

TOWN OF TIMBERVILLE
COMPREHENSIVE PLAN
THROUGH 2040

ADOPTED
MARCH 9, 2023

PREPARED BY
TOWN OF TIMBERVILLE
PLANNING COMMISSION

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INTRODUCTION

Providing for the future is an important endeavor for any community. The comprehensive plan serves as a framework by which a locality can identify its needs and rationally allocate its resources to meet those needs.

The procedure by which a locality in Virginia prepares a comprehensive plan is delineated in the Code of Virginia. All aspects of community development are dealt with in a comprehensive plan. The plan may include, but need not be limited to: (1) designating areas for various types of public and private development; (2) designating a comprehensive system of transportation facilities; (3) delineating a system of community service facilities; and (4) designating areas for renovation and other special community programs. The comprehensive plan is general in nature, in that it designates the approximate location and character of each feature shown on the plan. The plan should present the long-range recommendations for the general development of the territory covered by the plan.

Once a plan is adopted by the local governing body, a comprehensive plan has the following legal status:

...it shall control the general or approximate location, character, and extent of each feature shown on the plan. Thereafter no... (improvement) whether publicly or privately owned shall be established, constructed, or authorized, unless and until... submitted to and approved by the local commission as being substantially in accord with the adopted comprehensive plan or part thereof.

Therefore, the plan is the general guideline for community development and, once adopted, the local commission has the authority to approve or disapprove proposals for development based on conformance of the proposal with the plan. The comprehensive plan is the basic planning document upon which other implementation documents, such as the official map, zoning ordinance, and subdivision regulations, should be based.

The above indicates that the comprehensive plan has two primary functions: (1) to serve as the basis for the more detailed ordinances developed to implement the plan; and (2) to provide a general plan scheme within which the planning commission has full authority and a reasonable basis upon which to evaluate and reject or accept development proposals. A further state requirement that "at least once every five years the comprehensive plan, or the completed parts of it, shall be reviewed by the local commission to determine whether it is advisable to amend the plan." This requirement insures that current conditions are reflected in the plan.

The Town of Timberville adopted its first comprehensive plan on March 20, 1980. In June 1981, the Town adopted a revised zoning ordinance. The revisions to the ordinance were made from recommendations from the plan. On June 9, 1988, the Town adopted the first update to its original plan. As required by the State Code, the 2012 plan is being updated. This revision of the comprehensive plan will serve to reflect existing conditions, as well as the changes that have occurred in the years since the plan was adopted. It will also reflect the impact that these changes will have on the future of the Town of Timberville.

TIMBERVILLE'S MISSION & VISION

A mission statement is a written declaration of an organization's core purpose and focus that normally remains unchanged over time. Properly crafted mission statements (1) serve as filters to separate what is important from what is not, (2) clearly state which markets will be served and how, and (3) communicate a sense of intended direction to the entire organization.

A vision statement is an aspirational description of what an organization would like to achieve or accomplish in the mid-term or long-term future. It is intended to serve as a clear guide for choosing current and future courses of action.

GOAL

By 2023, the Town Council, with assistance from the Planning Commission, will develop mission and vision statements that define Timberville and explain how the town is expected to look in the future.

GOVERNMENT STRUCTURE AND FUNCTION

Standards

The Town administration functions under the Timberville Code and Charter which was adopted March 17, 1884, and was revised on February 21, 1894; March 1, 1962; March 27, 1972; March 9, 1977; and most recently on March 9, 2007 when the Virginia General Assembly approved a revision moving the town elections from May to November.

Personnel

Since the last revision of the comp plan there have been three (3) full-time positions added to the Town of Timberville staff bringing the total number of full-time employees to fourteen (14). There are three (3) departments in which the full-time employees are located: administration, public works and public safety (police department). The administrative positions are classified as Town Manager, Town Clerk/Treasurer, Assistant Treasurer, and a Marketing & Events Coordinator. The public works department is composed of a Maintenance Supervisor and three (3) Maintenance/Equipment Operators. The police department is made up of a Chief of Police, one (1) Sergeant, and four (4) patrol officers.

Training

Members of the Town administration attend classes to assist them in their job duties. The water treatment operators, maintenance crew members and the police officers also attend classroom and hands on training to assist them in performing their duties.

Space

The Town Office is located on the corner at 392 South Main Street and McCauley Drive, and measures approximately 64 feet wide by 49 feet deep. This facility includes the administrative offices and Council chambers.

Organization

Timberville is governed under the Council-Manager form of government. The Town Council, the legislative body of the town, consists of a mayor, who is elected at large and serves a two year term, and six council members who serve staggered four year terms. The Town Manager is directly responsible to the Town Council. The Town Manager is appointed by the Town Council to act as the administrative head of the town. The manager serves at the pleasure of the council to carry out its policies, direct business procedures, and has the power to appoint and remove all town employees except the Town Attorney, Town Clerk and Police Chief, who are also appointed by the Council. Duties and responsibilities of the Town Manager include the preparation, submission and administration of the annual budget, advising the Council on the affairs of the town, handling citizen complaints, maintaining all personnel records, enforcing the town charter, and directing and

supervising all departments. The Town Manager also acts as the zoning administrator and subdivision agent for the town.

Growth and planning for the Town of Timberville are handled by the Timberville Planning Commission which was established February 8, 1968. The Planning Commission is responsible for the development and updates to the Comprehensive Plan as well as formulating recommendations to the Town Council on issues such as lot line revisions, special/conditional use requests, and making determinations on complaints of blighted areas.

