector (George Cochran Parkway)

Need:

To mitigate future traffic volumes on Frontier Drive generated by the Frontier Center, construct new connector road from Richmond Road through the Frontier Culture Museum to Frontier Drive to provide an alternative access to the Frontier Center and the Augusta Woods Subdivision to the south to reduce congestion on the 250 (Richmond Road corridor).

Recommendation:

Construct a 3-lane roadway on new alignment with sidewalk on one side of the road, providing the 4th leg to the new roundabout in the Frontier Center that extends through the existing DeJarnette property up to Frontier Drive, approximately 0.4-mile. Demolition of the DeJarnette buildings to be done by others.

Cost: \$4,500,000

5. Neighborhood Streets

Deficiency:

Ritchie Street, Hillcrest Street, and Baldwin Drive are located in residential neighborhoods that lack sidewalks and experience periodic flooding.

Recommendation:

Reduce impervious area where necessary, install traffic calming devices, add sidewalks on both sides of street, and curb and gutter to improve stormwater drainage and address periodic flooding.

Cost:

- a. Ritchie Street – \$1,300,000**
- b. Hillcrest Street – \$2,600,000**
- c. Baldwin Drive – \$2,700,000**

6. VA 262 at US 11 (Green Hills Industry and Technology Center)

Deficiency:

The VA 262/US 11 intersection has inadequate intersection geometry to accommodate trucks turning north onto US 11 from westbound VA 262, and inadequate queuing for traffic traveling southbound and turning east onto VA 262. Turning movements for trucks are high at this location due to its proximity to the Green Hills Industry and Technology Center.

Recommendation:

Coordinate with VDOT to extend the right turn lane onto northbound US 11. Install additional southbound US 11 left turn lane.

Study Cost: \$25,000 - \$50,000

Project Cost: \$1,300,000

7. Englewood Drive

Deficiency:

This segment has limited non-motorized access, poor sight distances, and poor stormwater drainage.

Recommendation:

Reconstruct intersection to improve non-motorized access, improve sight distances and intersection alignment, and improve stormwater drainage using best management practices.

Cost: \$2,000,000

8. Intersection of Statler Boulevard & Coalter Street

Deficiency:

This intersection has a mixture of retail and business uses, is close to schools, and is adjacent to residential neighborhoods. The intersection lacks high visibility pedestrian crosswalks and has inadequate pedestrian crossing signals.

Recommendation:

Due to the surrounding retail uses and residential neighborhoods, and nearby schools, ADA compliant crosswalk improvements should be made to improve safety. Improvements include enhancing crosswalks, installing ADA compliant curb cuts, and upgrading existing crosswalk signals.

Cost: \$400,000

9. VA 613 (Old Greenville Road)

Deficiency:

Old Greenville Road is an older county road that was annexed into the City. This road has poor stormwater drainage and alignment, and no sidewalks or bike lanes.

Recommendation:

Reconstruct road to current urban 2-lane standards from the southern City limits to US 11 (Greenville Avenue). Improve stormwater drainage using best management practices and add sidewalks to both sides of the street.

Cost: \$4,700,000

10. Springhill Road

Deficiency:

Springhill Road is an older county road annexed into the City. This road has poor stormwater drainage, and no sidewalks or bike lanes.

Recommendation:

Reconstruct road to current urban 2-lane standards, add sidewalks and curb and gutter on both sides of street from Donaghe Street to northern City limits (1.4 miles).

Cost: \$12,600,000

11. VA 703 (Buttermilk Spring Road)

Deficiency:

Buttermilk Spring Road is an older county road annexed into the City. This road has a large impervious surface area, poor stormwater drainage, and no sidewalks or bike lanes.

Recommendation:

Reconstruct road to current urban 2-lane standards from western City limits to Pierce Street (1.0 mile), add sidewalks and curb and gutter to both sides of the street.

Cost: \$9,100,000

12. City Sidewalk Improvement Program

Deficiency:

The City's sidewalk network is incomplete and lacks connectivity and ADA compliance.

Recommendations:

Continue to fund the City's annual sidewalk improvement program: \$100,000 annually

Sidewalk Projects: (Project Costs provided by the City's CIP)

a) Augusta Street from Lambert Street to Baldwin Avenue	\$	1,026,000
b) Montgomery Avenue between W. Beverley Street and Stuart Street	\$	290,000
c) Donaghe Street between Churchville Avenue and Baylor Street	\$	590,000
d) Springhill Road from Churchville Avenue to Donaghe Street	\$	750,000
e) Edgewood Road between North Coalter Street to North Augusta Road	\$	500,000
f) Statler Blvd at Coalter Street – ADA compliant signals and crosswalk	\$	60,000
g) Coalter at Beverley Street – Add ADA compliant pedestrian signals	\$	200,000

The following projects are funded in the 2018 – 2023 VDOT Six-Year Improvement Plan:

- a. UPC 111048** - Staunton Crossing Street Extension: \$8,765,000. Funds are programmed for FYs 2019 – 2022.

