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ALTAVISTA

PARKS & TRAILS MASTER PLAN

Altavista, Virginia

April 5, 2018

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Executive Summary

The Town of Altavista, Virginia is taking the important first step to advancing the town's parks, trails, bicycle and pedestrian facilities through the creation of this master plan. The plan will help guide the town's Capital Improvements Program (CIP) for parks and alternative transportation facilities for the next 10 years and beyond. This plan will look at all aspects from utilization of existing facilities to the creation of new improvements.

Green infrastructure is becoming more important in communities across the United States. Increased emphasis on sustainability, quality of life, environment, and social equity is changing how businesses, planners, and politicians position their communities. Communities continue to be more focused on the value parks and trails add to their communities, and specifically how they positively affect economic development and revitalization efforts. A well-funded and well-planned parks system services the community's needs and is an investment in the future.

Goals of the Plan

The main goals of the parks and trails master plan are to:

- Evaluate existing community needs
- Anticipate future needs
- Align those needs with existing resources
- Identify improvements to accommodate both current and future needs

Community Needs

Through a public meeting and survey process, the communities needs, wants, and desires were better understood. Over and over, the main community theme that was heard was for an expanded walking and biking trail system. This included on and off road improvements, both in town and in parks. A trail system should create connections between parks and main destinations in town. Park improvements were also popular and new and enhanced amenities were found to be community needs. Such amenities included a splash park, new playground space, nature play, and improved access to the Staunton River.

Recommendations

The community needs form the basis of all recommended pedestrian, bicycle, and trail improvements. These recommendations have been categorized into immediate, short, medium, and long term improvements. Planning-level cost estimates for each improvement aid the town when CIP planning and can help the town implement the improvements on a case-by-case basis. These estimates provide guidance for setting aside funds each year in the capital improvement program to implement the plan incrementally within a time horizon. If followed, this master plan will build a high quality parks and trails system incrementally that will serve the towns goals of serving existing community residents, and attracting new citizens who may create new economic development opportunities.

Introduction & Background

Introduction

The Altavista Parks and Trails Plan is an important tool for the town to achieve its goal of becoming a “community of choice.” The town’s comprehensive plan, adopted in 2009, envisions Altavista becoming a community where people choose to live because of a high quality of life that is driven by its abundant housing choices, access to nature and parks, outstanding services, and a thriving downtown district. This plan, upon implementation, supports the town’s vision by providing access to quality recreation, giving people more choices for how they get around town, and knits together the community’s many assets with safe walking and bicycling trails.

The town has several neighborhood parks but the recent acquisition of English Park from Campbell County has dramatically increased the town’s park holdings. This acquisition enables the town to provide new and increased recreational opportunities to enhance the quality of life for exciting community members and attract new residents.

Providing safe and welcoming options for pedestrian and bicycle transportation is also important because of fundamental changes in the town’s population composition. The town’s population that is 65 or older increased from about 15 percent of total population in 1980 to about 22 percent in 2000. That dramatic increase mirrors national and state population changes, which are underscoring the importance of streets that are safe for walking and bicycling for users of all abilities and ages. Forecasts from the state’s Weldon Cooper Center for Public Service show this trend continuing across the state.

Altavista is also part of the growing Lynchburg metropolitan area. As people continue showing a preference for walkable and bike-able communities, providing safe walking and bicycling options will also be an important economic development strategy. Implementing this plan can make the town a more attractive destination for people and firms that are looking to relocate to this attractive region.

Plan Purpose

The purpose of this plan is to help the town achieve the goals and actions outlined in its comprehensive plan. Among the goals and actions that the Bicycle and Pedestrian Plan supports are the following:

- Construct parks and recreation facilities that provide opportunities in the town that contribute significantly to quality of life.
- Promote the use of the Staunton River for recreational purposes while educating and encouraging citizens to take part in maintaining this valuable resource.
- Construct and maintain pedestrian walkways and bikeways as alternative transportation corridors that go beyond recreational use.
- Expand and enhance the public park system and public walking/biking trails.
- Provide pedestrian and bicycle access in areas where access is appropriate.
- Continue current initiatives to promote downtown as our town’s central place of commerce.

This plan is also a road-map that can guide the town’s decisions regarding capital investments and programs. This plan lays out specific projects that will help the town achieve its goals of improving quality of life, increasing recreation opportunities, and providing more transportation choices.

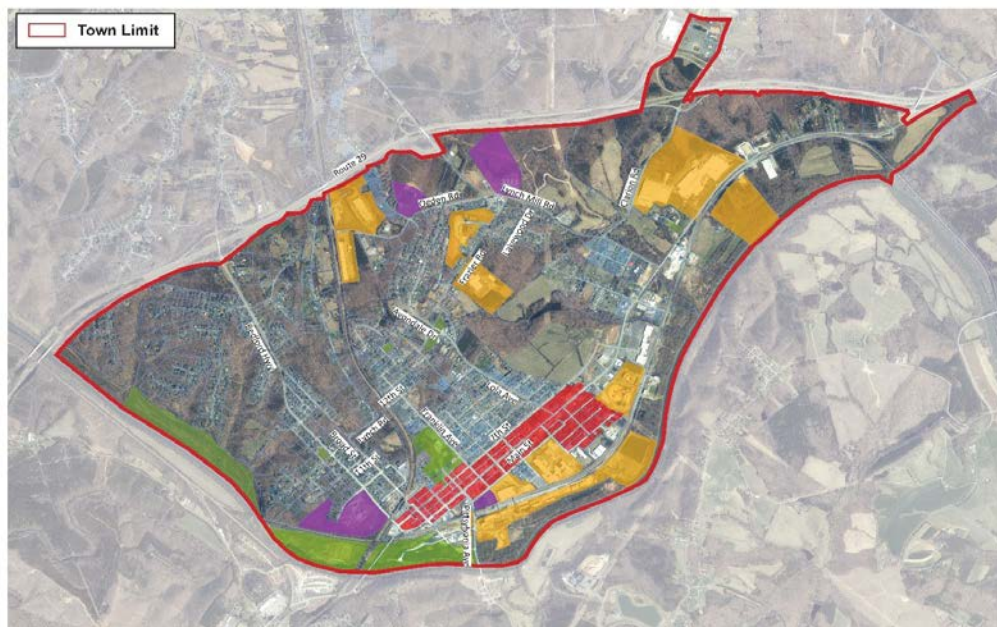
Town of Altavista Overview

The Altavista area offers its residents and guests many different forms of recreation. Parks and recreation facilities in the Town of Altavista are operated and maintained primarily by the Town although some operation/maintenance on certain facilities is shared with the Altavista Area YMCA. In addition to Altavista's neighborhood and community parks, residents have access to the Staunton River in English Park. The parks and recreation opportunities in the Town contribute significantly to the quality of life.

Altavista has several characteristics that support walking and bicycling in the town. It has a grid of streets surrounding downtown that give pedestrians and bicyclists many options for getting places, it has a compact core with a mix of uses that allow for people to meet their basic needs with short trips that can easily be accomplished on foot or bicycle, and it has natural features such as the Staunton River and creeks that provide flat ground for greenway trails and open spaces.

The town is also blessed with many built assets that contribute to its quality of life including a downtown that is on the National Register of Historic Places, the Staunton River Memorial Library that anchors the north end of Broad Street downtown, high quality public schools, two community parks and three neighborhood parks, the Altavista Area YMCA, the Avoca Museum, the town's historic train station, and the historic Altavista Trade Lot. Most of these assets are within close walking or bicycling distance of downtown, and this plan is an opportunity to strengthen the connections among them. Figure 2 below shows the locations for four categories of major destinations in the town – downtown, major employers, parks, and schools.

Many parks, schools, and large employers are clustered around the downtown and Staunton River. Another major cluster of destinations is on the northern side of town near the interchanges with Route 29. Focusing bicycle and pedestrian improvements on the streets that connect these major destinations is a smart strategy that will allow the town to strategically use its limited resources. This plan provides specific recommendations for better connecting these destinations and providing more transportation choices for the community.



major destinations in Altavista

Master Plan Process

The Town of Altavista commissioned this parks and trails master plan to better understand existing community needs. The plan will focus Capital Improvements Projects (CIP) in the Parks and trails over the next ten to fifteen years based on the specific input from the community. The Parks and Trails Master Plan by scope includes English Park and Shreve Park (including War Memorial Park) and the town wide network of trails. The study did investigate all the town's parks facilities however, to make sure there are no gaps or duplication of service.

Methodology

Land Planning and Design Associates (LPDA) with EPR, collaborated with the Town of Altavista to gather information related to the existing parks use, conditions, programming, and citizen's changing needs.

Techniques and tools used:

- The design team used Geographic Information Systems (GIS) data to prepare base maps that provide an understanding of how the parks system relates to the population. The Town of Altavista provided all GIS data.
- LPDA assessed the existing physical conditions of parks and trails. Assessment forms were used for all the town parks. The existing parks and trails conditions were factored into recommendations for physical improvements and related costs.
- LPDA reviewed information provided by the town including the current CIP budget, the existing comprehensive plan, as well as previous and current studies.

The plan uses in-depth community input that was gathered on parks and trails needs and wants via three methods:

1. A public meeting on November 14, 2017 where citizens wrote ideas for the parks on oversized sheets of paper attached to the wall,
2. A public survey, available both on-line and hard-copy,
3. Individual interviews with specific stakeholders.

The findings from these discussions and surveys guided this report's recommendations.

All findings, physical assessments and community feedback, informed the recommendations for improvements to the parks and trails system. The goals of the recommendations were to offer potential solutions to current problems and to ensure that future needs would be addressed. The recommendations were organized into an implementation plan that categorized each recommendation into immediate, short-term, medium term, and long-term priorities to help the Town plan for funding and to carry out the recommendations in a feasible manner.

The last step in the process was to apply costs to the recommendations and re-assess priorities based on funding feasibility. Estimates were developed using spreadsheets with known construction cost, not as specific design and construction budgets. The estimates provide a high broad understanding of funding requirements necessary to implement various recommendations.

Existing Conditions

Demographics

A component of master planning is determining who the expected users of the park system are now and in the future. For this plan, the design team reviewed the demographic data in the current Comprehensive Plan to understand what the population of Altavista looks like now and how it is proposed to change in the future. The major source of this data is the 2010 U.S. Census. These findings will be compared in a later section of this report with the recommended number of parks and facilities per population. The results of this analysis guide the plan as to what types of parks and facilities should be added, expanded, or prioritized.

Population of Altavista:

The Town of Altavista has witnessed a very small population growth in the 50 years between 1960 and 2010. In 1960 the population was 3,299 and in 2010 the population was 3,450. In 1970 there was a significant population loss of 591 people. In the 1980's there was a significant increase in the population, which was the result of an annexation of land into the town's boundary. Between 1980 and 1990, and 1990 and 2000, there were population losses of 4.2% and 7.1% respectively. In 2010, there was a slight growth in the town's population of 1.9%, the only period of growth not associated annexation growth, since 1950.

The larger population trends specifically of Campbell County and the Region 2000 area are positive. Campbell County has experienced significant growth since 1970, as has Region 2000. Most likely this occurred as the area has moved from a rural area to a suburban area that supports Lynchburg and the surrounding businesses.

Several points that should not be overlooked in the raw numbers, Altavista is a hub of employment for the area with several significant industries. The town is also home to one of Campbell County High Schools. Lastly, town with the goods and services offered, is a destination for many in the surrounding rural areas of Pittsylvania and Appomattox counties. While these factors do not directly correlate to population, areas with employment, something to offer, and primary education can leverage those amenities to attract new residents.

Age of Altavista:

As with many areas in our county, Altavista is an aging community. The size of the "Baby Boomer" generation and the longer current life expectancy, combined with lower birth rates (all in general) support this trend. In 1980, 60% of the population was under the age of 45. The largest single block was the 0-14-year-old population. In 2010, 52.9% of the population was under 45. Conversely, the population over 45 increased from 40% in 1980 to 47.1% in 2010. The largest single demographic block was the 65+ age group with 21.8% of the town's population.

Summary:

The summary of this brief analysis shows that Altavista struggles to grow, and as an overall population is aging. The need to attract new residents to keep Altavista a vibrant community is clear. One strategy is to create spaces and places that attract people. This includes parks and trails. Many residents cite schools and amenities as a reason to move to a specific area over another. However, parks should not only be an attractant, they should serve the existing population as well. As the population ages, parks should be developed as multi-generational spaces that serve the needs of youth, young adults, and active older adults.

Public Input - Meeting

Community members that attended the November 14 public meeting provided valuable input to this plan. Their suggestions are captured in text and in a series of maps. The common themes written down and mapped by the public are written below:

- Connect major destinations - such as downtown, employers, and hotels – with safe walking and bicycling trails.
- Connect town to the Staunton River
- Create a connected river front trail network.
- Improve access, visually and physically to the River.
- Update existing park infrastructure
- Develop new park infrastructure to meet the needs of citizens.
- Desire for a more comfortable and safe connection between downtown and English Park.
- Create a connected pedestrian network by closing sidewalk gaps.
- Create a connected bicycle network by installing bicycle lanes or paths along key routes.
- Explore long-term opportunities for bicycle and pedestrian trails along Route 29 and railroad rights-of-way.
- Main Street has several intersections that present safety concerns for bicyclists and pedestrians.



Public Input - Survey Results

After the public meeting concluded, an on-line public survey was created to reach a wider town population. In all, 206 people responded to the on-line survey which asked questions about use of parks, the quality of the existing facilities and the desire for new amenities.

Of respondents, 65% said they use the parks a few times a month and another 29% said they use them at least once a week. The most popular park amenities were:

- Walking & hiking trails 87.4%
- Playgrounds 67.5%
- Covered shelters 58.3%
- Picnic areas 56.8%
- The Booker Building 52.4%

The most popular park amenities that citizens had a need for were:

- Walking and biking trails 95.9%
- Picnic areas/shelters 84.4%
- Large community parks 75.0%
- Playgrounds 72.6%
- Small neighborhood parks 68.5%
- Outdoor amphitheater 67.5%
- Boat ramps/kayak access 66.9%
- Outdoor water spray parks 64.1%

There was also strong support for trails and creating connections in and around town. 78% of survey respondents walk for pleasure and of those 70% wanted more trails in parks and town. The addition of bike lanes was desired by 40% of citizens who responded to the survey.

Lastly, one very telling statistic stood out. 97% of respondents said parks were important to the quality of life in Altavista. 91% of people said that parks and trails assisted in economic development and a similar 91% supported building facilities to achieve town goals. There is clearly a outdoor culture in Altavista that enjoys the benefits of parks and trails and sees them as important for the future.