Finances

The Town of Timberville has several sources of income. These include taxes, fees, charges, and other revenues. The "liabilities" category also indicates some of the expenditures of the Town, long-term debt, and accounts payable. Table 3-1 presents a comparison of total assets and total liabilities for Fiscal Years 2012 and 2021. As shown in this table, the long-term debt for 2012 was \$166,217. This debt has since increased to a total of \$699,321 as the Town has incurred additional long-term debts to finance significant improvements to water and sewer infrastructure. The Town originally borrowed \$1.5 million in 2013 to finance these improvements.

**TABLE 3-1
TOWN OF TIMBERVILLE BALANCE SHEETS
JUNE 30, 2012 and 2021**

| ASSETS | 2012 | 2021 | DOLLAR CHANGE | PERCENT CHANGE |
|--------------------------|-------------|--------------|----------------------|-----------------------|
| TOTAL ASSETS | \$3,127,489 | \$6,340,873 | \$3,213,384 | 102.7% |
| LIABILITIES | | | | |
| Long-Term Debt | \$166,217 | \$699,321 | \$533,104 | 320.7% |
| TOTAL LIABILITIES | \$ 511,884 | \$ 2,403,795 | \$1,891,911 | 369.6% |

SOURCE: Town of Timberville.

Tax Rates & Assessments

Table 3-2 depicts the tax rates for the Town of Timberville. All properties are required by State law to be assessed at 100 percent of fair market value.

**TABLE 3-2
TOWN OF TIMBERVILLE
TAX RATES - 2022**

| | NOMINAL TAX RATE PER \$100 | ASSESSMENT RATIO | EFFECTIVE TAX RATE PER \$100 |
|------------------------------|-------------------------------|---------------------|---------------------------------|
| REAL ESTATE | \$0.105 | 100% | \$0.105 |
| MACHINERY & TOOLS | - | - | \$0.30 |
| PERSONAL PROPERTY | - | - | \$0.30 |

Town and County Government

In the Commonwealth of Virginia, a town is an incorporated municipality similar to a city with a smaller required minimum population. While cities are independent by Virginia law, towns are contained within a county. The Town of Timberville and Rockingham County share a special relationship that strengthens the delivery of services to both Town and County residents. The Town of Timberville provides enhanced service levels for police protection, recreation, public works, and planning and zoning. The town also provides water and sewer services to its residents. In turn, Rockingham County provides schools, courts, and social services to the residents of the town. The county also operates a landfill where the solid waste from the town is disposed of for a fee.

HISTORY AND CULTURAL CONSERVATION

The early settlers of Timberville, like the rest of the Shenandoah Valley, were mostly immigrants from Pennsylvania composed of native Germans or people of German extraction. These immigrants brought with them the religions, habits, and customs of their ancestors. The settlement of Timberville was originally called Williamsport, then Thompsons Store and Riddles Tavern. The town followed about the same lines as the early settlements elsewhere in Virginia by being developed along a waterway. When James I, King of England, granted charters for settling colonies in Virginia, he also gave instructions as to the proposed governing. Included in these instructions were: "To use means to convert the heathen; each town to teach some children fit for college; to plant corn and an abundance of vines; to put prentices to trade and not let them forsake their trades for planting tobacco or any such useless commodity; to build water mills and block houses on the banks of rivers; to make salt, pitch, tar, soap, and oyl of walnuts and employ apothecaries in distilling of beer; to be industrious and self-supporting..."

About 1750, a log house was built on the western bank of the Shenandoah River. Daniel Zigler's father moved into this property in 1814. Also, the first store was opened by Abraham Williamson in 1814. At that time the settlement was known as Williamsport. In 1872, William G. Thompson took over the running of the store and the area was known as Thompson's Store. A few years later, Nathaniel Bare found the store was too small and built a larger store building further up the street. This building is still standing and is used for a warehouse.

In 1827, a post office was established. The large forest of trees lying to the north suggested the name Timberville and that name lasted. The Town of Timberville was first chartered on March 17, 1884, with a Town size of approximately 126 acres. Through annexations in 1950, 1968, 2000, 2007, and 2018, the Town now encompasses approximately 867 acres and has a population of approximately 2,963.

In 1744, the Colonial Government of Virginia concluded a treaty with the Indians which permitted the white man to settle as far as the Ohio River. Even after this agreement and the final departure of the Indian tribes, it is known that they returned in large bodies on several occasions to plunder and murder. These expeditions were usually led by white renegades.

To afford protection from these raiders, the first settlers used forts as places of security. These frontier forts were usually large enclosures built of logs situated near water. The enclosed areas were called "stockades." Inside the stockade were cabins or other buildings. Farmers nearby would hurry their families and farm animals into the stockade when they heard the Indians were on the warpath.

Several such forts were located in what is now Rockingham County. Fort Run was an old stone fort near Simmers Garage at Timberville. This fort was built over a spring. Near the Timberville bridge by the old Zigler house was an unnamed fort. As well as can be determined, this fort was torn down in 1880, but W. O. Mowbray writes that there was one at this location which had bullet holes and port holes.

The Town continued to grow with the rest of the area; businesses flourished and faded. In 1814, John Zigler ran a tannery which, at the time of his death in 1856, was the largest tannery in Rockingham County. A hemp mill was built by Mr. Zigler near his tannery. In 1830, a pottery works was located on the site of the marble works formerly run by Rife Brothers. There was a harness and saddle maker's shop and a shoemaker's shop. In 1830, Tobias Schull opened a blacksmith shop and in 1831, a mill was built and operated by Mr. Carner. Ownership was passed

on to Charles E. Fahrney about 1900. About 1885, a livestock handling firm, C. Driver & Company, was organized. Timberville shipped about \$600,000 worth of livestock annually. Farm machinery, fertilizer, and seeds were handled by E. M. Minnick and W. H. Arehart in 1886. Groceries, merchandise, eggs, butter, and other farm produce were delivered by wagon in 1893 by D. S. Wampler Grocery and Dry Goods Store.

