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**2.0 STATUS OF THE ROANOKE VALLEY GREENWAY PROGRAM**

**2.1 Establishment of the Greenway Program**

The Roanoke Valley greenway program arose as a citizen initiative to improve quality of life in the region. In 1993 members of Valley Beautiful Foundation heard about the need to replace the sewer interceptor lines along the Roanoke River and suggested that a greenway be built at the same time. They organized local informational and motivational meetings featuring speakers with greenway experience in other cities. At their urging, the local governing bodies for the City of Roanoke, Roanoke County, City of Salem and Town of Vinton appointed members to an Open Space/Greenways Steering Committee in 1994. This committee worked under the sponsorship of the Fifth Planning District Commission (now the Regional Commission) to visit greenway programs in other communities and persuaded the local governments to fund development of a greenway plan. Greenways, Inc. was hired to assist with public input meetings and development of the *Conceptual Greenway Plan, Roanoke Valley, Virginia*, which was completed in December 1995.

After the 1995 Plan was written, the committee began exploring ways to begin implementation. In 1996 the four local governments provided funds for a full time staff position devoted to greenways. Liz Belcher started work as the Greenway Coordinator in the office of the Regional Commission in August of that year.

The committee then began planning to establish a structure for implementing the 1995 Plan. The consensus was that the greenway organization should not be autonomous, as with an authority, but rather a regional partnership among the local governments and citizens. In 1997 the four local governments agreed to form a commission to direct the greenway program, established pursuant to Section 15.1-21 of the Code of Virginia. On Earth Day in April 1997 greenway supporters celebrated with a walk up Mill Mountain and the signing of an *Intergovernmental Agreement Establishing the Roanoke Valley Greenway Commission* (Appendix B.) Prior to its dissolution when the Greenway Commission was established, the committee also helped volunteers organize a non-profit, Pathfinders for Greenways.



*David Bowers, Liz Belcher, Bob Johnson, Spike Harrison, Jim Trout, Sonny Tarpley, Lucy Ellett, and Buford Barton celebrate the signing of the Intergovernmental Agreement on April 19, 1997.*

**2.2 Greenway Partners**

**2.2.1 Local Governments**

The greenway program has been implemented as a regional partnership. The four local governments of the City of Roanoke, Roanoke County, City of Salem and Town of Vinton established the Roanoke Valley Greenway Commission. In spring of 1997 each of the four

localities adopted the 1995 Plan as a component of its comprehensive/community plan, with Roanoke County and the City of Roanoke also adopting additional policies. The four jurisdictions help fund the office of Greenway Coordinator on a per capita basis, match capital grants within their respective jurisdictions, oversee planning and construction projects, and provide extensive staff time and in-kind services for greenway construction and management. The greenways are owned and operated by the localities, and the respective parks and recreation departments have responsibility for management and maintenance.

### **2.2.2 Roanoke Valley Greenway Commission**

As mentioned in Section 2.1, the Greenway Commission was formed by an Intergovernmental Agreement among the four local governments (Appendix B). It is comprised of three members appointed by each of these governments, one member appointed by the Roanoke Valley Area Metropolitan Planning Organization (MPO), and non-voting ex-officio members representing the planning and parks departments, Western Virginia Land Trust, Pathfinders for Greenways, and other interested organizations.

The purpose of the Greenway Commission is to “promote and facilitate coordinated direction and guidance in the planning, development, and maintenance of a system of greenways throughout the Roanoke Valley.” In accordance with the Intergovernmental Agreement, the Greenway Commission’s responsibilities are to encourage incorporation of greenways into each jurisdiction’s planning efforts, explore greenway opportunities, make recommendations on legislation, investigate funding and grants, recommend standards, pursue partnerships, and coordinate the efforts of the federal, state, and local governments involved.

When the Intergovernmental Agreement was adopted, the greenway movement in the valley was a new frontier. Over time each locality has developed internal processes and staff expertise to deal with many greenway issues, and thus over time the Greenway Commission’s role has evolved. That role varies by jurisdiction, depending on the locality’s needs and staffing. The Greenway Commission strives to be responsive in complementing the localities’ programs and in finding resources to help meet localities’ needs.

### **2.2.3 Pathfinders for Greenways**

The Greenway Commission is assisted by a volunteer, nonprofit group formed in March 1997. Pathfinders for Greenways is a 501(c)(3) grass-roots citizen organization with volunteer members united by the vision of establishing a first-class regional greenway system within the Roanoke Valley. The Pathfinders’ purposes are to promote and encourage development of a greenway network, educate citizens and officials on greenway benefits and value, raise and receive gifts, donations and grants, organize volunteers to assist with greenway development and maintenance, and sponsor greenway promotional efforts. The Pathfinders have been particularly effective in building and maintaining natural surface trails. They donate 3-5,000 hours of volunteer service each year and have purchased over \$40,000 worth of trail building equipment.