Existing Conditions of Parks

Park and trails are the physical backbone of the parks and recreation system which support and facilitate all programming, user experiences, and access to recreational opportunities. It is paramount that these properties and facilities be well maintained, meet current standards, and accommodate the highest and best use. The upkeep, repair and improvements to existing facilities should be a top priority for any town. Periodic assessment of their physical condition is critical to the town's ability to budget and implement priority repairs and improvements in an organized and timely manner.

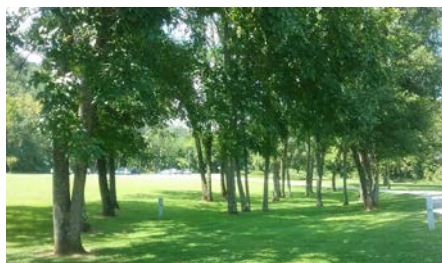
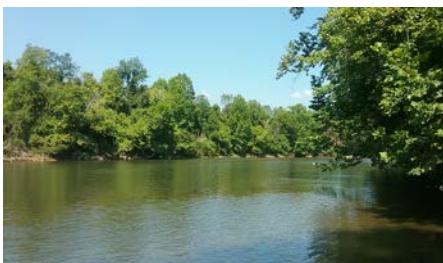
English Park is a 231-acre Regional Park located in the town of Altavista; just south of the train tracks which are adjacent to the downtown area. Access to the park is provided on the north by a pedestrian bridge over the tracks, as well as two vehicular access points located off Pittsylvania Ave and 3rd St on the east side of the park. The park's athletic facilities include four basketball courts (two full and two half), three soccer fields, a softball field, and a volleyball court. There are two picnic shelters and over 40 picnic tables in the park. There is playground equipment for ages 2-5 and ages 5-12 though some is showing wear and needs repair. An open field play area is available as well. Restroom facilities are provided in a separate building near the picnic area. The Booker Building is also available on-site as a rental venue space, though it lacks kitchen or updated restroom facilities. Located on the Staunton River, the park provides river access via a boat ramp near the entrance on Pittsylvania Avenue. Notable issues include lack of sidewalks which reduce ADA accessibility, limited connectivity to the community, and less than ideal vehicular circulation patterns.

The Riverside Trail is a short, two-mile-long multi-use trail which starts in English Park and continues west along the Staunton River. The Trail passes underneath Main St. and the railroad trestle before continuing through fields and a wooded area west of English Park.

Shreve Park is a 13.75 acre park which divides the residential northern portion of Altavista from the downtown area to the south. The park is nestled together with the War Memorial Park and the YMCA at the intersection of 7th St. and Franklin Ave. The park has aging playground equipment and three ball fields which require a few repairs and maintenance. There is a maintenance access road which needs a bridge since the existing road passes through a stream. Notable issues include lack of sidewalks, limited ADA accessibility, and poor signage.

The War Memorial Park is a baseball field dedicated to war veterans. It features a memorial plaza and full sized illuminated baseball field with amphitheater style bleachers, restroom facilities, and a concession stand.

In general, most parks and facilities were in good condition. The neighborhood parks in Altavista were in the best shape as they have been renovated and are well maintained. English and Shreve park are in the worst condition and are ready to be upgraded. Refer to Appendix F for the score sheets and compilation spreadsheets.



LPDA performed and facilitated the assessment of the existing physical conditions of Town operated parks, trails, and facilities used for recreation. The objective of the assessments was to identify and quantify conditions which ultimately have a direct effect on the quality of programming, user experiences, and the public health, welfare, and safety.

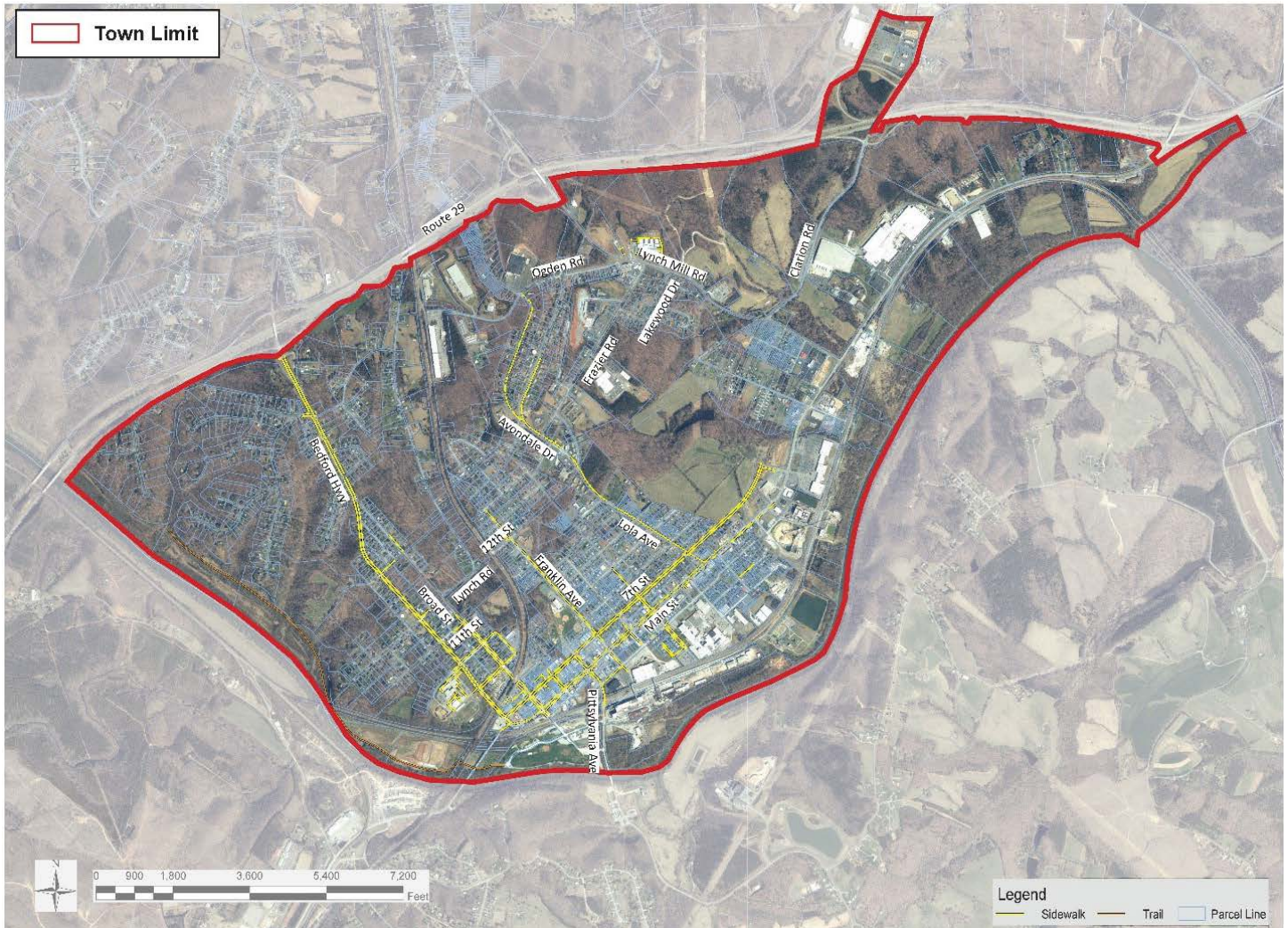
Town-wide, there are common themes to condition issues with the parks and facilities. These themes are ADA access, aging equipment, poor circulation, inconsistent park entry signage, and minor cosmetic facility issues. It is recommended that the Town takes a phased approach to repairs and refurbishment, addressing issues of safety and code-deficiency immediately, and then proceeding to address more systemic issues related to deferred maintenance and obsolescence.

- In order of priority, repairs and improvements in the parks should be as follows:
- Safety: tripping hazards, standing water, broken play equipment, surfacing.
- Code: ADA access,
- Deferred Maintenance: paint, equipment repairs, etc.
- Obsolescence/Replacements: obsolete non-standard/ non-code compliant amenities, etc.
- Park Improvements: additions which address programs, current needs, add value, etc.



Existing Conditions of Transportation Networks

This section describes the conditions for pedestrians and bicyclists in 2018. The following graphics illustrate several concerns and opportunities for improvement. The recommendations presented towards the conclusion of this report address these needs and help make Altavista a friendlier community for walking and biking.



Location of existing sidewalks in Altavista

Sidewalks

Sidewalks are a critical element of an effective and safe pedestrian environment. Quality sidewalks make the public right-of-way accessible to all people. Altavista has a well-connected sidewalk network in the downtown area. Sidewalks are also present along portions of key streets that connect residential neighborhoods with downtown, such as Bedford Avenue, Main Street, and Avondale Drive.

Sidewalks are a key element of walkability, but not the only element. The most walkable places share some key features, such as shade, buildings that front the sidewalk and create a sense of enclosure, pedestrian-scale and oriented lighting, smooth surfaces free of obstructions, and short block lengths. Downtown Altavista has many of these features, making it a highly walkable environment.

A key opportunity for improving town wide walkability is strengthening the connections between downtown, residential neighborhoods, and parks. Some of the streets that make these key connections only have a sidewalk on one side of the street, while others have no sidewalk. Franklin Avenue, Pittsylvania Avenue, Avondale Drive, and Lola Avenue are examples of the former while Lynch Road, Frazier Road, and the eastern end of Main Street are examples of the latter. Pittsylvania Avenue is an important connector between English Park and downtown that is addressed individually in the recommendations section.

The map on the previous page shows the location of existing sidewalks and trails in the town.

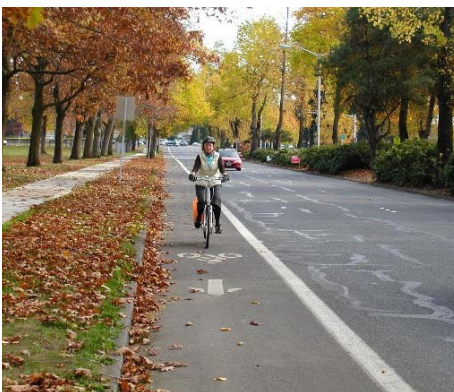
Bicycle Facilities

Bicycles are allowed on all public streets within the town of Altavista, but the difference between the speed and size of vehicles and bicycles deter many people from choosing to ride. Bicycle facilities refers to a wide range of improvements to the street right of way from simple signage that remind drivers to share the road with bicyclists, to facilities that separate bicycles and vehicles, creating a more comfortable environment that encourages people of all ages and abilities to ride their bicycles.

Two common bicycle facilities are created through pavement markings. Bicycle lanes dedicate space for bicyclists, typically between the travel lane and curb. Bicycle lanes may also have a designated buffer (buffered bike lanes) to create more space between vehicles and bicycles on streets with higher travel speeds and volumes. Meanwhile, shared-lane markings (or sharrows) indicate space that is to be shared between vehicles and bicycles.

Multi-use paths (also called shared-use) are a facility that provides separation between vehicle traffic and bicycles. Shared-use paths are often eight to ten feet wide and are set back several feet from the curb, therefore requiring significant right of way. However, they create the safe environment necessary to get more people of all ages and abilities riding more often.

Altavista does not have any of these facilities. The recommendations section provides a framework of bicycle lanes, buffered bicycle lanes, sharrows, and multi-use paths that upon implementation will make the town much more bicycle friendly.



bicycle lane example

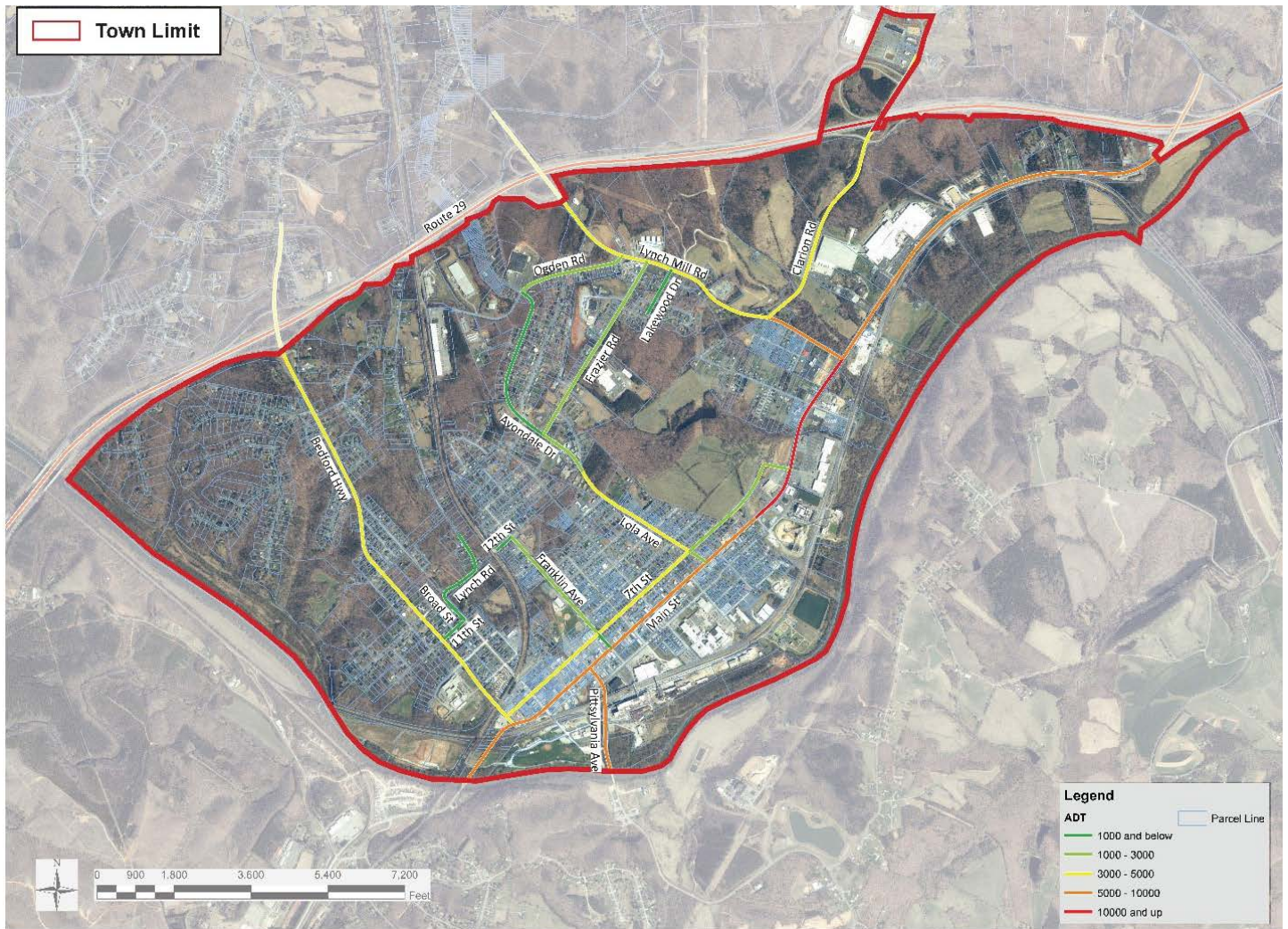


sharrow example



shared use path example

Source: all three photos courtesy of the Pedestrian and Bicycle Information Center