A star route postal delivery was begun that started in New Market, went to Timberville, and then on to Cherry Grove and Cootes Store. Mr. Karnick was mail carrier on this once-a-week route. In 1902, three rural free mail routes were established.

The Farmers and Merchants Bank opened for business in August 1908, and was housed in a new brick building on Main Street. Ten rooms outfitted for guests and, known as The Rockingham Hotel, housed the visitors in the area. Timberville was becoming more and more "industrious and self-supporting." The Town became known for its wealthy residents, large homes, beautiful gardens, and fine orchards.

When the B & O Railroad provided passenger and express service in 1868, the river transportation was ended. Five bridges rose and fell over the Shenandoah River. The dates of the first two bridges are unknown. The third bridge was constructed in 1840 and was destroyed by a flood in 1843. For about the next 40 years the only way to get to the other side was by fording the river which was relatively easy because of the gently sloping river bank at this point. The most picturesque of the bridges was then built in 1884. The Timberville covered bridge, which was 312 feet in length (each half was 156 feet long supported in the middle by a stone pier), was torn down in 1938. The current bridge was constructed in 1938 and underwent major renovations in 1996 in which the entire bridge was almost completely rebuilt.

The first schoolhouse was a single room, 15 x 18 feet, with 3 small windows. It was located near the Shenandoah River. The pupils sat on slab benches. In 1871, a 20 x 25 foot school was built and H. W. Rife was the first schoolmaster. Already Timberville was teaching "some children fit for college."

Dr. A. W. Vaughan, grandson of Adam Lichliter and the first post master, established a drug store in conjunction with his medical practice in 1896. Dr. Welty B. Fahrney started practicing dentistry in 1898.

There seems to be a difference of opinion where the first recorded church service was held in Timberville. Some say that the Rader Lutheran Congregation is the oldest congregation, and a record as early as 1762 shows a joint meeting between the Lutherans and the Reforms in an old log building. Other historians note the first recorded church service was held in 1819, when a group of people gathered for service in John Zigler's barn where the German Baptists worshipped. Regardless of which is right, it is apparent that King James' instructions in 1621 "to use means to convert the heathen" was still a guideline in community settlements. The Timberville Church of the Brethren was constructed in 1878-79. It burned down in 1928, and a new building was constructed in 1929. It was reported as being the first church built in Timberville.

The Church of the Brethren maintained an Old Folk's Home which was located in Timberville. The initial steps toward providing such an institution were taken in 1888 when Michael Zigler, S. F. Miller, and N. W. Berry were appointed a committee by the Second District of Virginia to take the matter under advisement. In 1892, a committee had raised \$23,772.38 and 30 acres of land near Timberville.

Near the Old Folk's Home, the Church of the Brethren also maintained an Orphan's Home which was established in the 1905. The plan was for a home and industrial school for orphan children regardless of religious affiliation. The building for the home was constructed in 1909 and

still stands today. The original trustees of the institution were D. H. Zigler, J. W. Wampler, M. J. Cline, and P. S. Thomas. In 1938, the home was closed due to financial difficulties.

The descendants of the early settlers still living in Timberville have much in common with their ancestors. They are a peaceable, industrious people with respect for civil authority and their God.

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GOAL

Preserve the history of the Town of Timberville so future generations can learn about the town's past and their heritage.

OBJECTIVES

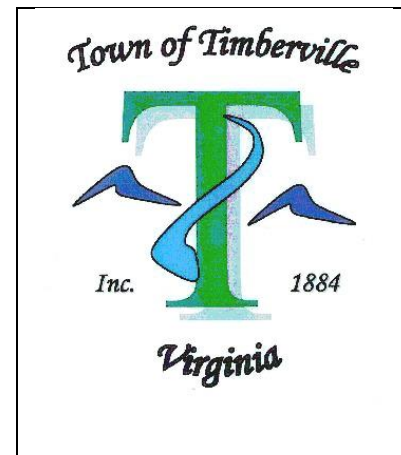
1. Protect and preserve historical buildings and areas that existed or continue to exist and publicize events of historical significance that occurred in the town.

Recommendations

- a. Continue installation of historical markers throughout the town.
- b. Continue to support the Plains District Memorial Museum and efforts by other individuals, groups or organizations to preserve and showcase the town's history.

TOWN LOGO

The official town logo was adopted by the town council on February 8, 2007. The logo was designed by Timberville resident Philip Ritchie, Sr. and incorporates many of the natural features associated with Timberville. The large "T" represents the timber for which the town was named; the green coloring denotes the valley heritage; the flowing blue characterizes the waters of the North Fork of the Shenandoah River; and the purple is indicative of the protective mountains that surround the valley.



NATURAL FEATURES AND RESOURCES

Location

The Town of Timberville is located in Rockingham County in the Shenandoah Valley of Virginia, west of the Blue Ridge Mountains (See Figure 5-1 at end of chapter). The community is approximately 110 miles northwest of Richmond, the State Capitol, and 13 miles north of Harrisonburg, the County Seat for Rockingham County. Timberville is 3 miles south of the Rockingham/Shenandoah County line along State Route 42. Timberville can be reached by following Route 211 from Interstate 81 at New Market, State Route 259 northwest from the Interstate 81 Mauzy Exit, State Route 42 northeast from Harrisonburg, or State Route 42 southwest from Woodstock in Shenandoah County.

Physiography

The physiography of an area is a description of the nature or natural phenomena of the area or the general geography. Each physiographic province of a natural topographic division of a continent is controlled basically by its structural geology and has land forms and water supply in addition to common climate, soil, and vegetation which differ from other physiographic provinces. The province surrounding Timberville is called the Valley-Ridge Province lying between the Blue Ridge Province to the east and the Appalachian Province to the west.