Project provides 3-lane roadway on new location from the existing termini of Crossing Way to Valley Center Drive.

- b. UPC 111047** - Richmond Avenue at the Statler Boulevard Intersection: \$573,000. Funds are programmed for FY 2020.

Project location is the intersection of Richmond Road at Statler Boulevard to improve intersection and add capacity.

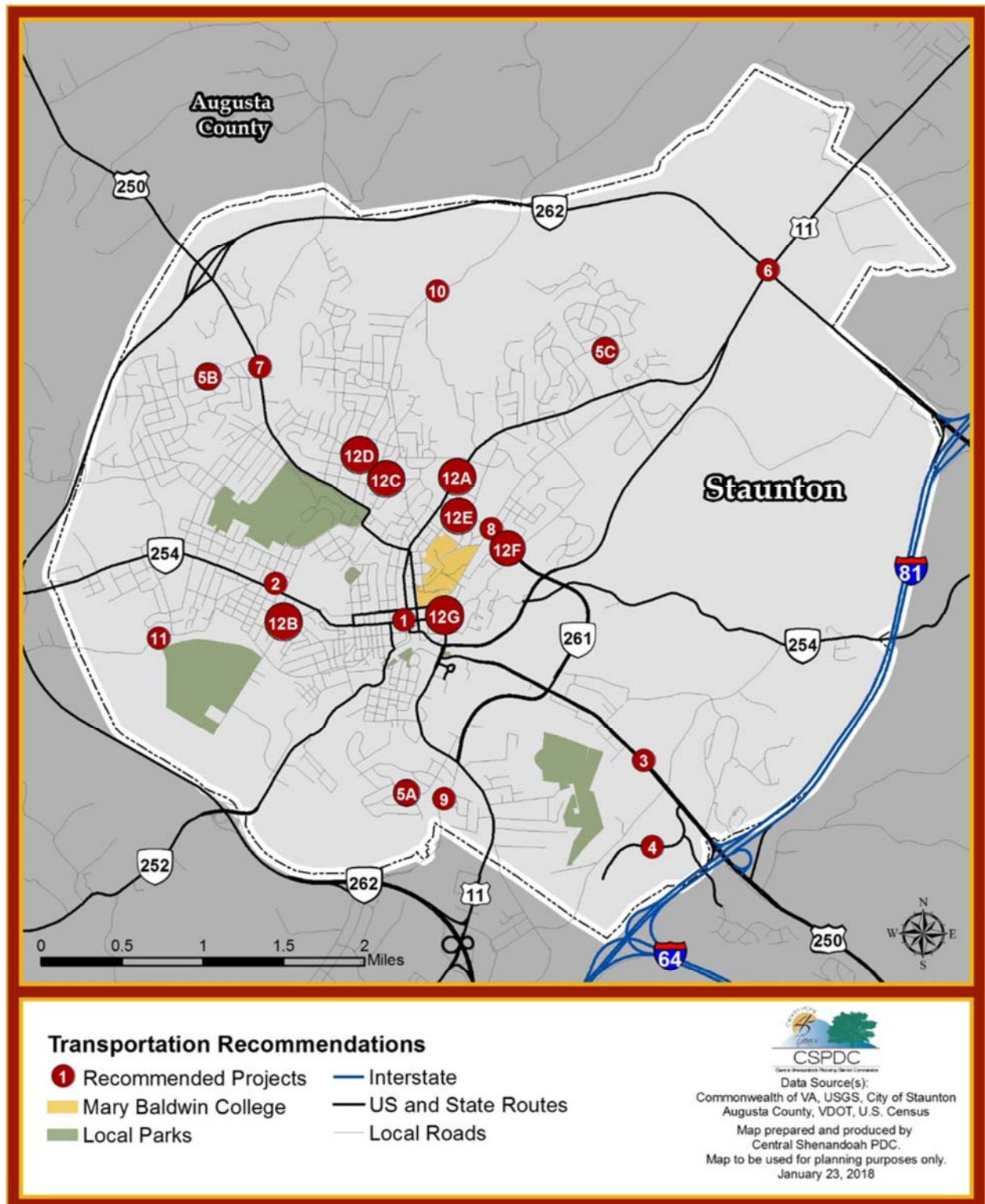
- c. UPC 111051** - Richmond Road Diet and roundabout: \$2,246,00. Funds are programmed for FYs 2022 – 2023.

Project location is the intersection of Richmond Road and Greenville Avenue and 0.3 miles east of the intersection.