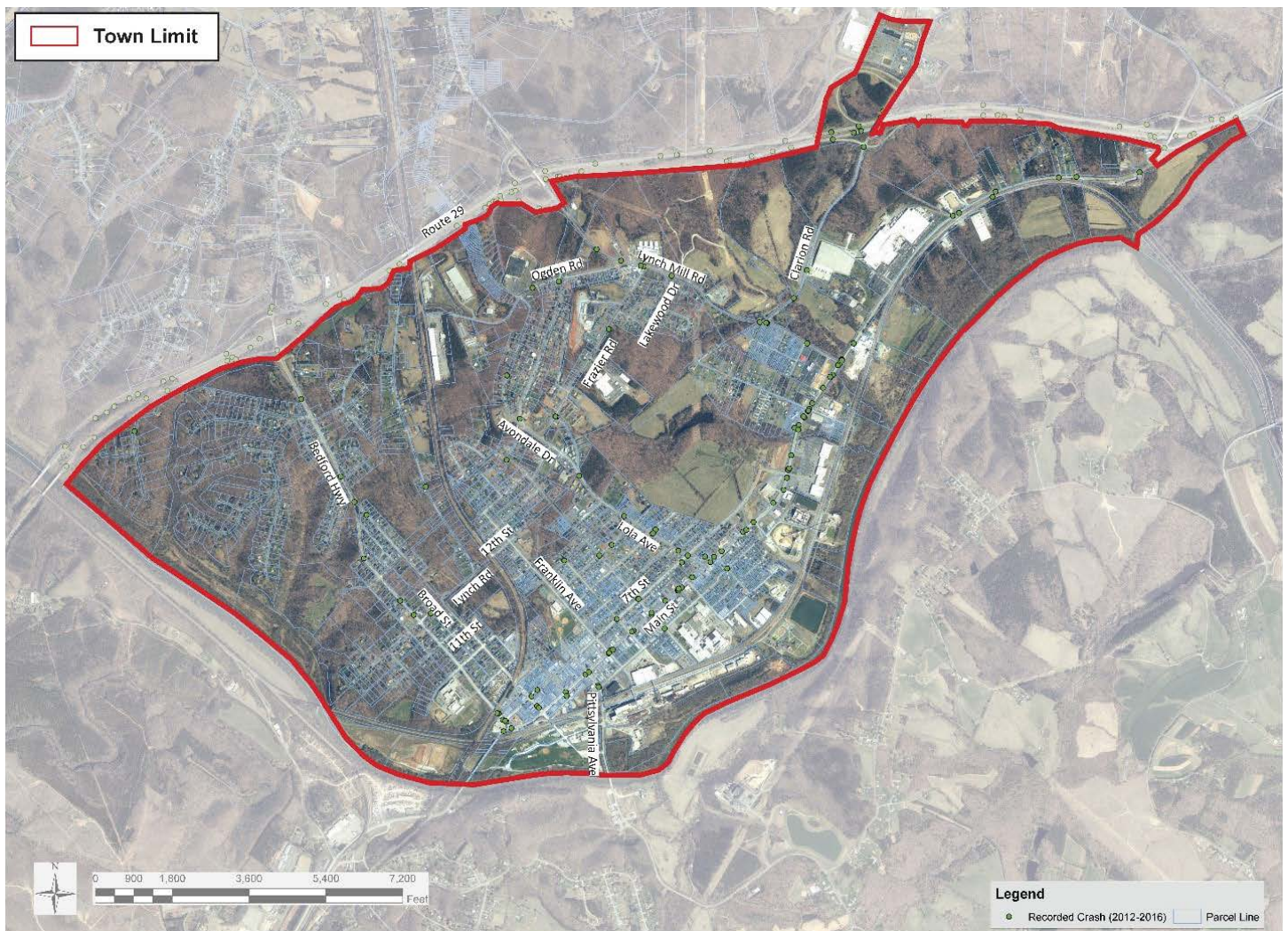
2016 Average Daily Traffic (ADT) volumes

Vehicle Traffic

Traffic volumes for Altavista's streets are generally low. Only a portion of Main Street between Lola Avenue and Lynch Mill Road exceeds 10,000 vehicles per day. Most of the town's streets carry fewer than 5,000 vehicles per day. Low traffic volumes are good for encouraging walking and bicycling in the town. It may mean that traffic signal timing can be adjusted to create more time for pedestrians to cross busy intersections, and likely means that widening streets will have a negligible effect on traffic flow. These conditions allow for narrow streets that reduce the amount of space that pedestrians must cross, and the time needed to do so

Crash History

From 2012 to 2016, there were 215 crashes reported in Altavista. None of these incidents were reported to involve a pedestrian or bicyclist. Several of the intersection on Main Street are hot spots for crashes. Refer to the map on the following page for the history of crashes between 2012 and 2016.



map of crash history (2012-2016)

Summary

Altavista has a well-connected network of sidewalks in the downtown area. The sidewalks are generally in good condition with accessible curb ramps and well-marked crosswalks. Many residential neighborhoods are also connected to each other and the downtown via sidewalks. However, there are significant sidewalk gaps and maintenance needs in several areas. These needs can be addressed incrementally through sidewalk repairs and strategically closing gaps in the network through annual capital improvement budgets.

The town's bicycle facilities are far less developed than its sidewalk network. Bicycles are allowed on public streets, and the town's relatively low traffic volumes and speeds, which contributes to bicycling comfort. Altavista also has a well-connected network of streets, which give both bicyclists and pedestrians many options for getting from place to place. The next step for Altavista is to build on the existing network to provide dedicated space and signage for bicyclists. The town has no bicycle lanes, shared-use paths, or sharrows. The recommendations section shows where bicycle facilities are appropriate and would contribute to making the town's streets more bicycle friendly.

Recommendations

Recommendations for Improvements

Recommendations were developed through review of the parks and facilities existing conditions assessments; public, stakeholder, and staff feedback; and analysis of the needs assessment. Recommendations include improvement of existing parks and facilities, addition of new amenities within the parks, new trails, the addition of bike facilities, and pedestrian improvements. The following recommendations are prioritized based on need and interest. Methods for implementing and prioritizing these recommendations are offered in the Implementation Plan section found later in this report.

Recommendations are divided into categories and sub categories for each park and trail. The methodology and definition of each category is as follows:

1. Goal → the overall purpose and vision we are working toward
 - A. Strategy → the approach to meeting the goal
 1. Recommendation → the action that implements the strategy



rendering of proposed renovations to the English Park playground

I. ENGLISH PARK

Goal 1 - Enhance English Park:

Strategy A: Improve circulation in English Park

RECOMMENDATIONS:

1. Identify and correct all deficient ADA issues.
2. Clear the intersection of 3rd Street and Pittsylvania and add landscape and signage to create a formal park entrance. Add trees along 3rd Street.
3. Standardize dimensions of the semicircular-entry parking lot.
4. Standardize dimensions of the boat trailer parking lot.
5. Standardize the parking at the playground to separate the travel-way from the playground.
6. Improve circulation and separate pedestrians from the roadway.
7. Correct the odd condition of the road splitting at the pier. (Part of VDOT Bridge Replacement)
8. Separate the pedestrian/bike trail from the roadway.

Strategy B: Update English Park's infrastructure and amenities

RECOMMENDATIONS:

1. Add a pavilion to support a larger playground.
2. Renovate playground. (2018 CIP)
3. Add a dog park.
4. Add a splash pad.
5. Add a disc golf course (2018 CIP)
6. Update the park furniture with new benches and trash cans.
7. Renovate the restroom building, inside and out. (complete spring 2018)
8. Plant trees and add landscaping. Preference is for native vegetation for wildlife habitat.
9. Consider future ballfield improvements to finish the county field improvements. (Long term)
10. If constructing a water settlement pond, integrate it into the park as a feature. (Long term)

Goal 2 - Increase Connectivity to and through the Park:

Strategy A: Create loop trails in English Park

RECOMMENDATIONS:

1. Add a loop trail along the outside of the main park greenspace.
2. Add a loop trail around the partially complete ball fields on the west side.
3. Develop loop trails on the far west side of English Park to allow trail users more walking options and the ability to expand length (ties to lengthen trails recommendation).

Strategy B: Increase access to the riverfront in English Park

RECOMMENDATIONS:

1. Create a river overlook at the top of bank.
2. Add a low water accessible, flood rated, canoe take out and fishing pier, something that can flood. Grade so that it is accessible.
3. Renovate the existing low water access at the boat ramp.
4. Undertake limited selective vegetation clearing as allowed by DEQ and DCR to allow for river views from the park.

Strategy C: Strengthen connection between English Park and Town

RECOMMENDATIONS:

1. Renovate Broad Street from Main to the railroad track overpass, and from the overpass to the Booker Building to create a strong visual and physical connection and pleasant walking experience.
2. Create a wide pedestrian underpass along Pittsylvania Avenue that connects Downtown to English Park.
3. Create trail connections to the neighborhoods on the west side of the Park.



rendering of proposed river overlook in English Park

II. SHREVE PARK

Goal 3 - Enhance Shreve Park:

Strategy A: Improve circulation in Shreve Park

RECOMMENDATIONS:

1. Identify and correct all deficient ADA issues.
2. Standardize the parking lot.

Strategy B: Update Shreve Park's infrastructure and amenities.

RECOMMENDATIONS:

1. Renovate playground
2. Add a nature playground centered around the hill and the stream.
3. Add a splash pad (1 total - consider location to "Y"??)
4. Update the park furniture with new benches and trash cans.
5. Plant trees and add landscaping. Preference is for native vegetation for wildlife .
6. Renovate the restroom building, inside and out. (completed winter 2017)
7. Restore the stream for water quality.
8. Build a bridge connection so that access is not through the stream.
9. Consider removing little league field from Shreve Park to open up more space and allow a proper outfield fence in War Memorial Park. Little league fields could be located on the improved ball field areas of English Park. (Long Term)

Goal 4- Increase Connectivity to the Park:

Strategy A: Strengthen connection to YMCA

RECOMMENDATIONS:

1. Better integrate the "Y" into the park so that it feels like one cohesive space. Add consistent landscape and reduce paving.
2. Create a strong connection between the Trade Lot and the "Y".
3. Plant trees and unify the streetscape between the main "Y" building and the pre-school/afterschool building.

Strategy B: Strengthen Shreve Park connection to downtown and neighborhoods

RECOMMENDATIONS:

1. Create a trail through Shreve Park to link Downtown to the northern neighborhood.
2. Create a trail from the RR underpass along Pittsylvania Avenue to 7th Street.
3. Renovate 7th Street as a bike friendly corridor to link downtown and Shreve Park.

III. BOOKER BUILDING

Goal 5 – Adaptive reuse of the Booker Building

Strategy A: New Use for the Booker Building

RECOMMENDATIONS:

1. Create a business plan, proforma, and marketing plan for the Booker Building.
2. Develop an architectural plan that will support the business plan (should be done in conjunction with the business plan).
3. Renovate the Booker Building to support the business plan.
4. Create an event space behind and joined with the Booker Building to support more activities. Do this in conjunction with the Booker Building renovations.
5. Either partner with or develop in house, the necessary staff and operations personnel to implement the business plan.



rendering of proposed Booker Building stage

IV. CONNECTIVITY

Goal 6 – Improve Walking & Biking Connections

Strategy A: Develop a system of loop bikeways around the Town

RECOMMENDATIONS:

1. Develop a map and set of recommendations for connecting key destinations and allowing for loop biking circuits around the Town
2. Implement a series of low-cost restriping and signage programs that add bike lanes where feasible and install shared lane markings and signage where possible.

Strategy B: Improve walkability to key destinations and recreational opportunities.

RECOMMENDATIONS:

1. Complete the key sidewalk connections to link destinations.
2. Complete additional sidewalk connections as recommended in the VDOT Rural Long-Range Plan for the Town
3. Improve key intersections to enhance pedestrian safety at crosswalks

Strategy C: Improve bicycle and pedestrian access between English and Shreve parks.

RECOMMENDATIONS:

1. Plan and implement a multi-use trail along Pittsylvania Avenue to connect English Park to downtown and to Shreve Park.
2. Develop intersection improvement projects to ensure safe crossings of Seventh and Main Streets along Pittsylvania Avenue.

Goal 7 – Expand the trail network

Strategy A: Implement key trail connections

RECOMMENDATIONS:

1. Create a trails connection to Lane Access Road.
2. Develop Lane Access Road east from Pittsylvania Avenue to the water treatment plant as a multi-use trail.
3. Develop the sewer easement east from Pittsylvania Avenue to the water treatment plant as a multi-use trail to create a loop.
4. Study options and routes for a trail from the sewer plant east to the town limits.
5. Add loop trails to English Park (refer to English Park Goals)

Implementation & Budget Plan

Implementation

Implementation planning begins with recommendations made in earlier sections and converts them into tangible results. The plan includes prioritization of recommendations and an analysis of costs and funding strategies. The goal of the plan is to identify the most efficient way to sequence and fund the recommendations in order to balance community needs with Town resources.

Implementation Priorities

Priorities were determined by overlaying findings from public input and expressed demand, the Needs Assessment, and a list of recommendations to determine the way in which action items must be addressed to sustain the Parks and Recreation system and continue to meet community demands. For example, where the public expressed concern about an issue, funding could be readily available to remedy the issue. Allowing the issue to linger would be detrimental to the community and/or function of the park, implementation of the related recommendation would rank as an immediate priority. Alternatively, long-term priorities involve recommendations that require in-depth consideration, compilation of larger funding amounts, and long-range planning. On-going efforts are implementation items that can be done on an as-needed basis, should be done on a periodic (seasonal, annual, or other cycle) basis, and as funding becomes available.

Priorities were divided into the following categories:

- **Immediate – Complete within the next year (by 2019):**

Addition of a Splash Pad in English Park

- **Short-term – Complete within the next 0-3 years (by 2021):**

Build out to the capacity of existing infrastructure and systems

- **Medium-Term – Complete within the next 3-10 years (by 2028):**

Significant Improvements to the parks

Addition of Trails

Bicycle Improvements

Pedestrian Improvements

- **Long-Term – Complete within the next 10+ years (by 2028):**

Relocate ball fields

Priorities should be reviewed every year to reflect budgets, staffing levels, new policies, usage trends, and citizen demand. Certain priorities may also shift if opportunities arise to implement recommendations sooner than listed in this plan. Town staff must rely on their experience and community feedback in order to adjust priorities each year.