This natural topographic division is part of the Appalachian Valley, an old geosyncline in which sediments were deposited, consolidated, and later folded and eroded to form the topography existing today. This province, controlled by its structural geology, is distinct from its neighboring provinces.

Climate

Timberville enjoys a moderate climate as described herein. Daytime temperatures during the summer average 80°(F) with nighttime lows averaging in the 50s. The average temperature is approximately 54°(F) with recorded extremes of 101°(F) and -16°(F).

The growing season averages 166 days with the last frost occurring around April 30th and the first frost occurring around October 10th. Freezing temperatures have occurred, however, as late as May 25th and as early as September 21st.

Average annual precipitation is 37 inches. Annual rainfall averages 34 inches and snowfall averages 29 inches. Studies indicate that 30 percent of the annual precipitation leaves the watershed in the form of runoff.

Prevailing winds are southerly to northwesterly at an average velocity of 10 miles per hour; however, during storms winds are generally from the northeast with maximum wind velocities in the 80 miles per hour range not uncommon.

Topography

The topography of the area is characterized by rolling hills and valleys, paralleled by mountains to the east and west. Slopes range from 0-45° with elevations ranging from 980 to 1,120 feet in Timberville. Maximum relief, therefore, is approximately 140 feet in Timberville. This community is located along the floodway fringe of the North Fork of the Shenandoah River.

GOAL FOR NATURAL FEATURES AND RESOURCES

Preserve and utilize the natural amenities and resources in and around Timberville to the town's greatest benefit.

OBJECTIVES

1. Preserve and enhance the quality and usefulness of the North Fork of the Shenandoah River.

Recommendations

- a. Coordinate with the Army Corps of Engineers to dredge the river and re-establish a defined waterway making the river more navigable.
 - b. Construct and develop access points to the river for fishing, boating and other recreational purposes.
 - c. Continue establishment of riparian buffers along waterways to prevent erosion and deterioration of stream and river banks.
2. Preserve and enhance the beauty of the natural setting of Timberville.

Recommendations

- a. The town should continue to plant trees and beautify landscapes through other types of plantings and developers should be encouraged to do the same.
- b. Create a comprehensive beautification plan, which includes development of attractive entrances to the town, that will guide the actions of the town in determining the need for plantings.
- c. Develop standards that would either require or encourage developers to achieve a certain level of landscaping.

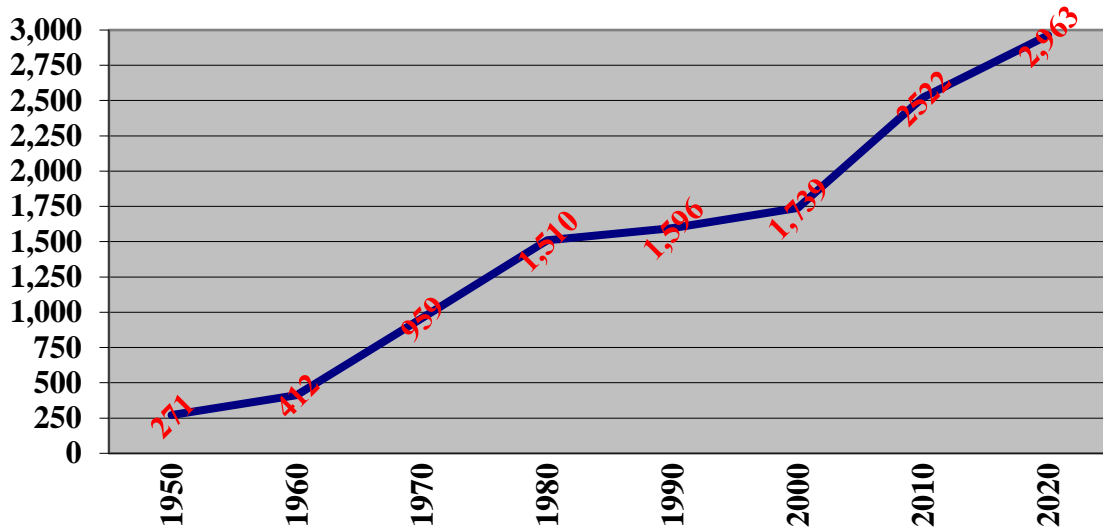
POPULATION, HOUSING, & COMMUNITY DESIGN

Planning decisions are related to the analysis of population and housing demands. Future demands on public facilities, community services, and land are directly linked to population. Consequently, studies of population characteristics are important in planning for the needs of the community.

Past Population Trends

Between 1950 and 2020, the Town of Timberville's population increased 831 percent (see Figure 6-1). The large increases in population can be attributed to annexations in 1950, 1968, 2000 and 2007. The Town's population shows continued growth. Figures from the 2020 decennial census indicate a population of 2,963.

Figure 6-1



SOURCE: U.S. Census Bureau.

Population Characteristics

The 2020 Census further details Timberville's population by race, age, and sex. In 2020, 2,516 of Timberville's residents identify as white and 447 identify as non-white.

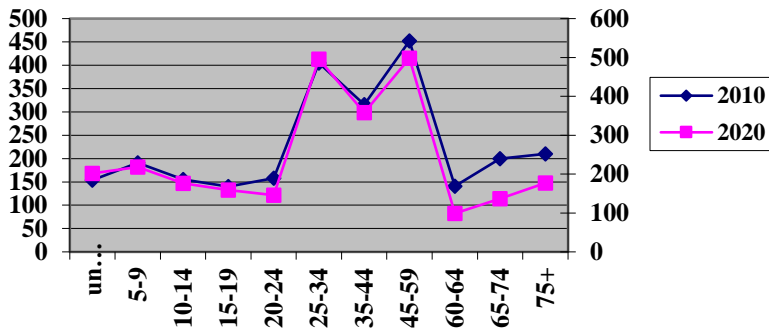
Table 6-1 presents a breakdown of Timberville's population by age and gender while Figure 6-2 shows a graphic comparison of these numbers. As seen in this table, 22.4 percent of the residents in 2020 can be classified as youth (ages 19 and under), 59.9 percent as working force (ages 20-64), and 11.8 percent as elderly (ages 65+). The youth category increased 18 percent from 2010, while the elderly category decreased 23 percent from 2010. Females are more numerous in seven of the eleven categories but that trend is more common in the higher age range categories.