### **2.2.4 Roanoke Valley-Alleghany Regional Commission**

The Regional Commission is a state-established regional planning organization. It provides assistance to local governments for land use planning, transportation planning, mapping,

project management services, and grant applications. The Regional Commission sponsored and facilitated development of the 1995 Plan and has developed the regional bicycle plans. It has continued to provide greenway services, particularly GPS data and GIS mapping, web assistance, bicycle route assessment and planning, and open space planning. The Greenway Coordinator serves on the Transportation Technical Committee of the Metropolitan Planning Organization of the Regional Commission. The Regional Commission obtained the grant for the update to the greenway plan and has provided significant staff time and support to the Greenway Commission.

### 2.2.5 Other Partners

The Intergovernmental Agreement included an ex-officio position on the Greenway Commission for the Western Virginia Land Trust. The Land Trust was established in the fall of 1996 and is the partner which can assist with acquisition of rights-of-way and transfer of property.

Ex-officio members have been added to the Greenway Commission over the years to represent diverse groups interested in greenways such as running and bicycle clubs, equine enthusiasts, the Roanoke Appalachian Trail Club, Western Virginia Water Authority, and other interested groups.

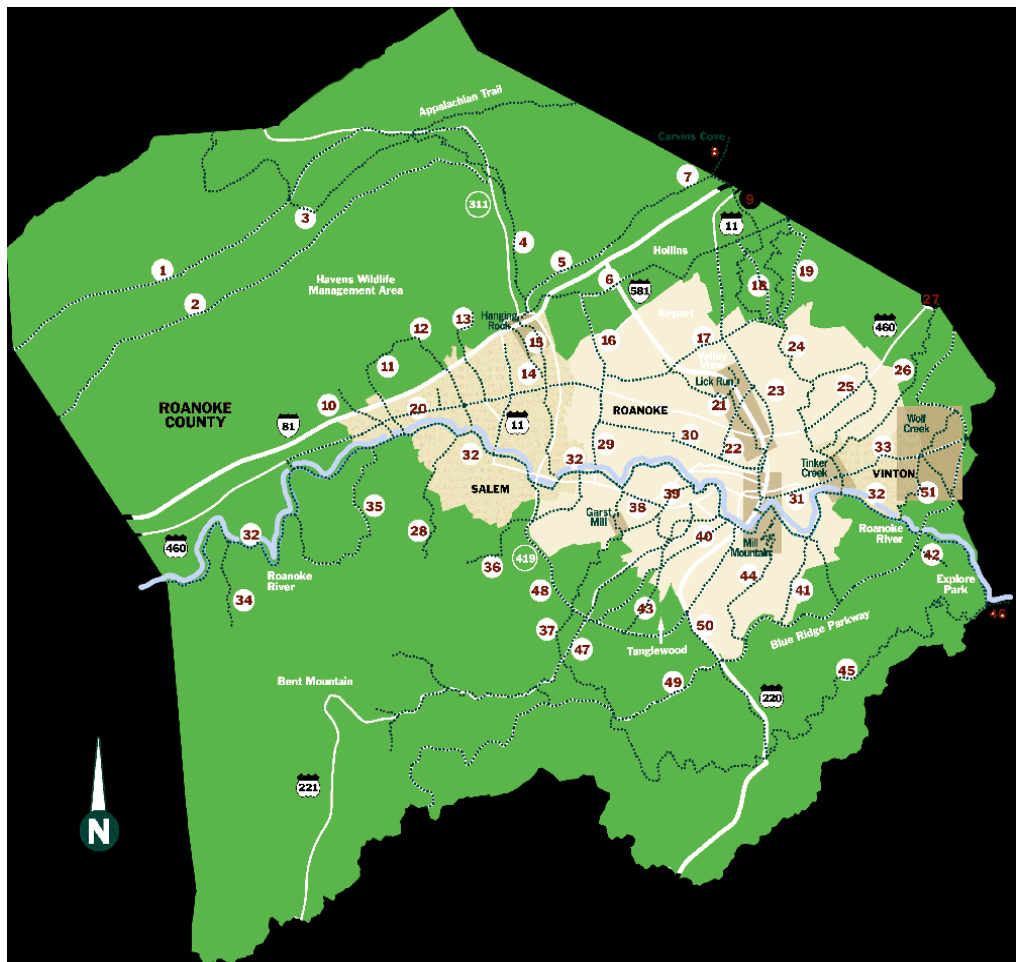
Other groups which have been very involved in the program include Valley Beautiful Foundation, Roanoke Valley Urban Forestry Council, and Greater Raleigh Court Civic League. Other neighborhood groups have been involved with specific projects, and citizens, corporations, and civic organizations are encouraged to be actively involved in greenway planning and construction. The Greenway program has received valuable assistance from Virginia Road and Transportation Builders Association, Boy Scouts, Girl Scouts, corporations, and volunteers from Rotary, Kiwanis, Valley Area Shared Trails, Roanoke College, Virginia Tech, North Cross School, the Governor's School for Science and Technology, and Faith Christian School.

The Greenway Commission has established important formal and informal connections to state and federal agencies. In 2002 the Blue Ridge Parkway approved a General Agreement with the Greenway Commission that allows working cooperatively to develop and maintain trails on and connecting to Parkway facilities. Greenway Commission members and staff have been very active with state agencies such as the Department of Conservation and Recreation, Department of Forestry, Department of Transportation, and Department of Game and Inland Fisheries. In 1999 the first statewide greenway and trail conference was held in Roanoke. The Greenway Commission and staff have assisted with all subsequent statewide greenway conferences and workshops and have provided advice to a number of nearby jurisdictions interested in planning and constructing greenway systems.