Immediate (Within 1 Year):

- Add a splash pad in English Park

Short Term (Within 0-3 Years)

English Park:

- Trail access at Pittsylvania Avenue
- Connect to Lane Access Road
- Revitalize and update Booker Building
- Add pavilion
- Add loop trail

- Improve circulation in parking lots
- Improve playground
- Convert road to trail
- Add Dog park
- Frisbee golf course
- Extend trail system

Medium-Term (Within 3-10 Years):

Shreve Park:

- New playground
- New bridge
- Improve parking
- Create connection to YMCA

English Park:

- Improve front entrance
- Improve circulation
- Create river access
- Create river overlook
- Improve access to overpass
- Create event space

Long-Term (10+ Years):

Shreve Park:

- Undertake stream restoration
- Explore possibility to relocate fields

English Park:

- Consider improvement of ball fields
- Possible settling pond

Analysis of Cost

The final piece of the plan is to determine how much the recommended improvements will cost, compare those numbers to possible funding sources, and re-visit the priorities listed earlier in this report with respect to how each recommendation could be phased in. The cost analysis shows gross approximate figures and is not intended to be used for specific financial determinations. The purpose of the analysis is to give the Town enough information to begin thinking about planning efforts related to funding and priorities.

Costs were prepared using a cost information accumulated by the design team through experience bidding and implementing other projects. Where necessary, this information was supplemented with bid information outside sources such as specific vendor and the Virginia Department of Transportation. Proposed parks, facilities, and amenities were based on the shortfalls illustrated in the Needs Assessment and requested by the community. To the project total, 25% was added for project survey, Engineering fees, and Construction Inspection. Not every project may require these services, but it is a good practice to include these project expenses. A contingency of 10% was added to cover unforeseen expenses.

Once the costs were developed for each existing and proposed park or facility, the total cost was translated into an immediate, short term, medium term or long term priority. These tables create a total cost for each priority category to help the Town understand how and when they need to begin accumulating funds if they choose to implement a project or improvement within a certain timeframe.

COST AND FUNDING OVERVIEW

The conclusions from a preliminary review of the estimated improvement budget are discussed below.

Projections of costs for required facilities recommended far exceed the town's current budget. For this reason, any large-scale improvements will need to be financed by Capital Improvements, provided by Town Council, grants, private donations, or some other revenue source capable of large fiscal appropriations.

Addressing funding shortfalls will become a balancing act between increasing funding requests from the Town, asking Town residents to help pay for the amenities they are requesting, and identifying new sources of money. These new sources may be bonds, tax increases, development-based proffers, new or increased user fees, or corporate partnerships that are not currently in place.

The Town should maintain and expand its grant funding whenever possible. It should be noted that, with limited exceptions, grant funding cannot support parks and recreation improvements on a large scale or for the long term.

FUNDING STRATEGIES

There are several funding sources with potential for use in Altavista, a list of which is provided below. The Town already employs several of these strategies, but there is the opportunity to expand and refine them.

POTENTIAL FUNDING SOURCES

- CIP Budget (include park development projects in the Town's short-range Capital Improvement Plan)
- Parks Bond Referendum (voters approve the Town borrowing money to finance park projects)
- Corporate Sponsorships (corporate investment in amenities and/or events)
- Partnerships (joint funding with shared risks, assets, and management)
- Grants (from foundations or through governmental recreation, transportation, community development, housing, or environmental or business programs)
- Foundations/Gifts (funding from tax-exempt, non-profit organizations)
- Private Donations (donations of funds, land, facilities, or other items)
- Friends' Associations (special interest groups raising funds for a purpose)
- Irrevocable Remainder Trusts (individuals leave portion of wealth as a trust fund to be used by an agency)
- Special Fundraisers (luncheons, brick sales, or other events that trade donations for a good or service)
- Ticket Sales/Admissions (fees charged for admission to a special event)
- Permits (fee-based permits provided to use park property for financial gain)
- Reservations (fees charged to reserve public property for a specific timeframe)
- Land Trusts (trusts set up to secure funding for land acquisitions)
- Volunteers (unpaid workers donating time and effort)
- Private Management (contracting with private entities to run a public facility resulting in financial savings and possibly additional percentage of income)
- Naming Rights (funding obtained from allowing private businesses to place their name on a public facility)

Higher-dollar-amount and more complex projects require funding sources with greater monetary resources and assured delivery methods. For example, renovation of the Booker Building would benefit from corporate sponsorships and/or a public-private partnership. Alternatively, funds for a picnic shelter could be raised through fundraisers, small grants, and small donations. Lastly, it is important to note that these funding sources can and should be mixed and matched to achieve the desired dollar amount.

ADJUSTING PRIORITIES BASED ON AVAILABLE FUNDING

Based on demand and current funding levels, Altavista should focus on addressing repairs and maintenance, improving facilities, and expanding the trail network. Altavista should use this report and their professional knowledge as a guide for how to move forward with necessary and desirable improvements, particularly for more costly enhancements that require long lead times.

Appendix

Appendix 1

Parks Assessments

ENGLISH PARK

Location: 206 Pittsylvania Ave, Altavista, VA

Size: 231 acres

Park Type: Regional Park

Features:

- Basketball
- Volleyball
- Soccer
- Restroom
- Motorized Boat Ramp
- Open Space

Key deficiencies needing attention:

- Lack of sidewalks
- ADA accessibility
- Aging equipment
- Vehicular circulation
- Limited connectivity to community
- Parking lot paving and striping

English Park is a 231-acre Regional Park located in the town of Altavista; just south of the train tracks which run adjacent to the downtown area. Access to the park is provided on the north by a pedestrian bridge over the tracks, as well as two vehicular access points located off Pittsylvania Ave and 3rd St on the east side of the park. The parks athletic facilities include four basketball courts (two full and two half), three soccer fields, a softball field, and a volleyball court. There are two picnic shelters and over 40 picnic tables in the park. There is playground equipment for ages 2-5 and ages 5-12 though some is showing wear and needs repair. An open field play area is available as well. Restroom facilities are provided in a separate building near the picnic area. The Booker Building is also available onsite as a rental venue space, though it lacks kitchen or updated restroom facilities. Located on the Stuanton River, the park provides river access via a boat ramp near the entrance on Pittsylvania Avenue. Notable issues include lack of sidewalks which reduce ADA accessibility, limited connectivity to the community, and less than ideal vehicular circulation patterns.



English Park is the largest and most varied park in the Town

ENGLISH PARK-RIVERSIDE TRAIL

Location: 206 Pittsylvania Ave, Altavista, Va

Size: 1.95 miles

Park Type: Regional Park-Trail

Features:

- Parking
- Picnic areas
- Restroom (shared with English Park)
- Open Space

Key deficiencies needing attention:

- **Minor appearance and maintenance issues**
- **Limited connectivity to community**
- **Parking lot paving and striping**

The Riverside Trail is a short, two-mile-long multi-use trail which starts in English Park and continues west along the Staunton River. The Trail passes underneath Main St. and under the railroad trestle before continuing through fields and a wooded area west of English Park.



the Riverside Trail in English Park follows the riverbank through woods and meadows

SHREVE PARK

Location: 700 7th St, Altavista, VA

Size: 13.75 acres

Park Type: Neighborhood Park

Features:

- Softball
- 2 Little league fields
- Concession stand
- Restroom
- Picnic shelter
- Playground

Key deficiencies needing attention:

- Pedestrian circulation
- ADA accessibility
- Aging equipment
- Poor condition of ball fields
- Limited directional signage

Shreve Park is a 13.75 acre park which divides the residential northern portion of Altavista from the downtown area to the south. The park is nestled together with the War Memorial Park and the YMCA at the intersection of 7th St. and Franklin Ave. The park has aging playground equipment as well three ball fields which require a few repairs and maintenance. There is a maintenance access road which needs a bridge, the existing road passes right through a stream. Notable issues include lack of sidewalks, limited ADA accessibility, and poor signage.



Shreve Park has a variety amenities, many of which are aging

WAR MEMORIAL PARK

Location: 700 7th St, Altavista, VA

Size: 3.25 acres

Park Type: Sports Complex

Features:

- Full sized illuminated ballfield
- Veterans war memorial
- Concession stand
- Restroom

Key deficiencies needing attention:

- ADA accessibility
- Minor maintenance to ball field
- Some standing water issues
- Minor cosmetic issues
- Limited direction signage

The War Memorial Park is a baseball field dedicated to the memory of war veterans. It features a memorial plaza and full sized illuminated baseball field with amphitheater style bleachers, restroom facilities, and a concession stand.



War Memorial Park has a well maintained baseball field

BEDFORD AVENUE PARK

Location: Bedford Ave and Myrtle Ln, Altavista, VA

Size: 1.6 acres

Park Type: Mini Park

Features:

- Full Basketball court
- 2 Tennis courts
- Picnic area
- Playground

Key deficiencies needing attention:

- **ADA accessibility**
- **Minor maintenance issues**
- **Lack of identifying signage**

The Bedford Avenue Park is a small 1.6 acre park with a basketball court, two tennis courts, and a small playground. The park is well maintained in general with recent investment in playground equipment and landscaping. The basketball court needs moderate repairs to patch the surface, while the tennis court needs major repairs to address the playing surface and equipment. There is an ADA parking space provided, however it does not connect to any sidewalk or other ADA surface. There is no park signage. Opportunities exist to add shade trees as well as provide visual screening for a large water storage tank on the site.



the playground at Bedford Avenue Park has been recently renovated

AVONDALE DRIVE NEIGHBORHOOD PARK

Location: Avondale Drive and 14th St, Altavista, VA

Size: 1.35 acres +2 acres

Park Type: Mini Park

Features:

- Open play area
- Playground
- Large open field

Key deficiencies needing attention:

- Lack of identifying signage
- Lack of shade
- Unsafe parking design
- Disconnected sidewalk to neighborhood
- Older (but usable) equipment
- Some standing water/drainage issues

The Avondale Drive Neighborhood park is a small playground for slightly older children in the 5-12 age range. The playground has a bit of age on, but it is in generally good condition. There is a noticeable lack of shade in the park. The playground is centered in the middle of a field which allows for some open play area. Parking available as perpendicular pull off directly adjacent to Avondale Drive. Opportunities exist to add shade structures or trees.

Across the street and included in the park property there is located an under-used, two-acre field which could be developed with more park amenities. A cross-walk connection would need to be provided.

There exists no signage identifying the park and the sidewalk connection directly south of the park is broken across the adjoining property.



Avondale Drive neighborhood park contains a playground and open play areas

LEONARD COLEMAN MEMORIAL PARK

Location: School St and 15th St, Altavista, VA

Size: 1 acre

Park Type: Mini Park

Features:

- Open play area
- 2 Playgrounds
- Basketball court

Key deficiencies needing attention:

- Lack of identifying signage
- ADA accessibility
- Older (but usable) equipment
- Minor maintenance to basketball court

The Leonard Coleman Memorial Park is a small generally well-maintained park slightly raised above street level and held with a retaining wall. The park is surrounded by a fence and features a basketball court which is in need of minor repairs, open space, a toddler playground, and a playground suitable for 5-12-year-old children. Parking is on-street.

The park lacks any identifying signage



playground for ages 5-12 at Leonard Coleman Memorial Park

Appendix 2

Specific Parks

Recommendations

Recommendations for Parks Improvements

Project: New Playground

Plan Key Number: 1

Location: Shreve Park

Project Type: Park Improvement

Description

The outdated existing play equipment should be removed. New play equipment for children 2-5 and a separate area for children 5-12 should be created. The area should have slides, swings, climbers and the like, utilizing traditional post and deck equipment. The additional of nature play elements should be incorporated where appropriate.

Probable Cost: \$208,438

Funding Source: CIP

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Stream Restoration

Plan Key Number: 2

Location: Shreve Park

Project Type: Park Improvement

Description:

To improve water quality, provide ecological restoration of the stream banks and channel by stabilizing erosion, adding aquatic plants, and natural step pools to oxygenate the water.

Probable Cost: \$253,750

Funding Source: CIP, Environmental Grant

Implementation: Long Term



Recommendations for Parks Improvements

Project: New Bridge

Plan Key Number: 3

Location: Shreve Park

Project Type: Park Improvement

Description:

Replace the existing foot bridge with a new single span 10' prefabricated bridge. The bridge should be wide enough and rated to accommodate park maintenance vehicles and mowers. This bridge must eliminate the low water open stream crossing that existing today. The new adjustments should be located outside the floodway and the bridge should be high enough to avoid damage by flooding. New accessible approaches on each side may be needed.

Probable Cost: \$72,500

Funding Source: CIP

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Relocate ball fields to English Park - West

Plan Key Number: 4

Location: Shreve Park

Project Type: Park Improvement

Description:

In the future, as a long-term project, the possibility of relocating the baseball and soccer fields in Shreve Park to English Park, should be considered. The existing fields are very tight for space, and haphazardly sited. If removed the outfield fence for War Memorial Park could be expanded in right field to a uniform dimension. The resulting open space after the fields are removed should be converted back to turf areas for informal open field play. The athletic portion of English Park could become a central destination for all town wide youth and adult athletic competition.

Probable Cost: \$2,537,000

Funding Source: CIP

Implementation: Long Term



Recommendations for Parks Improvements

Project: Create new War Memorial Park entry

Plan Key Number: 5

Location: Shreve Park

Project Type: Park Improvement

Description:

Currently the entry to War Memorial Park is through the parking lot, directly adjacent to parked cars. An entry should be created that is identifiable as the “front door” to War Memorial Park. The new entry should utilize the existing piers, overhead sign, and memorial with enhancements to make a entry befitting a lovely park and noble cause.

Probable Cost: \$36,250

Funding Source: CIP

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Improve Parking

Plan Key Number: 6

Location: Shreve Park

Project Type: Vehicular access improvement

Description:

The existing parking lot is not to uniform dimensions and has excess area that could be reduced to eliminate paving and introduce green space. The use of uniform dimensions would improve the circulation and appearance of the lot without effecting the functionality or available parking spaces. The improvements shown on the plan fit within the existing paved area, and paving could be removed to create this feature.