- d. UPC 80485** – Central Avenue Streetscape Improvements: \$1,783,349

- e. UPC 109024** – Bessie Weller Safe Routes to School: \$378,798

Map 10-10 - Project Recommendations and Programmed Improvements



TRANSPORTATION GOALS AND OBJECTIVES

Goal 1: Local Transportation Network

The City of Staunton will maintain a safe and efficient transportation network that accommodates the needs of its residents, businesses, and visitors.

Recommendations to achieve Goal 1:

1. Maintain existing public investments in the transportation network.
2. Integrate transportation and land use planning.
3. Maintain existing roadways and non-motorized facilities to serve the traveling public and provide access for all modes of transportation.
4. Make improvements to address identified transportation needs to improve transportation network safety and operations.

Methods to achieve Transportation Network goals:

- a. Protect existing transportation network by performing maintenance and implementing improvements that provide access to all transportation modes.
- b. Identify and monitor locations identified with safety and operational issues.
- c. Implement traffic calming measures where appropriate.
- d. Establish attractive gateway/entrance features along major transportation corridors.
- e. Improve way-finding signage to safely direct traffic throughout the City.
- f. Increase safety awareness for all transportation modes.
- g. Coordinate planning and development with VDOT, DRPT, and SAWMPO to ensure improvements are in accord with state and federal development requirements.
- h. Adopt and implement VDOT access management guidelines on corridors and roadways to control access and improve corridor safety and operations for future development and redevelopment.
- i. Encourage impact studies for major development proposals that identify short- and long-range improvements associated with the development to maintain and improve the existing transportation network.
- j. Encourage development of employment centers to be located in close proximity to transportation corridors.
- k. Encourage building setbacks for new development that accommodate sidewalks and bicycle facilities and other transportation modes to provide a complete transportation network.

Goal 2: Transportation Options

The City of Staunton will provide a variety of transportation options for residents, businesses, and visitors to improve safety, operations, connectivity, access, and mobility.

Recommendations to achieve Goal 2:

1. Encourage and support alternative transportation options such as non-motorized uses and public transit.
2. Improve connectivity by expanding the City's sidewalk network and installing bicycle facilities on existing roads.
3. Connect neighborhoods to destinations such as schools, job centers, retail and entertainment centers, community facilities, and parks.
4. Encourage connectivity for all modes of transportation to support a safe and efficient transportation network for the movement of people and freight.

Methods to achieve Transportation Options:

- a. Require new development to design and construct transportation improvements to connect with existing and planned roads and public transit.
- b. Continue to develop new sidewalks through the City's sidewalk improvement program
- c. Require all new development to include sidewalks along property frontage to establish pedestrian routes between business entrances and the public sidewalk.
- d. Adopt and implement the development of bicycle routes throughout the City as proposed in the Staunton Bicycle & Pedestrian Plan.
- e. Work with the SAWMPO and VDOT to identify funding opportunities to enhance the City's sidewalks and to implement improvements recommended in the Staunton Bicycle & Pedestrian Plan.
- f. Improve the downtown business district sidewalk network.
- g. Require non-motorized access and circulation in new development areas.
- h. Work with BRITE Transit to expand operations and enhance accessibility to meet the needs of Staunton's transit dependent community such as the elderly, low-income and youth populations.
- i. Encourage freight movement to be directed to transportation corridors, and away from the local network of neighborhood streets.

Goal 3: Regional Transportation

The City of Staunton will work with local, regional, state, and federal agencies to improve its existing transportation network, and enhance mobility options that support all modes of transportation.

Recommendations to achieve Goal 3:

1. Maintain existing transportation investments.
2. Develop a comprehensive funding strategy for maintenance and improvements to its transportation network.
3. Provide a transportation network that accommodates all transportation modes in a safe and efficient manner.
4. Provide transportation options that include non-motorized and public transit.
5. Support the City's economic vitality by providing multimodal access to employment hubs such as commercial/light industrial, offices, education, retail, recreation and tourism, retail, and medical services

Methods to achieve Regional Transportation goals:

- a. Annually pursue state and federal funding programs to implement transportation improvements identified in the City's Capital Improvement Program, the SAWMPO Long-range Transportation Program, and the VTRANS 2040 Plan.
- b. Support regional transportation planning, investments, and projects to support new and/or existing economic development opportunities.
- c. Encourage projects that support all modes of transportation and improve regional transportation.
- d. Coordinate with neighboring jurisdictions to support transportation planning efforts and network improvements.
- e. Work with neighboring jurisdictions and transit operator to enhance public transit opportunities.
- f. Support public and private transit initiatives to enhance and expand public transit alternatives.
- g. Work with neighboring jurisdictions, regional bodies, state, and federal agencies to support transportation projects and improvements that enhance the regional transportation network.