### 2.3 Summary of 1995 Conceptual Greenway Plan

The 1995 Plan was developed as a regional project by the four local governments, Regional Commission, and citizens, with guidance from a nationally renowned consultant, Greenways, Inc. Development of the plan included speakers, meetings with elected officials and community leaders, and three public input workshops. The 1995 Plan included 51 conceptual greenway routes. It described the benefits of greenways, design criteria, funding strategies, potential corridors, design guidelines, and management and maintenance issues. It is available on-line at <http://www.rvarc.org>.



*The 1995 Conceptual Greenway Plan, Roanoke Valley, Virginia included 51 potential corridors.*

## 2.4 Progress on the 1995 Plan

### 2.4.1 Implementation Schedule

The 1995 Plan began the process of establishing a structure for developing a greenway network. It recommended an implementation schedule wherein the first task was formation of an intergovernmental organization and a citizens' advocacy group. This was completed when the Greenway Commission and Pathfinders for Greenways were established in 1997. Secondly, the 1995 Plan recommended a pilot project; Mill Mountain Greenway was selected and has since been completed. It recommended master plans for phase I and then phase II projects; several of these have been completed. It recommended marketing literature and maps, which have been developed. The 1995 Plan recommended an evaluation after ten years, which is the process documented in this Update. More detail on completion of the 1995 strategies is included in Section 2.4.7.

### 2.4.2 Design Guidelines

The Intergovernmental Agreement charged the Greenway Commission with recommending standards for the design and construction of greenways. Standards for on-road facilities are mandated by the Virginia Department of Transportation and by the American Association of State Highway and Transportation Officials (AASHTO). In 1997 the Greenway Commission drafted guidelines for development of the off-road greenway routes with trails, based on federal, state, and other published guidelines. These guidelines recognized that different users require different surfaces and that different environments call for different levels of development. While each locality is responsible for its respective greenway and trail facilities, the Greenway Commission's goal was to encourage uniformity in design of regional greenways, suggest best practices for consideration by each locality, and provide guidance for distinctions in levels of development.

#### Class A

The most developed greenways include a hard surfaced trail to accommodate a range of activities and high levels of use. These greenways are highly suitable for urban environments where wheeled modes of travel such as strollers, wheelchairs, skateboards, and roller blades are common. High use and urban sights and amenities are expected, but users also are able to enjoy a park-like environment or natural area. Trails are paved with either asphalt or concrete. Traffic control devices such as lane markings and bicycle speed limits are acceptable. Facilities are handicapped-accessible. The Roanoke River Greenway, Lick Run Greenway, and Garst Mill Park Greenway are examples of this Class A environment.

#### Class B

These greenways are built in areas where moderate use is expected and a more natural environment is available. Trails could be hard surfaced, but often the surface is "cinders" similar to a rail-trail, with compacted aggregate stone or wood chips. Narrower trail widths are acceptable in some cases, and users are expected to use courtesy when passing others. These surfaces do not accommodate as many wheeled uses but offer a softer surface for

walking and running and a more relaxed environment. Hanging Rock Battlefield Trail and Wolf Creek Greenway are representative of Class B greenways.

**Class C**

The third category for Roanoke Valley greenways has natural surfaced trails. These offer a rural or wooded environment and opportunities for long distance walking, hiking, mountain biking, and possibly horseback riding where approved. Trail widths are narrower, and trails may have steeper grades and more challenging terrain. Murray Run Greenway and the trails on Mill Mountain, the Blue Ridge Parkway, and Carvins Cove are Class C facilities. These trails can be built and maintained by volunteers.

Setting and Use Table			
Design Factor	Class		
	A	B	C
User	Joggers Walkers Bicyclists Skateboarders Wheelchair users Roller bladers Stroller pushers	Joggers Walkers Bicyclists Mountain bikers Horseback riders (where approved)	Walkers Hikers Mountain bikers Horseback riders (where approved) Distance runners
Use Level	High	Moderate	Moderate to Low
Setting	Urban, suburban. Universally accessible.	City sights less obvious. Park-like.	Natural or rural environment, removed from city sights.
Surface	Asphalt or concrete	Crushed aggregate stone, wood chips, or hard surface	Natural surface, wood chips, or crushed stone

**2.4.3 Priorities in 1995 Plan**

The 1995 Plan listed several priority projects. It confirmed that valley residents felt the top priority should be a greenway paralleling the Roanoke River. Other routes for which there was public support were also listed, but there was no analysis of the feasibility of any routes. The priority projects listed in the 1995 Plan and the progress on them is shown in the table below. Further information on each is available in Sections 2.4.4, 2.4.5, and 5.