Probable Cost: \$232,000

Funding Source: CIP

Implementation: Medium Term

Comments:

1. This project could be an internal project completed with Public Works staff.



Recommendations for Parks Improvements

Project: Create connection to YMCA

Plan Key Number: 7

Location: Shreve Park

Project Type: Pedestrian access improvement

Description:

The YMCA is largely separated from Shreve Park, but is a major destination and user of the park facilities. Many people park in the Trade Lot when they go to the “Y”. Through planting, creating sidewalk connections and minor improvements, the YMCA could be made to feel more integrated into the park, and vice versa.

Probable Cost: \$72,500

Funding Source: CIP

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Create trail access to Pittsylvania Ave.

Plan Key Number: 8

Location: Park Trails

Project Type: Pedestrian circulation improvement

Description:

Create a trail connection between English Park and Shreve Park along Pittsylvania Avenue. The trail should connect through Shreve Park, to the park entry at 7th Street and Pittsylvania Avenue, continue along Pittsylvania Avenue, cross Main Street, continue under the railroad bridge and to English Park.

Probable Cost: \$300,000

Funding Source: CIP, VDOT grants

Implementation: Short Term



Recommendations for Parks Improvements

Project: Create connection to Lane Access Road

Plan Key Number: 9

Location: Park Trails

Project Type: Pedestrian circulation improvement

Description:

Utilize Lane Access Road as a trail connection by adding signage and marking denoting the industrial accesses as a designated trail. Make a connection between 3rd Street and Lane Access Road to allow bikes and pedestrians to connect to English Park.

Probable Cost: \$75,000

Funding: Source: CIP, VDOT grants

Implementation: Short Term



Recommendations for Parks Improvements

Project: Improve the entry at Pittsylvania Ave.

Plan Key Number: 10

Location: English Park

Project Type: Park Improvement

Description:

Currently there is no “front door” to English Park. For those not from Altavista, the park is hard to find down the industrial looking 3rd Street. The corner of 3rd Street and Pittsylvania Avenue should be cleared, and underbrush removed. New landscape planting should be added, along with a monumental sign denoting the park entrance. New street trees should be planted along 3rd Street to screen the industrial businesses on either side and create a tree lined streetscape entry to the park. Convert 3rd Street to a one-way road into the park to allow for the development of a multi-use trail in the road right of way.

Probable Cost: \$58,000

Funding Source: CIP

Implementation: Medium Term

Comments:

1. This project could be an internal project completed with Public Works staff.
2. Could be a partnership with the local Garden Club or other local civic organization.



Recommendations for Parks Improvements

Project: Improve parking and circulation

Plan Key Number: 11

Location: English Park

Project Type: Park Improvement

Description:

The existing boat parking lot is not to uniform dimensions and has excess area that could be reduced to eliminate paving and introduce green space. There is also enough area to separate cars and trucks with boat trailers. The parking area could be laid out in such a manner trucks with trailers could be enter, travel counter clockwise continuing around to be in line to back down the existing boat ramp. After using the ramp, trucks could easily park and return to pull boats out of the water, without doing complex maneuvers or backing up (except for down the ramp). This layout would significantly improve trailer access. The improvements shown on the plan fit within the existing paved area.

Probable Cost: \$159,500

Funding Source: CIP

Implementation: Medium Term

Comments:

1. This project could be an internal project completed with the Public Works staff.



Recommendations for Parks Improvements

Project: Create river access

Plan Key Number: 12

Location: English Park

Project Type: Park Improvement

Description:

An existing concrete area exists adjacent to the boat ramp. This area should be improved and cleaned up with a new concrete deck, new railing and new access to create a low water river access point for fishing and interaction with the water.

Probable Cost: \$145,000

Funding Source: CIP, DCR or DGIF Grant

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Create river overlook

Plan Key Number: 13

Location: English Park

Park Type: Project Improvement

Description:

High on the top of the river bank, create a river destination quality river overlook. This overlook would be similar to the low water access point but be an accessible area for viewing the water.

Probable Cost: \$362,500

Funding Source: CIP

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Improve parking and circulation

Plan Key Number: 14

Location: English Park

Project Type: Park Improvement

Description:

The existing semi-circular parking lot is not to uniform dimensions and has excess area that could be reduced to eliminate paving and introduce green space. The use of uniform dimensions would improve the circulation and appearance. Improving this lot to uniform dimensions may eliminate some parking spaces, but when done in conjunction with other parking improvements, a better overall parking plan will be implemented. The improvements shown on the plan fit within the existing paved area, and paving could be removed to create this feature.

Probable Cost: \$43,500

Funding Source: CIP

Implementation: Medium Term

Comments:

1. This project could be an internal project completed with Public Works staff.



Recommendations for Parks Improvements

Project: Revitalize and update the Booker Building

Plan Key Number: 15

Location: English Park

Project Type: Park Improvement

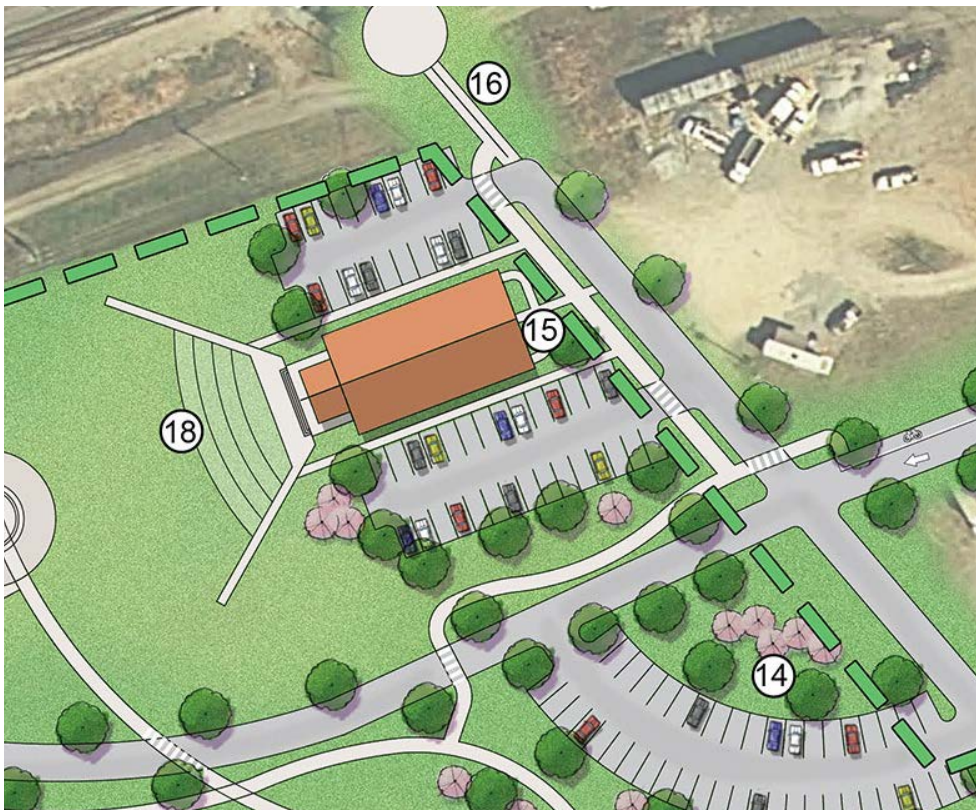
Description:

The public survey revealed the Booker Building is a very important structure in town. The building should be renovated and upfitted to be a facility compatible with a park. Such a facility could be an event venue, art space, pop-up market, brewery, or outdoor outfitter (bike and kayak rental). Before starting renovations, a market study should be completed as well as a business plan for the operations of the space.

Probable Cost: \$1,234,313

Funding Source: CIP, Public/Private Partnership

Implementation: Short Term



Recommendations for Parks Improvements

Project: Improve access to overpass

Plan Key Number: 16

Location: English Park

Project Type: Vehicular access improvement

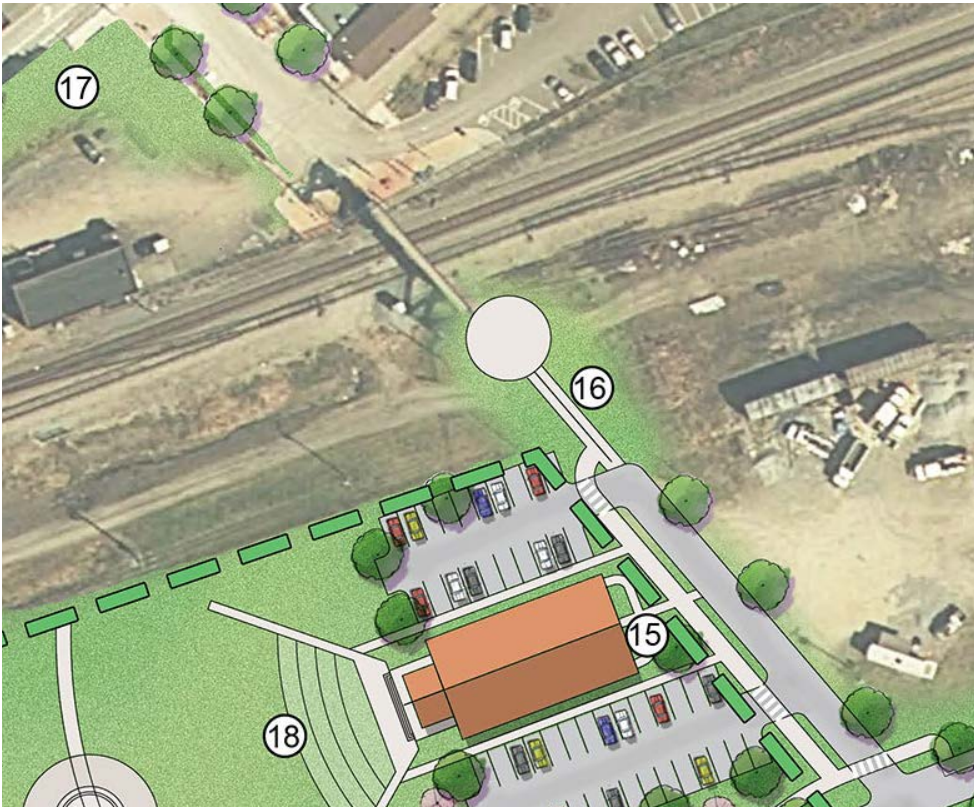
Description:

The access to overpass is through an undefined gravel area that lacks trees or improvements. The downtown streetscape should be extended into the park as if Broad Street was uninterrupted, linking downtown, across the railroad tracks over the pedestrian overpass into the park and to the Booker Building. The access should be a well-defined pedestrian trail of similar materials used downtown.

Probable Cost: \$108,750

Funding Source: CIP, VDOT Grant

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Downtown Gateway

Plan Key Number: 17

Location: English Park

Project Type: Downtown gateway improvement

Description:

Improve Main Street into the Downtown core, utilizing similar materials as the downtown streetscape. Plant trees and add landscape to create a downtown gateway.

Probable Cost: pending

Funding Source: VDOT grant

Implementation: Pending

Comments:

1. Improvements to this area are planned as part of Streetscape Project #7, and will be addressed as part of a separate CIP item.



Recommendations for Parks Improvements

Project: Create an event space

Plan Key Number: 18

Location: English Park

Project Type: Park Improvement

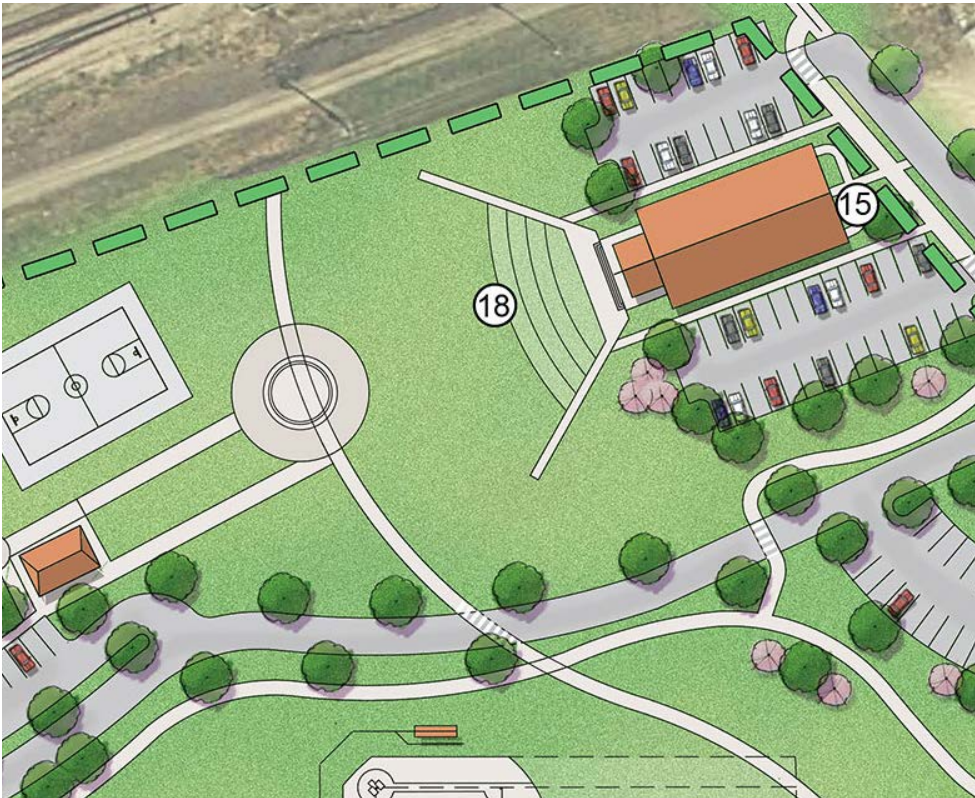
Description:

Utilize the synergy between the park and the Booker Building to create a destination quality event space. This area could be used for community events, festivals, and outdoor music concerts. An amphitheater could be integrated into the Booker Building loading dock that utilizes the adjacent lawn as a seating area. This area shares a connection to the proposed play area such that parents could be at an outside event and kids at the playground, without crossing traffic.

Probable Cost: \$685,125

Funding Source: CIP, Public/Private Partnership

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Add pavilion

Plan Key Number: 19

Location: English Park

Project Type: Park Improvement

Description:

With the addition of other park elements, such as a new playground and splash pad, it is very possible more visitors will come to the park. The addition of a second shelter may be warranted to accommodate additional events such as family reunions and birthday parties, as well as being another option for parents to sit and watch their children.

Probable Cost: \$72,500

Funding Source: CIP, Private Donation from Civic Organization

Implementation: Short Term

Comments:

1. This project could be an internal project completed with Public Works staff.



Recommendations for Parks Improvements

Project: Add splash pad

Plan Key Number: 20

Location: English Park

Project Type: Park improvement

Description:

The idea adding a splash pad to English Park was popular with the community. The splash pad would be a draw and destination for the community. A splash pad would fit well with a new playground area creating a central play space that is removed from the roadway and parking. The splash pad should be a simple flow through system with fun jets, geysers and features for kids to run around and cool off on a muggy day.