**TABLE 6-1
POPULATION BY AGE AND GENDER
2010 AND 2020**

| AGE | FEMALE | | | MALE | | | TOTAL | | |
|--------------|--------------|--------------|------------|--------------|--------------|------------|--------------|--------------|-----------|
| | 2010 | 2020 | CHANGE | 2010 | 2020 | CHANGE | 2010 | 2020 | CHANGE |
| Under 5 | 72 | 50 | -31% | 82 | 152 | 85% | 154 | 202 | 31% |
| 5-9 | 98 | 127 | 30% | 93 | 91 | -2% | 191 | 218 | 14% |
| 10-14 | 80 | 48 | -40% | 75 | 128 | 71% | 155 | 176 | 14% |
| 15-19 | 66 | 81 | 23% | 74 | 78 | 5% | 140 | 159 | 14% |
| 20-24 | 85 | 84 | -1% | 73 | 62 | -15% | 158 | 146 | -8% |
| 25-34 | 209 | 246 | 18% | 196 | 250 | 28% | 405 | 496 | 22% |
| 35-44 | 158 | 144 | -9% | 158 | 214 | 35% | 316 | 358 | 13% |
| 45-59 | 232 | 252 | 9% | 220 | 246 | 12% | 452 | 498 | 10% |
| 60-64 | 75 | 54 | -28% | 66 | 45 | -32% | 141 | 99 | -30% |
| 65-74 | 113 | 89 | -21% | 87 | 48 | -45% | 200 | 137 | -32% |
| 75+ | 134 | 125 | -7% | 76 | 52 | -32% | 210 | 177 | -16% |
| TOTAL | 1,322 | 1,300 | -2% | 1,200 | 1,366 | 14% | 2,522 | 2,666 | 6% |

Source: U.S. Census Bureau, 2010 Census and 2020 American Community Survey

Figure 6-2



Comparison of 2010 & 2020 population ranges

Housing Characteristics

The Town of Timberville has a variety of housing types. Overall, the condition of the housing is good. Due to high inaccuracies in the results of the 2020 Decennial Census some information is extrapolated from previous Census trends while other data is based on actual physical counts. The housing stock in Timberville has grown from 1,166 units in 2010 to 1,216 units in 2022, an increase of 4.29 percent. Erroneous Census data prohibited accurate calculation of the number of inhabitants per dwelling for owner and renter occupied units.

In 2010, 683 (58.6%) units were owner occupied, while 384 (32.9%) units were renter occupied and the number of vacant units was 99 (8.5%). Since 2010, the housing stock has increased but historical trends would indicate that owner and renter occupied percentages would still be close to the percentages of 2010. In the town's best estimation the vacant units would have

decreased considerably since 2010, based on utility billing information and inquiries the town received about available rental housing.

Additional housing characteristics for the Town of Timberville are shown in Table 6-2. In reviewing this table, it can be seen that the housing stock in Timberville is, on the whole, fairly old. Over fifty percent of the housing units are 30 years old or older. Depending on the continued maintenance of older structures, this can be seen as an influential factor in the future.

**TABLE 6-2
AGE OF HOUSING STOCK
TOWN OF TIMBERVILLE**

| YEAR | NUMBER OF UNITS BUILT AND/OR ANNEXED | PERCENTAGE |
|------------------|--------------------------------------|------------|
| 2010 or later | 50 | 4.11 |
| 2000 to 2010 | 225 | 18.50 |
| 1990 to 1999 | 102 | 8.39 |
| 1980 to 1989 | 211 | 17.35 |
| 1970 to 1979 | 304 | 25.00 |
| 1960 to 1969 | 70 | 5.76 |
| 1940 to 1959 | 155 | 12.75 |
| 1939 and Earlier | 99 | 8.14 |
| TOTAL | 1,216 | 100.0 |

SOURCE: Bureau of the Census & Actual Physical Counts.

GOAL #1

The town should strive to be identified as a diverse community that welcomes all persons while growing at a managed and maintained rate so as not to place an undue burden on aging infrastructure of all types.

OBJECTIVES FOR GOAL #1

1. Timberville should put emphasis on increasing its stock of housing opportunities to attract people of upper-middle class to upper class income levels.

Recommendations

- a. Utilize proper zoning procedures and regularly review and update the Timberville Land Development Regulations.
- b. Encourage development of various types and levels of housing to match the needs of all citizens through well designed and livable neighborhood environments with the focus migrating toward a larger stock of single family residences.

- c. Encourage the use of vacant property and adaptive reuse of existing structures for a variety of uses.

GOAL #2

Residents and visitors of Timberville will enjoy an enhanced quality of life that is characterized by the town's history, beauty, healthy environment, safe streets and neighborhoods, well rounded educational opportunities, diverse and affordable housing, and quality social and recreational activities and support systems.

OBJECTIVES FOR GOAL #2

1. Timberville will retain and redevelop the friendly small town atmosphere, which includes the religious and historic characteristics, keys to the town's uniqueness, while providing modern conveniences and amenities.

Recommendations

- a. Maintain or develop ordinances that direct residential construction to be similar in character to existing styles.
 - b. Initiate dialogue with appropriate parties to bring modern telecommunications technology, such as internet hotspots, to town.
2. Redefine Timberville's identity and strive to be recognized as a community dedicated to supporting and promoting the arts and culture through social activities and events that will bring residents together and foster pride in their community.