Priority from 1995 Plan	Summary of Status and Obstacles
Roanoke River	<p><i>Status:</i> The Roanoke River Greenway has remained the priority project. Three miles have been built. Master plans have been completed.</p> <p><i>Obstacles:</i> Coordination with sewer and flood projects, right-of-way acquisition, proximity of railroad, proximity of businesses, terrain, flooding.</p>
Mudlick Creek/Garst Mill	<p><i>Status:</i> The section in Garst Mill Park has been completed. Two other rights-of-way have been donated.</p> <p><i>Obstacles:</i> Most of the creek is in residential backyards, making right-of-way difficult; flooding.</p>
Blue Ridge Parkway (on and off road)	<p><i>Status:</i> A General Agreement with the Parkway has been completed. Six miles of off-road trail have been refurbished. The Parkway has completed feasibility study of an off-road multi-use path. Draft trail plan has been developed.</p> <p><i>Obstacles:</i> Parkway is managed by National Park Service; Parkway has been involved in development of its own General Management Plan; Parkway focus is on motor road, not trails.</p>
Salem Rail Trail (Hanging Rock)	<p><i>Status:</i> Opened in 1999, 1.7 miles. Still needs bridge across creek.</p> <p><i>Obstacles:</i> Flooding, restricted right-of-way, agreements with VDOT about Enhancement funding.</p>
Tinker Creek	<p><i>Status:</i> First mile opened in 2002. Conceptual plan completed in 2000.</p> <p><i>Obstacles:</i> Right-of-way acquisition, narrow corridor next to roads, flooding, private residences.</p>
Downtown Roanoke to Explore Park via Mill Mtn.	<p><i>Status:</i> Mill Mountain Greenway opened in 2003. Connections via trails on Mill Mountain and the Parkway are open to Pitzer Road. Trails at Explore have been built.</p> <p><i>Obstacles:</i> Explore Park is now under option to private developer; trail completion is dependent on Parkway schedule in completing trail plan; connections still needed through market area.</p>
Connection to Appal. Trail via Carvins Cove	<p><i>Status:</i> This is an existing trail. No new connection has been identified or authorized. The City has provided a permanent easement for the AT.</p>
Electric Rd/ Rt. 419	<p><i>Status:</i> Minimal progress. VDOT has paved shoulders when resurfacing.</p> <p><i>Obstacles:</i> No off road corridor has been explored.</p>
Wolf Creek	<p><i>Status:</i> Over two miles have been built from Hardy Rd to Blue Ridge Pkwy.</p> <p><i>Obstacles:</i> Connection to Roanoke River would require right-of-way through very steep terrain.</p>
Stewartsville Road/ Rt. 24	<p><i>Status:</i> No progress. This was reviewed during bikeway planning and was not considered a popular route. Bicyclists prefer Mountain View Road which is being rebuilt with bike lanes.</p>
Connection to existing horse trails	<p><i>Status:</i> Minimal progress. Location options have been explored. Connections have been suggested to Blue Ridge Pkwy as part of its trail plan. Input has been provided to the Jefferson National Forest. Horse parking is now available at Carvins Cove. Perimeter Trail included in this Update.</p>

**2.4.4 Construction of Greenways**

Since the Roanoke Valley Greenway program began, over nineteen miles of trail have been built on nine greenways. Each of the routes has gone through the stages of planning, engineering, right-of-way acquisition, funding, and construction. The chart below shows the greenways completed to date. These are shown on the map at the back of this Update in purple.

Roanoke Valley Greenways Built 1995-2006

Greenway	Locality	Class	Year Opened	Mileage
Garst Mill Park Greenway on Mudlick Creek	Roanoke County	A (Paved)	1997	0.5
Hanging Rock Battlefield Trail	Roanoke County, City of Salem	B (Cinder)	1999	1.7
Lick Run Greenway	City of Roanoke	A (Paved)	1999, 2002, 2006	3.0
Mill Mountain Greenway	City of Roanoke	A (Paved)	2003	3.5
Mill Mountain Star Trail*	City of Roanoke	C (Natural)	1999	1.7
Murray Run Greenway	City of Roanoke	B-C (Cinder, natural)	2001-2005	2.8
Roanoke River Greenway	City of Roanoke	A (Paved)	1999-2006	2.5
Roanoke River Greenway – David Smith Trail	City of Salem	A (Paved)	2002	0.5
Tinker Creek Greenway	City of Roanoke	A (Paved)	2002	1.25
Wolf Creek Greenway	Vinton, Roanoke County	B (Cinder)	1999, 2001, 2005, 2006	2.5
			<b>Total</b>	<b>19.95</b>
* Built with assistance from Pathfinders for Greenways				



In addition, Pathfinders for Greenways, working with the Greenway Commission and localities, has completed the following natural surface trails, structures, and features which provide important connections and amenities for the greenway network.