Probable Cost: \$293,625

Funding Source: CIP

Implementation: Immediate



Recommendations for Parks Improvements

Project: Improve Circulation

Plan Key Number: 21

Location: English Park

Project Type: Vehicular circulation improvement

Description:

The existing parking lot by the playground is not uniform and it is undefined where the roadway and parking area located. The existing parking area could be reworked to separate the road from playground parking, creating clearer circulation and a safer parking access. The improvements shown on the plan fit within the existing paved area, and paving could be removed to create this feature.

Probable Cost: \$87,000

Funding Source: CIP

Implementation: Short Term

Comments:

1. This project could be an internal project completed with Public Works staff.



Recommendations for Parks Improvements

Project: Improve Playground

Plan Key Number: 22

Location: English Park

Project Type: Park Improvement

Description:

The existing playground in English Park is at it's life expectancy and should be replaced. The outdated existing play equipment should be removed. The area should have slides, swings, climbers and the like, utilizing traditional post and deck equipment for 2-5 and 5-12-year-old children. The playground should have a large nature play area with logs, stumps, rocks, and other similar elements for children to explore.

Probable Cost: \$352,350

Funding Source: CIP

Implementation: Short Term



Recommendations for Parks Improvements



Project: Convert road to trail

Plan Key Number: 23

Location: English Park

Project Type: Pedestrian circulation improvement

Description:

The existing roadway along the riverfront has restricted access, although it is only with a few bollards. The roadway should be further restricted with reduced paving and structural modifications so that vehicles cannot use it as a travel lane.

Probable Cost: \$87,000

Funding Source: CIP

Implementation: Short Term

Comments:

1. This project could be an internal project completed with Public Works staff.



Recommendations for Parks Improvements

Project: Add loop trail

Plan Key Number: 24

Location: English Park

Project Type: Pedestrian circulation improvement

Description:

A gravel path should be added around the large lawn area of English Park to create a additional loop trail for walkers in English Park.

Probable Cost: \$87,000

Funding Source: CIP

Implementation: Short Term



Recommendations for Parks Improvements

Project: Create river access

Plan Key Number: 25

Location: English Park

Project Type: Park Improvement

Description:

Create a low water access point upstream of the boat ramp. This access point could serve as a tubing put in connecting the river to the park path creating a loop for tubing on the river. This area should be improved with a new concrete deck, railing and accessible path. This area could also be used for fishing and interaction with the water.

Probable Cost: \$435,000

Funding Source: CIP, DCR or DGIF Grant

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Improve circulation

Plan Key Number: 26

Location: English Park

Project Type: Pedestrian circulation improvement

Description:

In conjunction with the river access and converting the road to a trail, the existing “turn-a-round” should be improved to be a parking lot and mini trailhead. The improvements shown on the plan fit within the existing paved area, and paving could be removed to create this feature.

Probable Cost: \$50,750

Funding Source: CIP

Implementation: Medium Term



Recommendations for Parks Improvements

Project: Dog Park

Plan Key Number: 27

Location: English Park

Project Type: Park Improvement

Description:

The existing CIP has money allotted for a future dog park. The area between the bridge and the maintenance building is a potential location. The dog park could also be located between the railroad bridge and the Route 29 vehicular bridge. These areas are removed so as not to disturb other park patrons, but are close enough park features to be accessible. The dog park should be fenced, with two areas, one for big dogs, and one for little dogs. A sally port entry should be created to avoid dogs running when the dog park is accessed.

Probable Cost: \$72,500

Funding Source: CIP

Implementation: Short Term



Recommendations for Parks Improvements

Project: Frisbee Golf Course

Plan Key Number: 28

Location: English Park

Project Type: Park Improvement

Description:

A frisbee golf area had been proposed prior to the master plan, and there is money in the CIP for the creation of one. They frisbee golf should be added to the park in an area such that frisbees do not disturb park patrons but there are interesting obstacles to throw around on each hole.

Probable Cost: \$26,100

Funding Source: CIP

Implementation: Short Term



Recommendations for Parks Improvements

Project: Repair road around pier

Plan Key Number: 29

Location: English Park

Project Type: Road Improvement

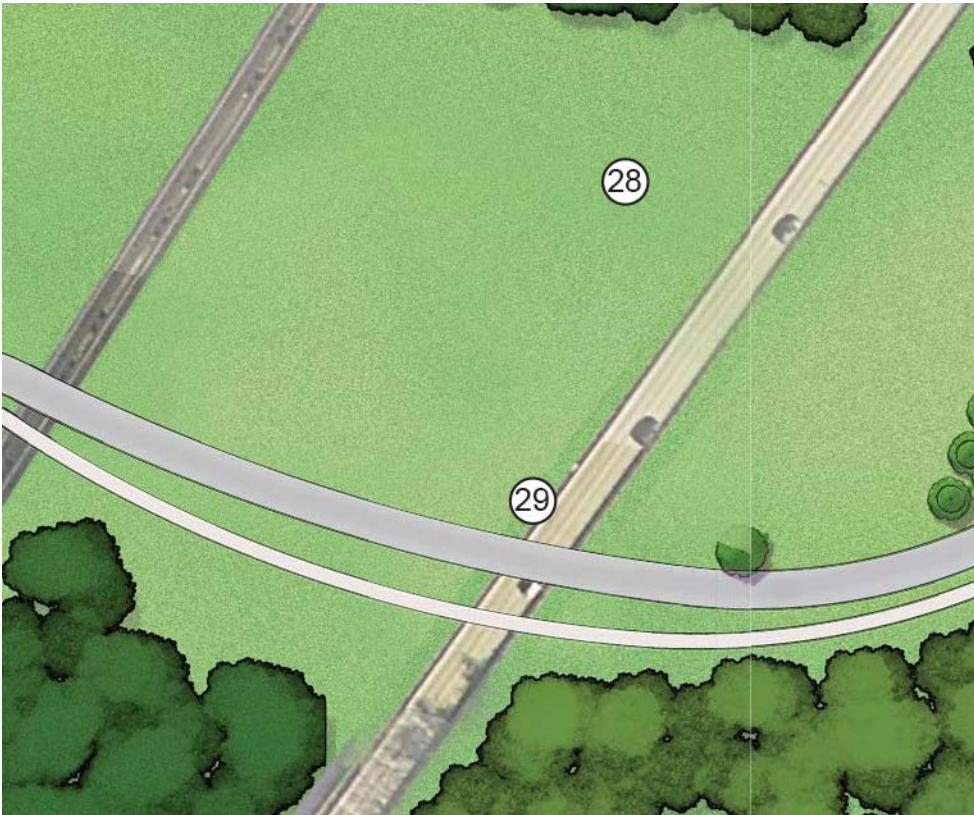
Description:

The existing road that accesses the athletic and passive parts of English Park splits around an existing pier holding up the Route 29 vehicular bridge. This bridge is planned to be replaced by the Virginia Department of Transportation. When the bridge is replaced, the road should be renovated so there is no split around the pier.

Probable Cost: pending

Funding Source: VDOT

Implementation: pending



Recommendations for Parks Improvements

Project: Future improvement of ball fields

Plan Key Number: 30

Location: English Park

Project Type: Park Improvement

Description:

A flat area to the west of the Route 29 vehicular bridge has been graded and improved to create athletic fields. This was completed as part of another project when the park was owned by the county. As a long-term project, the possibility of relocating the baseball and soccer fields in Shreve Park to English Park, should be considered. (this plan excludes War Memorial Park) The existing youth fields in Shreve Park are very tight for space, and haphazardly sited. The existing fields could be improved and a central destination for all town wide youth and adult athletic competition could be created.

Probable Cost: \$2,537,500

Funding Source: CIP, parks and rec bond

Implementation: Long Term



Recommendations for Parks Improvements

Project: Future settling pond

Plan Key Number: 31

Location: English Park

Project Type: Park Improvement

Description:

The water department may have need for a settling pond in the future. This would be a pond where river water could be pumped and let to rest so that sediment could natural fall out. This pond could be a feature that is integrated into the park with walking trails around and places to stop and fish or picnic.

Probable Cost: not included as a parks project

Funding Source: Utility Fees

Implementation: Long Term



Recommendations for Parks Improvements

Project: Extended trail system

Plan Key Number: 32

Location: English Park

Project Type: Pedestrian circulation improvement

Description:

By far, the most popular activity in the public survey was walking for pleasure. The existing trail system should be extended, and new loop trails and spurs created.

Probable Cost: \$15 per linear foot

Funding Source: CIP, Volunteer Labor

Implementation: Short Term



Appendix 3

Specific Transportation Recommendations

Recommendations: Transportation Networks

The improvement recommendations provided in the following section of the report are intended to address deficiencies or opportunities that were identified through field observations and in feedback collected at public meetings. Several program-level recommendations are listed first, followed by infrastructure recommendations.

Education and Events

It takes more than infrastructure to create a culture of walking and bicycling. Education and events also play an important role and can address several factors that are obstacles to more walking and biking including a lack of enjoyment, confidence, physical ability, perceived safety, or social acceptance.

Communities can institute a variety of programs to help begin addressing issues such as these. These efforts can span from campaigns to raise awareness, to education programs that train users in skills and etiquette, to events that promote active travel and recreation. City governments, school districts, active-fitness organization, and equipment dealers can all participate in these efforts, each contributing their unique resources or knowledge to help the community achieve these goals.

Some sample programs or efforts that other communities have used include:

- **Public Service Announcements:** Public service announcement campaigns can be used to raise general awareness of bicycle and pedestrian issues that are relevant for the community. These announcements can be shared through a variety of mediums, including television, radio, and social media, as well as on posters, signs, or informational brochures. The messages can encourage people to bike and walk more frequently, notify them about upcoming events or classes, or share important safety tips and information for bicyclists, pedestrians, and drivers alike
- **Social Rides:** Social rides are community events that are typically organized by local bicycle groups or bicycle shops. Participants meet at parks or other central locations and then ride their bicycles as a group to restaurants, events, or other social venues in their town or city. It provides the opportunity to develop a fun and community-oriented atmosphere around bicycling, while simultaneously supporting local businesses and events.
- **Bicycle Rodeos:** A rodeo is a bicycle skills event which provides an opportunity for children to practice and develop skills that will help them to become better bicyclists and avoid typical crashes. Some rodeos are designed as large, municipal events with skills activities, exhibits and games, while others are much smaller in format, requiring a smaller number of volunteers. The goal of any bicycle rodeo is to provide an opportunity for the participants to learn, practice, and demonstrate their bicycle handling skills in a fun, noncompetitive atmosphere.

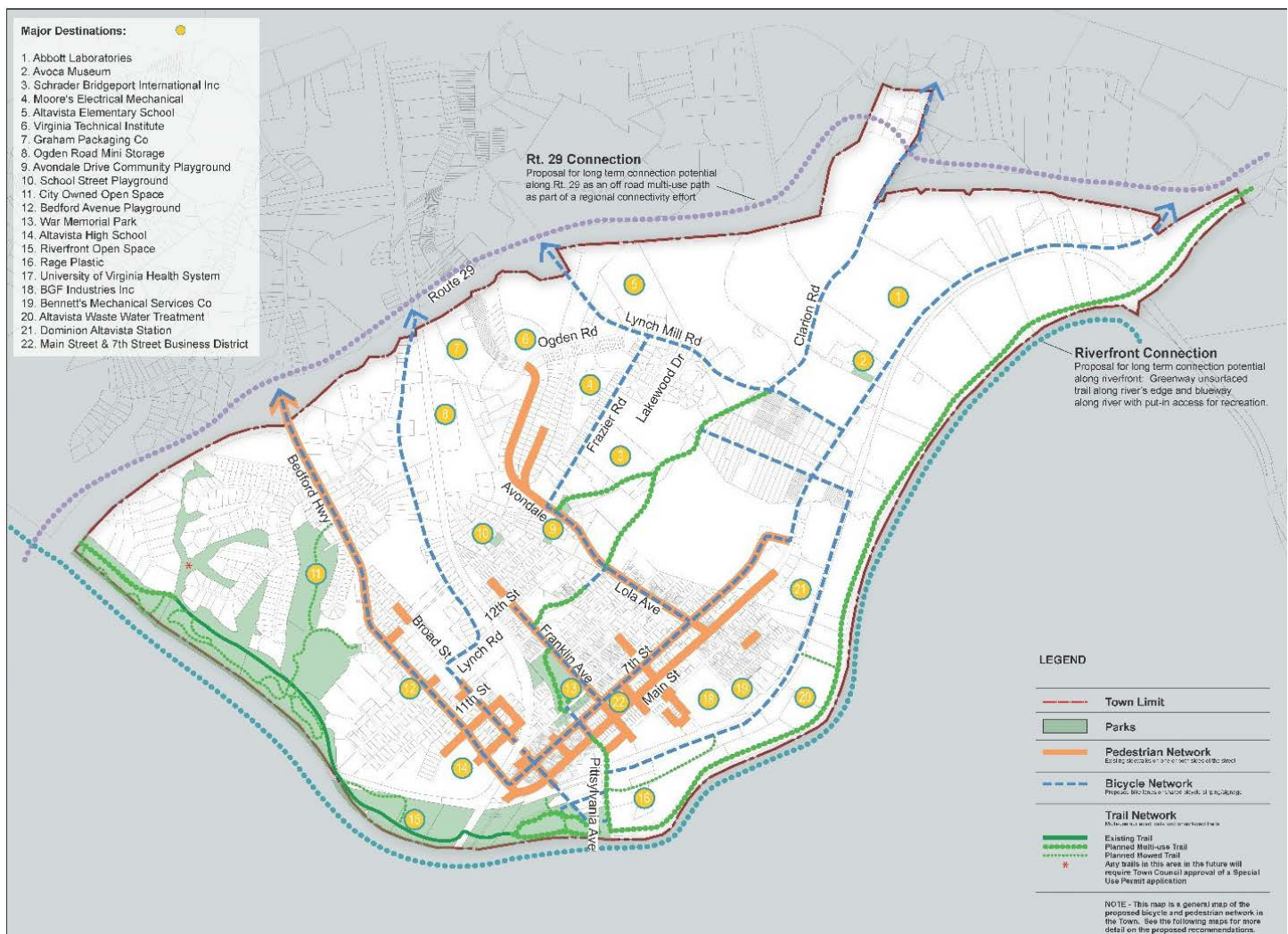


social bike ride



bike rodeo

- Urban Bicycling Workshops:** An urban bicycling workshop is like a bicycle rodeo, but oriented to adult riders who are interested in learning more about using a bicycle as a transportation option to travel around the city. The classes aim to increase confidence and knowledge of riding safety on city streets including skills such as using hand signals, understanding local road markings/signage, positioning in road, merging when bike lanes end, smooth and stable reaction to obstacles, and bike functions. Class time may be divided between lectures, performing drills on a bike in a controlled setting, and short rides to practice lessons on the city streets.
- Bicycle Friendly Business Program:** The Bicycle Friendly Business program is a national initiative organized by the League of American Bicyclists. It recognizes the efforts of employers to create bicycle-friendly conditions for employees and guests with facilities such as secure bicycle parking and in-office showers. Cities or other public organizations can encourage businesses to participate in the program, both by raising awareness of the initiative, as well as by assisting businesses with the application process or directing them to resources that help them fulfill certain conditions of the Bicycle Friendly Business designation.



proposed town-wide connectivity framework

Connectivity Framework

Infrastructure such as sidewalks, bicycle lanes, and shared-use paths are also important components in a town wide plan to increase walking and biking. Figure 13 illustrates the town's long-term plan for creating a network of streets and off-road trails for walking and bicycling. The map on the previous page shows the location of major destinations in the town and how the future network strengthens the connections among them. These connections will allow more people to walk or bike to their destination rather than driving and contributing to congestion on the town's streets.