Recommendations

- a. Continue with beautifying the town and promote opportunities for residents to take part in these efforts fostering a sense of ownership.
 - b. Establish regular social activities that will provide individuals and families entertainment opportunities within the town limits.
 - c. Continue with a festival that celebrates the town's heritage and provides the community members a venue in which to showcase their talents.
3. Ensure safety through the provision of public services and maintenance activities.

Recommendations

- a. Develop partnerships between the police department and local organizations to ensure safe streets and neighborhoods.
 - b. Continue mutual aid agreements with neighboring towns and the county.
 - c. Encourage police officer and maintenance crew training above required federal or state standards to provide a comfortable and safe environment.
4. The town should promote the idea of a healthy, inviting environment and cohesive community in which to raise a family.

Recommendations

- a. Develop good working relationships with influences outside the municipal boundaries and other governmental agencies to provide for a healthy environment within the town.
- b. Market the town focusing on its beautiful landscaping and surrounding scenic views indicative of its location in the plains of the Shenandoah Valley.
- c. Create/support a committee to coordinate town events and activities.

COMMUNITY FACILITIES

This segment of the plan deals with those elements of the Town of Timberville collectively known as community facilities. These elements are varied and include utilities, schools, recreation facilities, law enforcement, library facilities, the post office, and emergency services.

UTILITIES

Water System

The Town of Timberville owns and operates a central water system serving approximately 1,400 connections (see Fig. 7-1 at the end of chapter). The town's water is supplied primarily by a groundwater well that produces approximately 225 gallons per minute. This "big" well can also be supplemented by another 110 gallon per minute groundwater well and a spring. Use of any of the 3 sources is treated by liquid chlorination and has fluoride added as recommended by the Virginia Department of Health (VDH). Use of the spring requires additional treatment using filtration equipment as it has been deemed surface influenced by VDH. Subsequently, there exists an interconnection between the town's distribution system and Food Processors Water Cooperative's distribution system, a privately owned system, that can provide water to the town in case of an emergency. After treatment the water goes into the town's distribution system with excess stored in one of two bolted steel, glass lined, ground storage tanks. The town's distribution system contains approximately 124,000 feet or 23.5 miles of water main lines. The first tank has a capacity of 297,490 gallons and is 33 feet in diameter and 46.5 feet to the overflow. In 2016, the town constructed a new tank to replace an existing tank that had been in use since 1960. The new tank has a capacity of 340,000 gallons and is 39 feet in diameter and 38 feet in height. Average metered sales in Timberville are approximately 160,000 gallons per day.

Sewer System

The Timberville Sewer Collection System, which was started in the 1940's, contains approximately 64,000 feet or 12 miles of 4 inch through 10 inch gravity and force main sewer line and five pump stations of approximately 100 gallons per minute each (see Fig. 7-2 at end of chapter).

The town's wastewater is treated at a regional wastewater treatment facility. That facility was purchased by the Town of Broadway in 2008 after the original owner and builder of the facility was forced to file bankruptcy because of its inability to manage the facility financially and operationally.

There are approximately 1,250 sewer connections currently on the Timberville Collection System. Charges for water and sewer service are shown in Table 7-1.

**TABLE 7-1
TOWN OF TIMBERVILLE
CONNECTION FEES AND USER CHARGES
WATER AND SEWER - EFFECTIVE JULY 1, 2022**

| IN-TOWN | WATER | SEWER |
|--------------------------|----------------------|----------------------|
| Connection Fee | \$4,500.00 | \$4,500.00 |
| 0 – 5,000 Gallons | \$27.67 | \$38.30 |
| 5,001 - 15,000 Gallons | \$3.49/1,000 Gallons | \$4.00/1,000 Gallons |
| 15,001 - 25,000 Gallons | \$3.84/1,000 Gallons | \$4.34/1,000 Gallons |
| 25,001 - 50,000 Gallons | \$4.14/1,000 Gallons | \$4.68/1,000 Gallons |
| 50,001 - 100,000 Gallons | \$4.49/1,000 Gallons | \$5.01/1,000 Gallons |
| Over 100,000 | \$4.81/1,000 Gallons | \$5.37/1,000 Gallons |
| OUT-OF-TOWN | WATER | SEWER |
| Connection Fee | \$5,000.00 | \$5,000.00 |
| 0 - 3,000 Gallons | \$33.57 | \$46.46 |
| 3,001 - 15,000 Gallons | \$4.23/1,000 Gallons | \$4.86/1,000 Gallons |
| 15,001 - 25,000 Gallons | \$4.65/1,000 Gallons | \$5.27/1,000 Gallons |
| 25,001 - 50,000 Gallons | \$5.05/1,000 Gallons | \$5.68/1,000 Gallons |
| 50,001 - 100,000 Gallons | \$5.44/1,000 Gallons | \$6.08/1,000 Gallons |
| Over 100,000 Gallons | \$5.84/1,000 Gallons | \$6.51/1,000 Gallons |

Gas System

Gas service to the Town of Timberville is provided by Columbia Gas of Virginia.

GOAL FOR UTILITIES

Timberville’s expanse of water and sewer facilities will continue to provide premier service to its customers.

OBJECTIVES

1. Ensure water capacity to satisfactorily serve current and future customers

Recommendations

- a. Continue to use current sources of water including the spring and 2 wells.
 - b. Search for potential water sources to supplement future growth.
 - c. Secure capacity from the Food Processors Water Cooperative which the town could purchase as another source of water.
 - d. Continue and expand practice of replacing leaking water lines instead of just patching leaks.
 - e. Appropriately plan and design town water infrastructure to accommodate future land use patterns and population growth.
2. Ensure collection system and sewer capacity allocated at Broadway Regional Waste Water Treatment Facility can adequately service Timberville.