**Additional Greenway and Trail Projects with Pathfinders for Greenways**

<b>Trail</b>	<b>Location</b>	<b>Task</b>	<b>Year</b>	<b>Mileage</b>
Bennett Springs Bridge	Carvins Cove	Construction	2004	1 structure
Chestnut Ridge Loop Trail	Blue Ridge Parkway	Reconstruction	2004	6 miles
Fern Park Trail	City of Roanoke	Construction	2006	1 mile
Fishburn Park Rain Garden	City of Roanoke	Construction	2005	1 garden
Four Gorges Trail	Carvins Cove	Construction	2005-06	3 miles
Horse Trail from Stewarts Knob to Rt. 24	Blue Ridge Parkway	Reconstruction	2003	2 miles
Kiosks	Blue Ridge Parkway, Murray Run, Wolf Creek	Construction of 4 kiosks	2002-03	4 structures
Monument Trail	Mill Mountain Park	Reconstruction	2002	1.5 miles
Murray Run Greenway bridges	City of Roanoke	Construction of 2 bridges	2001-2006	2 structures
Ridgeline Trail	Mill Mountain Park	Construction	2005	1 mile
Roanoke River Trail	Blue Ridge Parkway	Repairs	2005	0.5 mile
Trough Trail	Carvins Cove	Relocation	2005	1 mile
Wolf Creek Bridges	Vinton, Roanoke County	Construction	1999,2001	3 structures
			Total	16 miles 11 structures

**2.4.5 Greenway Planning**

In addition to construction, the Greenway Commission, localities, and Pathfinders have worked on planning and design for other routes listed in the 1995 Plan. Each of the localities has updated its Comprehensive Plan since 1995 and each has prioritized its greenway routes. The matrices on the following pages show the status of On-road and Off-road routes in the 1995 Plan.

Status of Off-Road Routes Included in the 1995 *Conceptual Greenway Plan*

<u>PROJECT NAME</u>	<u>Plan #</u>	<u>On/Off Rd.</u>	<u>Inactive</u>	<u>Exploration</u>	<u>Planning</u>	<u>Engineering</u>	<u>Funding</u>	<u>Right of way</u>	<u>Construction</u>	<u>Complete</u>	<u>COMMENTS</u>
Appalachain Trail	3	Off		✓	✓	✓	✓	✓	✓	1985	Easement 1998
Back Creek	45	Off		✓							
Barnhardt Creek	36	Off		✓							
Carvin Creek	9	Off		✓	✓						
Dry Hollow	34	Off		✓							
Garnand Branch	41	Off		✓	✓						
Gish Branch	14	Off	x								
Glade Creek	26	Off		✓	✓						
Glenwood Horse Trail Link	27	Off		✓	✓						
Hanging Rock Battlefield Trail	15	Off		✓	✓	✓	✓	✓	✓	1999	
Hanging Rock Bridge	15	Off		✓	✓	✓	✓	✓	2007-08		
Horners Branch	11	Off	x								
Horse Pen Branch	7	Off		✓							
Lick Run	21	Off									
Section 4	21	Off		✓	✓	✓	✓	✓	✓	1999	
Section 3	21	Off		✓	✓	✓	✓	✓	✓	2002	
Section 1&2	21	Off		✓	✓	✓	✓	✓	✓	2006	
Mason Creek	4	Off		✓			Partial				
Mill Mountain	44	Off/On									
Downtown-Piedmont Pk	44	Off/On		✓	✓	✓	✓	✓	✓	2003	
Piedmont-up Prospect	44	Off/On		✓	✓	✓	✓	✓	✓	2003	
Mill Mtn Pk Spur Rd	44	On		✓							Add to Bike Plan
Mill Mtn Star Trail	44	Off		✓	✓	✓	✓	✓	✓	1999	
Mudlick Creek	37	Off									
High School	37	Off		✓	✓						
HS-Garst Mill Park	37	Off/On		✓	✓			One tract			
Garst Mill Park	37	Off		✓	✓	✓	✓	✓	✓	1997	
GMP-Roanoke River	37	Off/On		✓				One tract			
Murray Run	43	Off									
Grandin-track	43, p. 41	Off		✓	✓	✓	✓	✓	Partial	2003	
Track-Brambleton	43, p. 41	Off		✓	✓	✓	✓	✓	✓	2001	
Fishburn Park	43, p. 41	Off		✓	✓	✓	✓	✓	✓	2004	
Fishburn-Colonial	43, p. 41	Off		✓	✓	✓	✓	✓	✓	2004	
Colonial-Ogden	43, p. 41	Off		✓							
Paint Bank Branch	10	Off	x								
Roanoke River Tributary	12	Off		✓							Dry Branch, golf course
Roanoke River Tributary	28	Off	x								Up Twelve O'clock Knob
Route to Appalachain Trail	8	Off		✓							
Route to Smith Mountain Lake	46	Off		By others							In Franklin Co. Plan
Tinker Creek	24	Off									
Kenwood-Wise Ave.	24	Off		✓	✓	✓	✓	✓	✓	2003	
Wise Ave.-County line	24	Off		✓	✓						Conceptual plan in 2000
Co line-Carvins Cove	24	Off		✓	✓			Two tracts			in cooperation w/
RCIT Connection	24, p. 41	Off		✓							Virginia Tech
Wolf Creek	51	Off									
Roanoke R-Hardy Rd	51	Off		✓							
Hardy-S tonebridge Pk	51	Off		✓	✓	✓	✓	✓		1999, 2001	
Stonebridge-BRP	51	Off		✓	✓	✓	✓	✓	✓	2005-2006	Will open 2007