The framework also sets up several walking and bicycling loops in the town. These loops may be use for recreational travel, such as walking or bicycling for exercise or enjoyment. For example, the framework sets up the potential, upon its implementation, for a walking or bicycling loop near downtown using Lola Avenue, 7th Street, Franklin Avenue, and a new trail. A larger loop for bicyclists could be created through the proposed infrastructure investments to Lynch Mill Road, Main Street, Lola Avenue, and Frazier Road.

The connectivity plan omits one potential future connection raised by the community. Many school students and residents cross the railroad tracks between Lynch Road and 12th Street as a cut through. However, these are active railroad tracks and creating a formal crossing in this area will require discussions with the railroad. The railroad does allow a similar connection on Broad Street behind the library, so it may be possible in the future to formalize this key connection between Lynch Road and 12th Street.

Pedestrian Recommendations

The map on the following page shows recommended improvements to the pedestrian network. This plan calls for incremental improvements to the existing network with long-term extensions as funding becomes available, as streets are reconstructed, or in conjunction with new development.

Among the long-term sidewalk extensions recommended by this plan are the eastern portion of Main Street out to Route 29, Lynch Mill Road, Clarion Road, Frazier Road, and Lynch Road. Adding sidewalks to each of these streets is likely a long-term endeavor because of the cost and right-of-way requirements. Grading requirements and draining issues may drive the cost of these sidewalks up. Meanwhile, residents expressed concerns about losing parking if sidewalks are built along these streets. The town's intention is not to affect the existing parking when these sidewalks are built.

The pedestrian connectivity framework also identifies several intersections targeted for safety improvements. The plan recommends improvements at 13 intersection that will reduce the crossing distance for pedestrians, increase pedestrian visibility, and help calm the speed of traffic. Main Street, 7th Street, Franklin Avenue, and Bedford Avenue are among the streets where these improvements are proposed are Main Street.



curb extensions narrow the crossing distance for pedestrians

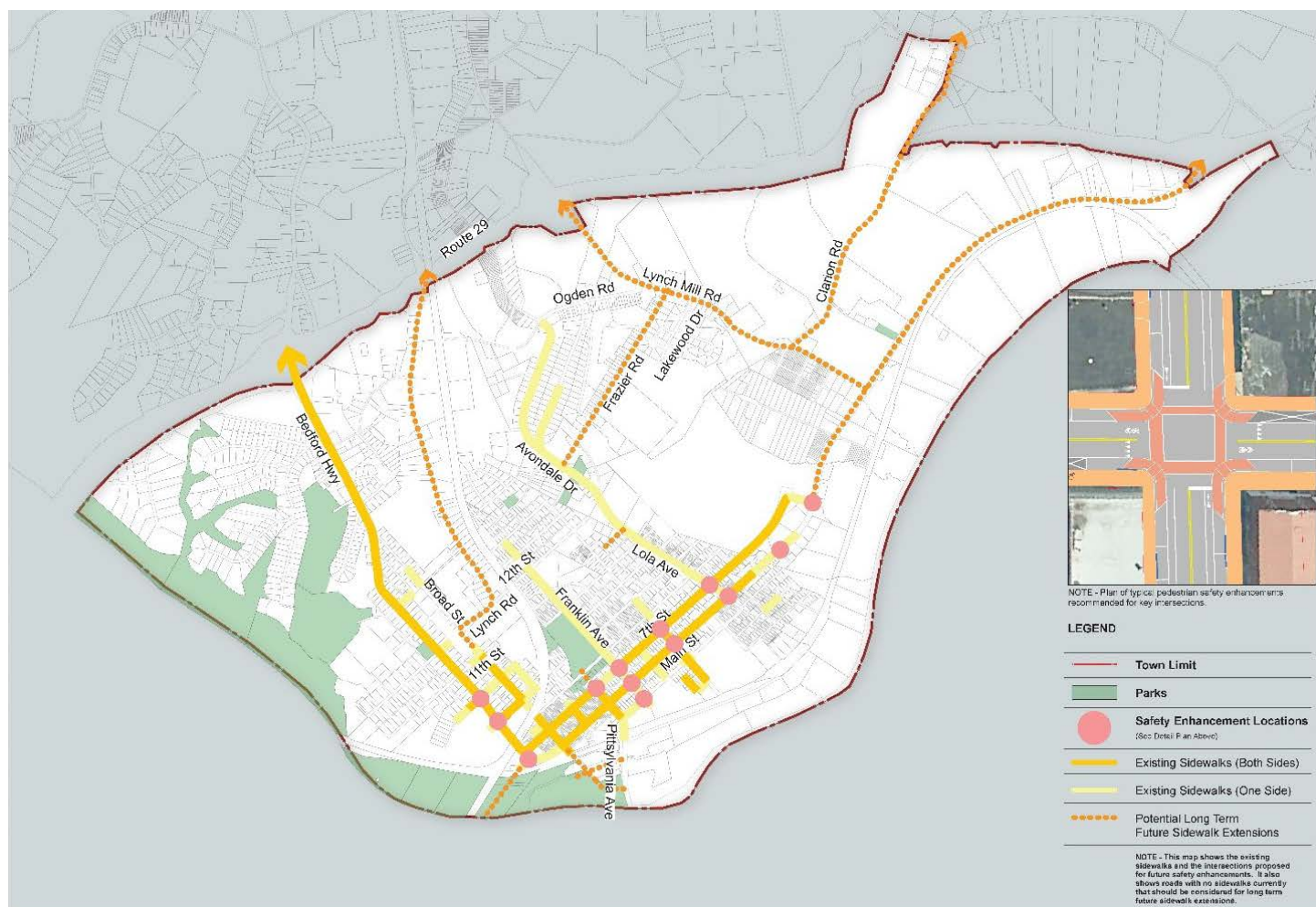


highly visible crosswalk markings, like the continental style seen here, have been shown to improve yielding behavior

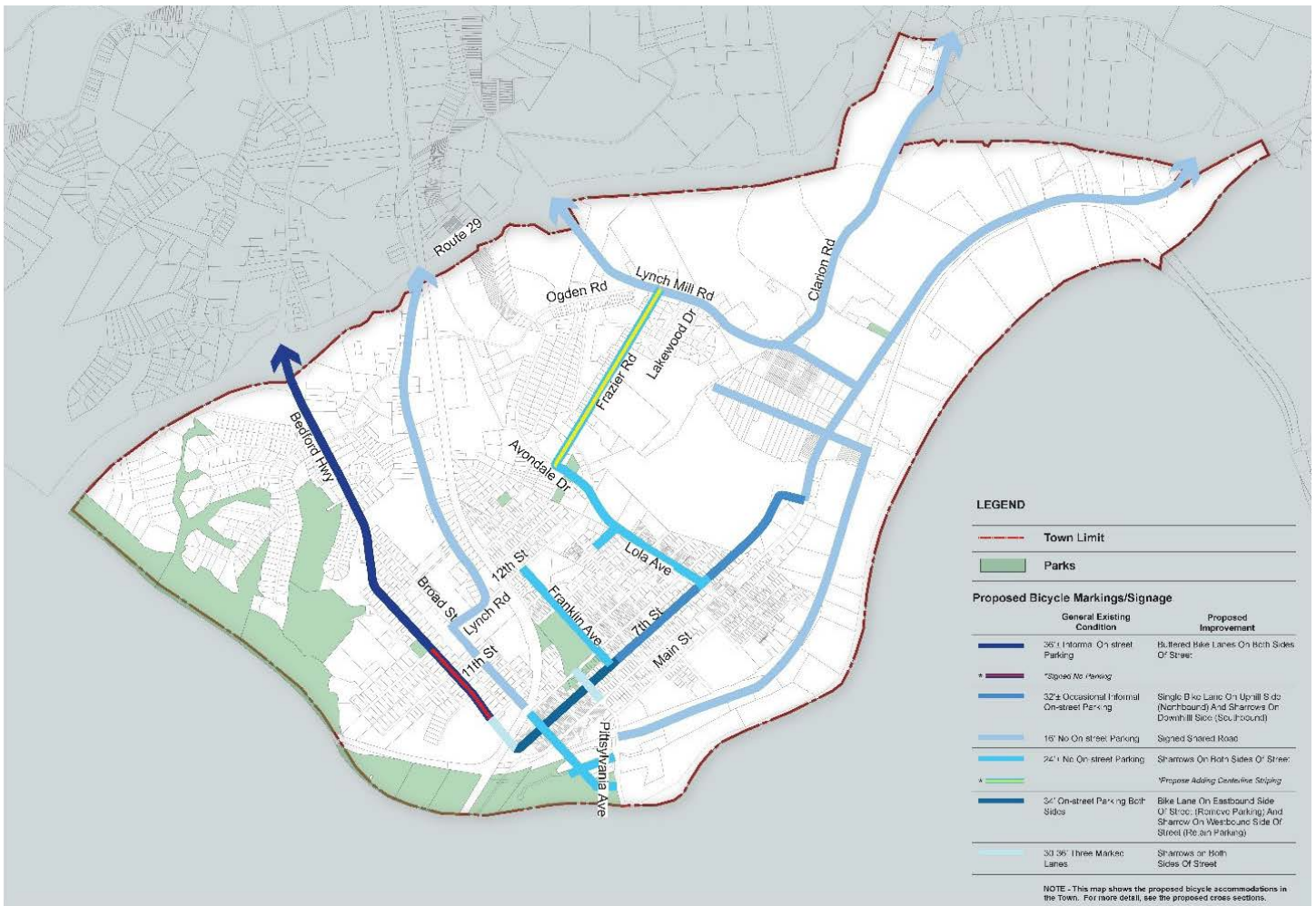
The two main improvement strategies recommended at these intersections are curb extensions and marked crosswalks. Curb extensions reduce the crossing distance at intersections or mid-block crossings by physically and visually narrowing the roadway, creating safer and shorter crossings for pedestrians. They increase the visibility of pedestrians by aligning them with the parking lane. Ideally, they are created by extending the sidewalk space into the parking lane, but curb extensions can be created quickly and at a low cost by demarcating the road and pedestrian space through temporary bollards, planters, or striping. Altavista has used curb extensions to improve pedestrian safety on Main Street at Broad Street.

Marked crosswalks are important for guiding pedestrians to the safest crossing points, and alerting drivers to their presence. The continental style highly visible crosswalk markings are preferred as they have been shown to improve yielding behavior. However, some historic Virginia communities such as Altavista have preferred brick or textured crosswalk markings. Unfortunately, the color of these surfaces is often difficult for drivers to distinguish from asphalt pavement, especially in low-light conditions. To enhance the visibility of the crosswalks, this plan recommends that all brick crosswalks be bordered with high visibility white paint borders.

The intersection improvements must also include improvements to make the crossings accessible for people with disabilities. This means including curb ramps with detectable warnings (often called truncated domes) and a level landing pad on the sidewalk. The curb ramps should also be aligned to the crosswalks and create a smooth transition between the sidewalk and the crosswalk.



proposed pedestrian connectivity framework



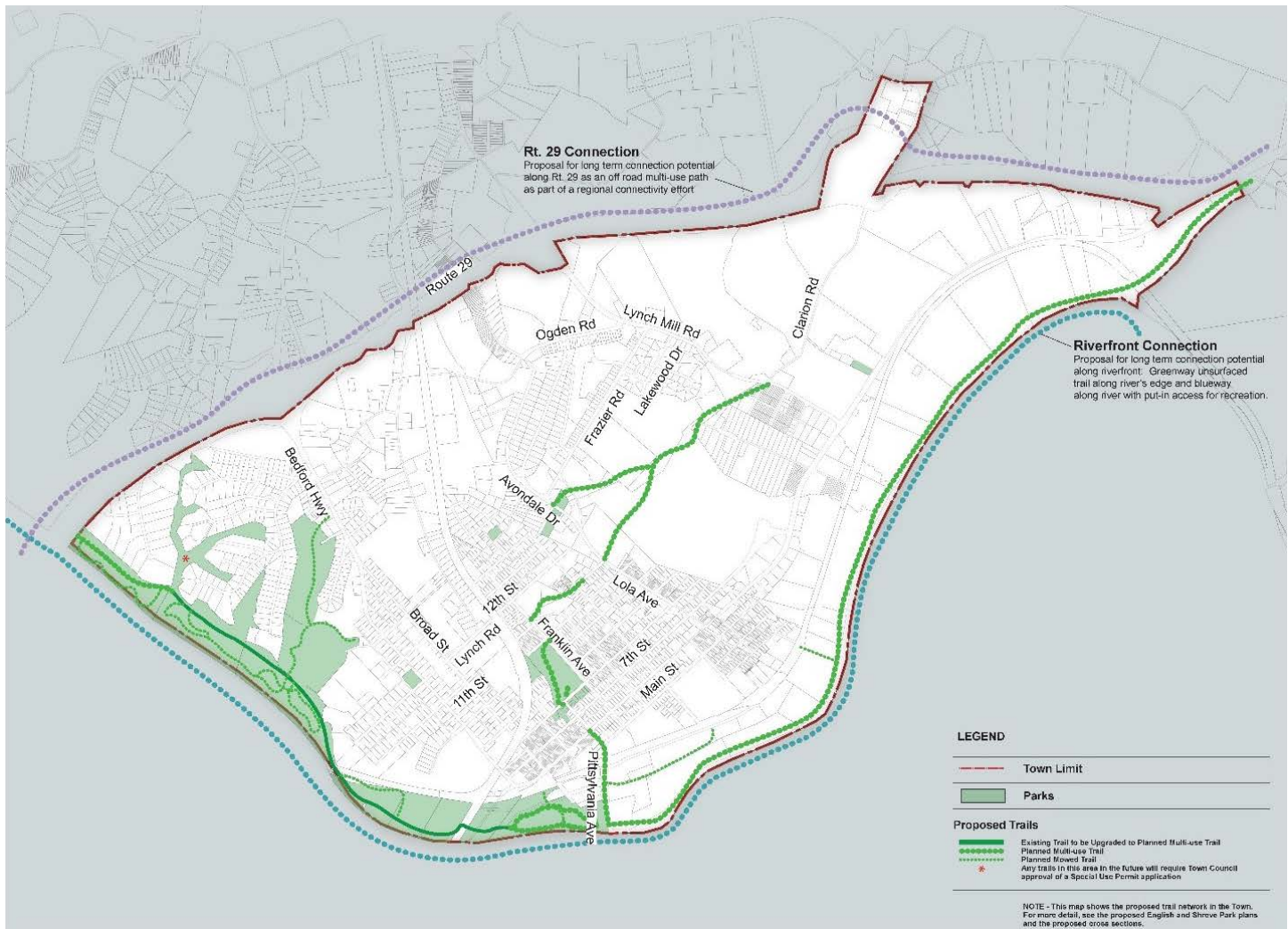
proposed bicycle connectivity framework

Bicycle Recommendations

The most substantial infrastructure improvements recommended in this plan are new bicycle and trail facilities. The plan proposes new bicycle facilities on several key routes that connect destinations and that the community identified during the public meeting as either active or desired routes for pedestrian and bicyclists. The type of facility varies based on the right-of-way width, traffic speed and volume, and street classification. The basic improvements recommended in the bicycle connectivity framework map include:

- Buffered bicycle lanes on both sides of the street (Bedford Avenue)
- Single bicycle lane on the uphill side of the street, sharrows on the downhill side (7th Street)
- Signed shared road (Main Street, Clarion Road, Lynch Mill Road, Lynch Road, and Broad Street)
- Sharrows on both sides of the street (Lola Avenue, Franklin Avenue, and Broad Street)
- Bicycle lane on the eastbound side of the street with parking removed and sharrows on the westbound side with parking retained (7th Street)

The proposed street sections on the following pages show how the right-of-way for these streets could be reconfigured to make room for bicycle facilities while maintaining traffic capacity and allowing for sidewalks.



proposed trail network

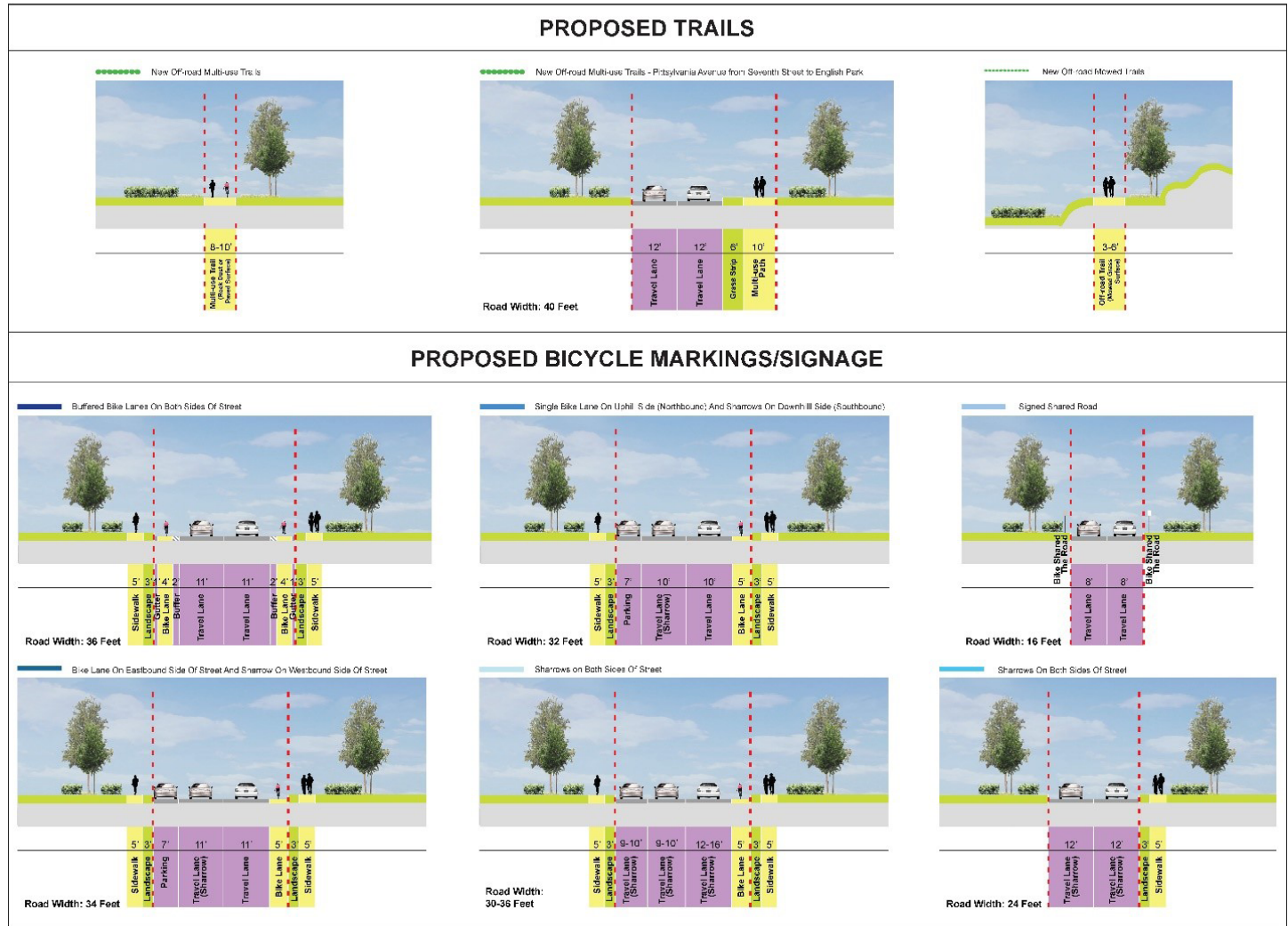
The map above shows the location of proposed trails in Altavista. Trails create connections for both pedestrians and bicyclists. The proposed trails take advantage of the town's riverfront, its parks, and other green corridors to create safe, off-road connections. They not only improve the transportation system through enhanced connectivity, but also provide a place for people to walk and recreate.

This plan proposed three different design options for trails. Trails alongside a street are often called shared-use paths. This plan proposes a shared-use path along Pittsylvania to strengthen the connection between downtown and English Park. The shared-use path should be between eight and ten feet in width and separated from traffic by a six-foot-wide planting strip.

The plan also proposes new off-road multi-use trails along the Staunton River, connecting Avondale Drive/Lola Avenue with Lynch Mill Road, and through War Memorial Park. These trails should be eight to 10 feet wide and constructed with either rock dust or a paved surface. The final category of trail is simple mowed strip three to six feet in width. These would serve largely a recreational purpose and be in parks or in future developments.

Design Details

The cross-sections below correspond to the new bicycle facilities and trails described in the preceding sections. They demonstrate how the street right-of-way should be allocated to accommodate all users. The cross sections also informed the cost estimates presented in the following section of the plan.



proposed details for trails and bicycle accommodations

Pittsylvania Gateway Recommendation

A major gap in the pedestrian and bicycle network is between downtown and English Park. The town did install a pedestrian bridge over the railroad tracks at the base of Broad Street. This bridge is an important piece of the town's pedestrian connectivity, but it requires people to climb up three flights of stairs and is not accessible for people with disabilities. The bridge is also not adequate for people riding bicycles.

Pittsylvania Avenue is therefore the connector for people riding bicycles. The street has sufficient right of way to add bicycle accommodations, but heavy trucks make it an uncomfortable place for riding. This section presents a phased approach to improving Pittsylvania for bicyclists and pedestrians. The map on the opposite page demonstrates how in the short-term the town could use buffered bicycle lanes, sharrows, and marked crosswalks to enhance safety and comfort for bicyclists and pedestrians. The rendering below shows how this could look upon implementation.

The following pages show a recommended long-term option to improve the connection with a shared-use path between Main Street and English Park. The map and rendering show how this could fit by reducing the travel lane width and installing a grass buffer between the 10-foot wide shared-use path and the travel lanes.



proposed short-term solution to park access along Pittsylvania Avenue with painted striping





proposed long-term solution to park access along Pittsylvania Avenue with reduced lane width for the road and a shared use path buffered by a grass strip



Appendix 4

Opinions of Cost & Implementation Time Frames

Altavista Parks and Trails Master Plan - Immediate and Short Term Projects

Altavista, Virginia

Opinion of Probable Cost

3-Apr-18

Prepared By: Land Planning and Design Associates Inc. Charlottesville, VA

| | | | | | |
|---|--|---------|----|-------------------------------------|--------------------|
| I | 20. Add splash pad | English | \$ | 293,625 | |
| S | 8. Trail access at Pittsylvania Ave. | Trails | \$ | 300,000 | |
| S | 9. Connection to lane access | Trails | \$ | 75,000 | |
| S | 15. Revitalize and update Booker Building | English | \$ | 1,234,313 | |
| S | 19. Add pavilion | English | \$ | 72,500 | |
| S | 21. Improve circulation | English | \$ | 87,000 | |
| S | 22. Improve playground | English | \$ | 352,350 | |
| S | 23. Convert road to trail | English | \$ | 87,000 | |
| S | 24. Add loop trail | English | \$ | 87,000 | |
| S | 27. Dog park | English | \$ | 72,500 | |
| S | 28. Frisbee golf course | English | \$ | 26,100 | |
| S | 32. Extended trail system | English | | see below | |
| On-going | Mowed or natural or surface (\$15 per lf) | Trails | \$ | 405,000 | 27,000 (lf) x \$15 |
| On-going | Planned multi-use stone dust trail (\$35 lf) | Trails | \$ | 1,050,000 | 30,000 (lf) x \$35 |
| <i>estimate assumes all trails done at once, but trails can be constructed in segments using linear foot cost</i> | | | | | |
| Pending | 29. Fix road around pier | English | | completed as VDOT project | |
| Pending | 17. Downtown gateway | English | | completed under a separate contract | |

All opinions of cost include 10% Contingency, 10% Mobilization, and 25% for Survey, A/E fees, and Testing & Inspection

Altavista Parks and Trails Master Plan - - Medium Term Projects

Altavista, Virginia

Opinion of Probable Cost

3-Apr-18

Prepared By: Land Planning and Design Associates Inc. Charlottesville, VA

| | | | | |
|---|--|--------|----|---------|
| M | 1. New playground | Shreve | \$ | 208,438 |
| M | 3. New bridge | Shreve | \$ | 72,500 |
| M | 5. Create new entry to War Memorial Park | Shreve | \$ | 36,250 |
| M | 6. Improve parking | Shreve | \$ | 232,000 |
| M | 7. Create connection to YMCA | Shreve | \$ | 72,500 |

| | | | | |
|---|--------------------------------|---------|----|---------|
| M | 10. Improve front entrance | English | \$ | 58,000 |
| M | 11. Improve circulation | English | \$ | 159,500 |
| M | 12. Create river access | English | \$ | 145,000 |
| M | 13. Create river overlook | English | \$ | 362,500 |
| M | 14. Improve circulation | English | \$ | 43,500 |
| M | 16. Improve access to overpass | English | \$ | 108,750 |
| M | 18. Create event space | English | \$ | 685,125 |
| M | 25. Create river access | English | \$ | 435,000 |
| M | 26. Improve circulation | English | \$ | 50,750 |

All opinions of cost include 10% Contingency, 10% Mobilization, and 25% for Survey, A/E fees, and Testing & Inspection

Altavista Parks and Trails Master Plan - Long Term Projects

Altavista, Virginia

Opinion of Probable Cost

3-Apr-18

Prepared By: Land Planning and Design Associates Inc. Charlottesville, VA

| | | | |
|---|--|---------|--|
| L | 2. Stream restoration | Shreve | \$ 253,750 |
| L | 4. Future possibility to relocate fields | Shreve | <u>see English park</u> |
| L | 30. Future improvement of ball fields | English | \$ 2,537,500 |
| L | 31. Future settling pond | English | <u>not estimated as a park project</u> |

All opinions of cost include 10% Contingency, 10% Mobilization, and 25% for Survey, A/E fees, and Testing & Inspection

Altavista Parks and Trails Master Plan - - Bike and Pedestrian Projects

Altavista, Virginia

Opinion of Probable Cost

3-Apr-18

Prepared By: Land Planning and Design Associates Inc. Charlottesville, VA

| | | | | |
|----------|---|----------|----|---------|
| S | <i>There are no Short Term Bike/Ped Recommendations</i> | | | |
| M | Bedford Hwy - Buffered Bike Lanes both sides | Bike/Ped | \$ | 105,611 |
| M | 7th Street - Bike Lane and Sharrows | Bike/Ped | \$ | 84,776 |
| M | Pittsylvania – Sharrows both sides | Bike/Ped | \$ | 5,914 |
| M | Pittsylvania – Sharrows both sides | Bike/Ped | \$ | 7,715 |
| M | Main Street – Signed Shared Road | Bike/Ped | \$ | 104,936 |
| M | Riverview Drive – Signed Shared Road | Bike/Ped | \$ | 29,093 |
| L | Lola Ave and Park Stub out - Sharrows both sides | Bike/Ped | \$ | 11,135 |
| L | Franklin Ave - Sharrows both sides | Bike/Ped | \$ | 4,004 |
| L | Broad Street – Signed Shared Road | Bike/Ped | \$ | 45,741 |
| L | Broad Street – Sharrows both sides | Bike/Ped | \$ | 20,143 |
| L | Clarion Road – Signed Shared Road | Bike/Ped | \$ | 43,934 |
| L | Lynch Mill Road – Signed Shared Road | Bike/Ped | \$ | 71,223 |
| L | Bedford Highway – Sharrows both sides | Bike/Ped | \$ | 14,577 |
| On-going | Intersection Safety Enhancements without Curb Extensions (per intersection) | Bike/Ped | \$ | 72,000 |
| On-going | Intersection Safety Enhancements with Curb Extensions (per intersection) | Bike/Ped | \$ | 122,000 |

All opinions of cost include 10% Contingency, 10% Mobilization, and 25% for Survey, A/E fees, and Testing & Inspection