Recommendations

- a. Continue repairs of collection system and implement plan to address Inflow and Infiltration issues.
- b. Institute savings plan for purchase of future capacity at Broadway's facility or to construct a Timberville owned treatment plant.
- c. Design future sewer facilities and infrastructure to accommodate future growth and which can be operated economically.

PUBLIC SCHOOLS

Students attending Broadway High School and John C. Myers Elementary School come from the Plains and Linville Districts. Communities making up the attendance area of the middle and high schools include Bergton, Fulks Run, Cootes Store, Broadway, Timberville, Linville-Edom, Lacey Springs, Tenth Legion, and Singers Glen.

Broadway High School

Broadway High School was opened in January 1998. 894 students, grades 9-12, attended the school in the 2022-2023 school year. Transportation is provided for all county students to school.

A student shall be eligible for graduation upon successful completion of the graduation requirements, including passing of the Minimum Competency test set forth by the Virginia State Board of Education and the Rockingham County School Board. Students entering 9th grade may

elect to receive either a 23 or 26 unit diploma (see Table 7-2). Further expanding the school's offerings, the Massanutten Vocational Technical Center offers vocational courses in which Broadway High School students may participate. The Center is located in Pleasant Valley in Harrisonburg.

**TABLE 7-2
ROCKINGHAM COUNTY PUBLIC SCHOOLS
HIGH SCHOOL DIPLOMAS**

| | 23 UNITS | 26 UNITS |
|------------------------|----------|----------|
| English | 4 | 4 |
| Math | 3 | 4 |
| Science | 3 | 4 |
| History/Social Science | 3 | 4 |
| Foreign Language | 0 | 3 |
| Physical Ed./Health | 2 | 2 |
| Economics/Finance | 1 | 1 |
| Fine or Practical Arts | 1 | 1 |
| Electives | 6 | 3 |

The curriculum at Broadway High School provides general, vocational, and college preparatory courses. Students plan their schedules with the assistance of guidance counselors, teachers, and parents. The curriculum is flexible enough that if a student's interests and/or needs change, usually he/she is able to adjust his program accordingly and is, therefore, not "locked" into a particular program for the duration of high school.

J. Frank Hillyard Middle School

J. Frank Hillyard Middle School began operating as an intermediate school in August 1998. Prior to becoming the middle school, the building was originally built as Broadway High School in 1952. The transition to an intermediate school occurred when the new high school was opened in early 1998 and the original John C. Myers Middle School became an elementary school. J. Frank Hillyard Middle School houses grades six through eight.

The curriculum is designed for middle age students, and to educate the total child. The intellectual, physical, emotional, and social development of each pupil is promoted. The curriculum includes exploratory courses for sixth, seventh, and eighth graders including art, music, guidance, home economics, and shop. Since the creation of the original middle school the entire curriculum has undergone vast changes as the needs, interests, and concerns of the students have changed. The enrollment for the 2022-2023 school year was 672 students.

Plains Elementary School

Plains Elementary School enrollment for the 2022-2023 school year was 453 children. The students are transported by bus from a 12-mile radius. The school facility is located in Timberville, Virginia.

In 1968, Rockingham County was involved in a consolidation of small, rural schools during the time of the *Needs Assessment Study*. Three schools (Timberville Elementary, Tenth Legion Elementary and Broadway Elementary) were being closed in the spring of 1972, and the newly constructed Plains Elementary School was to be opened. The local school division chose to build a 67,505 square foot, open-space school at Plains to initiate a program to meet identified needs of the elementary students in the school attendance area. More recently the open space idea was abandoned and the school underwent renovations to divide the open areas into individual classrooms.

Plains Elementary School consists of children from kindergarten through grade 5, but also offers a pre-school program. The school's instructional spaces provide areas for reading, math, science, language arts, music, art, and other activities.

Pupils with special needs are accommodated through programs such as learning disabilities, educable mentally handicapped, Title I Reading Classes, speech pathology, or a fifth grade reading and math program. These children are then mainstreamed back into the classroom to participate in daily activities with their peers. There is a large instructional materials center (IMC) with books, educational games, audio-visual equipment, publications, and toys to further learning. There are also teachers at Plains in the specialty areas of physical education, music, and Bible (off campus).

GOAL FOR EDUCATION

To have high quality educational and training opportunities and facilities available to the residents of Timberville, northern Rockingham County and southern Shenandoah County.

OBJECTIVE

1. Support and cooperate with Rockingham County and other local institutions of higher learning on planning and decisions affecting the education and training of residents in northern Rockingham County and southern Shenandoah County.

Recommendations

- a. Continue and increase the participation of the town in mentorship programs.
- b. Confer with the county on large developments that could affect school populations.
- c. Offer the use of town facilities for school functions at little or no cost to the school.

- d. Encourage the placement of a vocational or community college facility to conveniently serve the residents of northern Rockingham County and southern Shenandoah County.

Parks & Recreation

A well-planned park and open-space system is an essential part of any sound community development plan. This park system should provide for recreational opportunities within the community and a more attractive community appearance. The parks and open-space system for the Town of Timberville should be planned to accommodate the projected population growth. The following recreational facilities are now available for the residents of the Town and the surrounding area.

1. Plains District Memorial Park: A 12 acre park, owned by the Town of Timberville, contains the following facilities and equipment:
 - a. A sports complex with a 32' x 65' structure that contains restrooms and storage space. Outside the building is a full size basketball court with 6 goals and 2 pickleball courts.
 - b. Two softball fields.
 - c. Three picnic shelters (as follows):
 - 24 foot x 90 foot accessible structure with stone fireplace and two restrooms.
 - 22 foot x 60 foot accessible structure
 - 20 foot x 45 foot structure
 - d. Playground area equipped with slides, swings, and 2 large play structures installed in the fall of 2006.
 - g. A small pavilion with 4 porch style swings.
 - h. Fishing and boating is available as the North Fork of the Shenandoah River borders the park.
2. American Legion property: On December 14, 2017, the town acquired 6.389 acres of land that was formerly the American Legion Post #278. The land is located adjacent to the Plains Elementary School property. The town agreed that this land would be developed into and remain a park for perpetuity. There is a former stable building with 42 stalls and a 30 foot x 50 foot accessible pavilion that is used for town and private events.