Status of Off-Road Routes Included in the 1995 *Conceptual Greenway Plan*

PROJECT NAME	Plan #	On/Off Rd	Inactive	Exploration	Planning	Engineering	Funding	Right of way	Construction	Complete	Comments
Roanoke River											
Dixie Caverns-Green Hill	32	Off		✓							
Green Hill Park-Diaguids Lane	32	Off		✓	✓	✓	✓	✓	2007		
Diaguids Lane-Mill Lane	32	Off		✓	✓						
Mill Lane-Eddy Street	32	Off		✓	✓	✓	Partial				
Eddy Street-Colorado Street	32	Off		✓	✓	✓	✓	✓	✓	Partial	2002 opened to Williams Br.
Colorado Street-Apperson Drive	32	Off		✓	✓	✓	✓				
Apperson Drive-Apperson Drive	32	Off		✓	✓	✓	✓				
Apperson Drive-Roanoke City Line	32	Off		✓	✓	✓	✓				
Roanoke City Line-Mudlick	32	Off		✓	✓	Partial	Partial				Phase II of Flood Proj.
Mudlick-Bridge Street	32	Off		✓	✓	Partial	Partial				Phase II of Flood Proj.
Bridge Street-Memorial Avenue	32	Off		✓	✓	Partial	Partial				Phase II of Flood Proj.
Memorial Avenue-Wasena Park	32	Off		✓	✓		✓				Phase II of Flood Proj.
Wasena Park-Piedmont Park	32	Off		✓	✓	✓	✓	✓	✓	Partial	Phase I of Flood Proj.
Piedmont Park-9th Street	32	Off		✓	✓	✓	✓	✓	2007		Phase I of Flood Proj.
9th Street-Brownlee	32	Off		✓	✓	✓	✓	✓	✓	2007	Will open in 2007
Brownlee-Golden Park-City line	32	Off		✓	✓						
Bridge to Tinker Creek	32	Off		✓	✓		Partial				
Roanoke City line-Blue Ridge Parkway	32	Off		✓	✓						
Blue Ridge Parkway to Back Creek	32	Off		✓	✓						

Status of On-Road Routes Included in the 1995 *Conceptual Greenway Plan*

PROJECT NAME	Plan #	On/Off Rd.	Inactive	Exploration	Six-Yr Plan	Planning	Engineering	Funding	Construction	Complete	COMMENTS
10th Street	22	On		✓	✓	✓	✓				Sidewalks and bike lanes included in plans
Blue Ridge Parkway	49	On		✓		✓					Gen. Agreement to work on trails; Draft Trail Plan 04; BRP bike study in 05; Final Trail Plan FY08
Brandon Road	38	On									
	Salem line-Mudlick	38	On	✓	✓	✓	✓	✓	✓	✓	Widened outside lane, sidewalks
	Mudlick-Franklin	38	On	✓							
Colonial Avenue	40	On									
	City	40	On	✓					✓	Partial	Bike lanes near VWCC
	County	40	On		✓	✓	✓				Plans show paved shoulder; neighborhood requesting sidewalks, bike lanes
Cotton Hill Road	No #	On		✓	✓						
Dale Avenue/Bullitt	31	On		✓		✓	✓	✓	✓	2004	Traffic calming installed
Grandin Road	39	On		✓						Partial	Traffic calming in village, bike lanes on Memorial
Hardy Road	No #	On									
	Vinton	No #	On	✓	✓	✓	✓	✓	✓	2003	Includes bike lanes and sidewalks
	County	No #	On		✓						Sidewalk included on Wolf Creek bridge
Hershberger Road	17	On		✓							
Hollins Road	19	On		✓	✓	✓	✓	✓			Bike lanes denied; paved shoulder included
Jae Valley Road	No #	On		✓							
Lynchburg/Salem Turnpike	30	On		✓							
Main Street in Salem	20	On									
	East - Salem	20	On	✓	✓	✓	✓				
	West - County	20	On	✓	✓	✓	✓	✓			Plans include 12' paved shoulder
Peters Creek Road Extension	29	On		✓	✓	✓	✓	✓	✓	✓	Widened outside lane, sidewalks
Peters Creek/Green Ridge Road	16	On		✓							
Plantation Road	18	On		✓							
Red Lane	13	On	x								
Route 622/Bradshaw Road	2	On	x								
Route 639/Harbourwood Road	35	On	x								
Route 785/Blacksburg Road	1	On	x								76 Bike Route
Route 419/Electric Road	48	On		✓							Paved shoulder included in last resurfacing
Rutrough Road	42	On	x								
Salem High School Connection	No #	On	x								
Stewartsville Road	33	On	x								Reviewed in Bike Plan
Thompson Memorial	No #	On	x								
Timberview Road	5	On		✓							
US 220	50	On		✓							Paved shoulder requested
US 221/Brambleton Avenue	47	On		✓	✓	✓	✓				Plans include paved shoulder
US 460/Challenger Avenue	25	On		✓							
Williamson Road	23	On		✓							Traffic calming in some parts
Wood Haven Road	6	On	x								

### 2.4.6 Greenway Funding

The greenway program has been funded through a variety of sources. Most of the federal and state monies are through grants. The local funds shown include operational funds to the Greenway Commission and capital allocations. The private funds are donations. Locality staff time is not included.

Year Awarded	Federal	State	Local	Private	Total
1995	\$ 549,300	\$ 4,000	\$ 30,000	\$ -	\$ 585,295
1996	\$ 240,000	\$ 25,000	\$ 60,000	\$ 10,000	\$ 336,996
1997	\$ 350,000	\$ 35,242	\$ 848,450	\$ 1,000	\$ 1,236,689
1998	\$ 300,000	\$ 48,250	\$ 86,700	\$ 31,500	\$ 468,448
1999	\$ 575,000	\$ 217,460	\$ 100,000	\$ 45,700	\$ 940,159
2000	\$ 300,000	\$ 84,000	\$ 234,000	\$ 215,000	\$ 835,000
2001	\$ 269,000	\$ 87,440	\$ 555,100	\$ 5,000	\$ 918,541
2002	\$ 200,000	\$ 48,250	\$ 230,000	\$ 3,500	\$ 483,752
2003	\$ 100,000	\$ 51,950	\$ 230,000	\$ 4,050	\$ 388,003
2004	\$ 2,437,400	\$ 44,980	\$ 245,000	\$ 21,241	\$ 2,750,625
2005	\$ 294,000	\$ 102,900	\$ 250,026	\$ 11,500	\$ 660,431
2006	\$ 1,055,000	\$ -	\$ 1,080,000	\$ 88,000	\$ 2,225,006
<b>Total</b>	<b>\$ 6,669,700</b>	<b>\$ 749,472</b>	<b>\$ 3,949,276</b>	<b>\$ 436,491</b>	<b>\$ 11,804,939</b>

### 2.4.7 Review of 1995 Goals, Objectives and Strategies

The 1995 Plan presents a holistic vision for a valley-wide greenway system. That plan identifies many greenway corridors to establish an interconnected trail system. However, the greenway system is more than just an alternative transportation and recreation facility. The 1995 Plan addressed not just the physical infrastructure but the following as well:

- Recreation opportunities
- Wellness of the Valley's citizens (health and fitness needs/active lifestyle)
- Preservation/conservation of natural resources
- Educational opportunities
- Economic development potential

These ideas are represented as seven goals with 45 related objectives and strategies. The consultant, LandDesign, and Steering Committee for the Update reviewed these strategies and subjectively evaluated the success in achieving each. The table below lists the goals and objectives/strategies and ranks the degree of progress on each as: None, Low, Moderate, or High. These goals, objectives and strategies represent an ambitious concept that could create a model greenway system.

Progress on 1995 Goals and Objectives

Goals 1995 Plan	Objectives/Strategies Quoted from 1995 Plan	Progress
<p><b>1. Transportation</b></p> <p><i>Provide corridors that bicyclists, pedestrians, and others can use to get from one place to another as an alternative to motor vehicle use.</i></p>	<ul style="list-style-type: none"> <li>• <i>Provide greenways that connect schools, libraries, shopping centers, work sites, parks and other places in the community.</i></li> <li>• <i>Provide connections between mass transit sites and make arrangements for safe storage of greenway system users' bicycles (or other belongings) while they are using the transit system.</i></li> <li>• <i>Identify and make plans for existing roads that should be widened or otherwise modified to accommodate bicycles and pedestrians.</i></li> <li>• <i>Initiate Valley-wide design and installation standards to incorporate bicycle and pedestrian facilities on new roads and road improvement plans.</i></li> <li>• <i>Initiate design standards that are sensitive to the disabled in order to ensure opportunities for a variety of users.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Moderate</li> <li>• Low</li> <li>• Moderate</li> <li>• Low</li> <li>• High</li> </ul>
<p><b>2. Safety</b></p> <p><i>Design a greenway system that maximizes safety of greenway system users and nearby property owners and neighborhoods.</i></p>	<ul style="list-style-type: none"> <li>• <i>Establish integrated law enforcement and emergency response programs that service the needs of greenway system users and landowners.</i></li> <li>• <i>Incorporate into the greenway management system appropriate safety and security strategies.</i></li> <li>• <i>Design the greenway system to accommodate different activities (such as horseback riding and bicycling) with a minimum of user-conflict.</i></li> <li>• <i>Improve bicycle safety by implementing safety education programs in local schools and the community.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Low</li> <li>• Moderate</li> <li>• Moderate</li> <li>• None</li> </ul>
<p><b>3. Recreation/ Fitness/Health</b></p> <p><i>Design the greenway system as both a recreational resource and as public access to other recreational resources, offering a full spectrum of recreation and exercise opportunities.</i></p>	<ul style="list-style-type: none"> <li>• <i>Provide a greenway system that accommodates a variety of recreational activities.</i></li> <li>• <i>Encourage businesses to establish and integrate use of greenways into corporate health and wellness programs.</i></li> <li>• <i>Promote programs and facilities that provide opportunities for individual health related activities.</i></li> <li>• <i>Make each greenway a stand-alone destination (as well as a link to other resources) by providing amenities such as benches, picnic areas, and workout stations.</i></li> </ul>	<ul style="list-style-type: none"> <li>• High</li> <li>• Low</li> <li>• Moderate</li> <li>• Moderate</li> </ul>

Goals 1995 Plan	Objectives/Strategies Quoted from 1995 Plan	Progress
<p><b>3. Recreation/ Fitness/Health (continued)</b></p>	<ul style="list-style-type: none"> <li>• Provide access to the Valley's existing and proposed recreation areas, such as local parks, the Blue Ridge Parkway, and the Appalachian Trail.</li> <li>• Inform the public on how using the greenways can help citizens increase personal fitness and maintain healthy lifestyles.</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate</li> <li>• Moderate</li> </ul>
<p><b>4. Education</b></p> <p>Educate the public about the need for and benefits of greenways, and educate the greenway system user about the area's natural and cultural history.</p>	<ul style="list-style-type: none"> <li>• Educate the community on the importance of environmental conservation and restoration ecology.</li> <li>• Develop a program of continuing education for elected officials, agency staff, developers and engineers to define the latest technologies, design methodologies and land use practices for managing the environment.</li> <li>• Increase public awareness of the importance of the Roanoke River and its watershed lands to the future of the Roanoke Valley</li> <li>• Educate the public on the benefits and uses of greenways. Develop an out-reach education program to attract new users.</li> <li>• Educate property owners of the economic advantages of having a greenway on or near their property.</li> <li>• Educate greenway system users on proper greenway system etiquette that respects the rights of adjacent property owners and other greenway system users.</li> <li>• Use the greenway system as an outdoor Environmental Learning Lab for school and community use.</li> <li>• Provide historic information using trail markers along historically significant trail corridors.</li> <li>• Provide maps and literature on trail length, difficulty, restrictions and amenities.</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate</li> <li>• Low</li> <li>• Moderate</li> <li>• Moderate</li> <li>• Low</li> <li>• Moderate</li> <li>• Moderate</li> <li>• Low</li> <li>• Moderate</li> </ul>
<p><b>5. Economic Development</b></p> <p>Address both the appropriate costs of implementing the greenway system (including land acquisition and capital improvements) and the benefits that will result from its creation.</p>	<ul style="list-style-type: none"> <li>• Utilize the greenway system as an economic development marketing tool for the Roanoke Valley.</li> <li>• Use greenway linkages to compliment and enhance tourist attractions.</li> <li>• Document economic benefits of greenways, such as increasing the value of land that lies contiguous to a greenway and the benefits to a new business locating in the Roanoke Valley.</li> </ul>	<ul style="list-style-type: none"> <li>• Low</li> <li>• Moderate</li> <li>• Low</li> </ul>
Goals 1995 Plan	Objectives/Strategies Quoted from 1995 Plan	Progress

<p><b>5. Economic Development</b> <i>(continued)</i></p>	<ul style="list-style-type: none"> <li>• Establish a mechanism to ensure continuing maintenance of the greenways, such as using volunteers to keep maintenance costs low and starting Adopt-A-Greenway program.</li> <li>• Utilize tax incentives, easements and other approaches to encourage individuals and businesses to donate land, funding or materials.</li> <li>• Establish procedures for subdivision developers to provide donations of land or rights-of-way for greenway systems.</li> <li>• Utilize existing rights-of-way, utility corridors, and other features to lower installation costs.</li> <li>• Explore and obtain multiple sources of funding for greenways.</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate</li> <li>• Moderate</li> <li>• Low</li> <li>• Low</li> <li>• Moderate</li> </ul>
<p><b>6. Environmental</b></p> <p><i>Design a plan that preserves, promotes and enhances the Valley's environmental assets.</i></p>	<ul style="list-style-type: none"> <li>• Encourage localities to include greenways as a flood reduction strategy in the <u>Roanoke Regional Stormwater Management Plan</u>.</li> <li>• Develop a valley-wide strategy for protecting natural stream corridors and other open space, plus a mitigation program for addressing resources that have been adversely altered by land development.</li> <li>• Promote greenways as an alternative transportation mode that can help reduce air pollution.</li> <li>• Utilize areas adjacent to greenways as natural areas that protect, maintain, or restore natural vegetation and aquatic and wildlife habitats.</li> <li>• Design greenways to reduce non-point source pollution in stormwater runoff.</li> <li>• Utilize greenways as buffer zones between developed area and open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Moderate</li> <li>• None</li> <li>• Moderate</li> <li>• Moderate</li> <li>• Moderate</li> <li>• Moderate</li> </ul>
<p><b>7. Organizational and Operational</b></p> <p><i>Implement the Roanoke Valley Conceptual Greenway Plan on a regional level and proceed with future greenway system planning and implementation.</i></p>	<ul style="list-style-type: none"> <li>• Obtain local government and citizen support for the Roanoke Valley Conceptual Greenway Plan.</li> <li>• Respond to citizen concerns such as safety issues and user conflicts in the establishment and operation of the greenway system.</li> <li>• Establish standards for the design, operation, and maintenance of the greenway system.</li> <li>• Ensure that an organizational structure exists for regional planning, implementation, and operation of greenways in the Roanoke Valley.</li> <li>• Establish a non-profit organization to launch a public awareness campaign, volunteer programs and fundraising efforts</li> <li>• Select a pilot greenway project and implement it.</li> <li>• Pursue implementation of other elements of the Roanoke Valley Conceptual Greenway Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• High</li> <li>• Moderate</li> <li>• Low</li> <li>• High</li> <li>• High</li> <li>• High</li> <li>• Moderate</li> </ul>