3. Plains Elementary School, J. Frank Hillyard School, and Broadway High School provide the following facilities for general public use:
 - a. open space;
 - b. tennis courts;
 - c. baseball and softball fields;
 - d. walking and running tracks
 - e. playground equipment.
4. There is also green area provided in the Timber Hills and Legion Hills Subdivision for their residents.

GOAL

Maintain and develop recreational facilities which are conveniently located, well used and best fulfill the needs of the residents of Timberville and the surrounding area.

OBJECTIVES

1. Take advantage of the benefits the Plains District Memorial Park has to offer.

Recommendations

- a. Market the park through a public education campaign to make the park a more common destination for outings.
 - b. Continue to upgrade and add playground equipment and remove equipment that is outdated, unused or unsafe.
 - c. Continue to provide significant police presence to prevent vandalism and property destruction.
 - d. Seek alternate forms of funding, such as grants, to increase the amenities at the park.
2. Cooperate with the Rockingham County Parks and Recreation Department to increase use and awareness of the Plains District Community Center.

Recommendations

- a. Advertise events and programs being held at the community center.
- b. Continue to support the center by hosting town functions at the facility.

Public Works

Timberville's public works department consists of four full-time maintenance crew members who operate out of the public works building located at 181 South C Street. Construction of this 50 foot x 80 foot building was completed in April of 2007. The building consists of an office with restroom, 3 regular parking bays each of which can accommodate parking for 2 vehicles deep, and a wash bay.

Besides the public works building other major assets include: 2008 Chevrolet, 2010 Dodge, and 2019 Ford 3/4 ton 4 wheel drive pick-up trucks; 2016 and 2022 Ford 3/4 ton 4 wheel drive pick-up trucks with utility bodies; a 2007 Ford 1 ton 4 wheel drive pick-up with dump bed; a 2006 GMC single axle full-size dump truck; a 2002 Ford bucket truck; a 1995 Case 2 wheel drive backhoe; a 2017 Caterpillar mini excavator; a 2021 skid loader; a sewer jet machine; a sewer line video inspection system; and multiple sizes and varieties of mowers and trailers.

Library Facilities

Library facilities are provided for the Timberville-Broadway area by the Massanutten Regional Library's Village Library. The library is located in Broadway at 175 N. Main St. and is given yearly contributions by the Town of Timberville and Broadway and by local organizations and individuals. Besides book lending services the Village Library also offers children's reading programming, book clubs for adults, public access computers, free wireless internet, and online driver improvement courses and testing. Libraries are also available for students at the public schools.

Plains District Memorial Museum

The Plains District Memorial Museum was established in 1998. The museum was originally located in the building directly behind the town office but relocated to 176 N. Main Street in the summer of 2008 after the purchase of the old Rockingham Milling Company was finalized. The museum houses historical items from the entire Plains District of Rockingham County and features rotating displays of artifacts of historical significance. The museum also hosts a lecture series on a wide variety of historical events and topics. The museum is staffed entirely by volunteers and is open Thursday thru Sunday from 1:00 p.m. – 4:00 p.m.

Plains District Community Center

In January 2003, Pilgrim's Pride donated the building located at 233 McCauley Drive for development of the Plains District Community Center. Lantz Construction began working on the building in November of 2003. The estimated cost for renovations to the building was \$1,000,000. The center opened to the public in the spring of 2004. The center is operated by the Rockingham County Parks and Recreation Department.

The community center houses two multi-purpose activity rooms, a full service kitchen, a teen activity center equipped with billiard tables, ping pong games, video games and seating for card playing and gathering. Rooms are available for rent for activities such as banquets, parties, receptions, and meetings. The community center hosts many scheduled programs such as physical

activity classes, creative arts and crafts classes and health and wellness seminars. The center is home to the Timberville-Broadway Senior Center where individuals over 60 years of age can participate in programs that keep them physically, mentally and socially active. The senior citizens have full-time access to two rooms, three days a week. The local Meals on Wheels program also operates out of the center and provides a significant service to the northern Rockingham County community. The lower level of the building is used by the Broadway Community Little League as a batting and practice facility which is called the Strike Zone.

Post Office

The Timberville Post Office, located at the corner of South Main Street and West Riverside Drive, was built in 1973. The facility adequately served the Timberville area until an annexation took place in 2007. Since that time there is one area inside of Timberville's corporate boundaries that continues to be serviced by the Broadway post office and retains the Broadway ZIP code even though many attempts have been made to change the ZIP code to Timberville's. Expansion or relocation of this facility will become necessary in the near future as Timberville's vacant land continues to be developed.

The determination for the need of a community post office is established by national policy. Expansion of post office facilities has been limited in recent years by Federal guidelines which require the eventual financial independence of the postal service. Postal stations should be located at focal points of shopping. They may be in government-owned buildings, but post office policy calls for leased quarters as a general rule. Post offices, stations or branches are established when the existing facilities cannot give adequate service to the area it serves.

Police Department

The Town of Timberville currently has six (6) full-time law enforcement officers, paid entirely by the Town. Currently, these six (6) officers provide 24 hour police protection and services. The police department is located behind the town office building at the intersection of South Main Street and McCauley Drive. The police department moved to this building in 2010 when it was renovated after the Plains District Memorial Museum relocated. This space, renovated in 2022, consists of a semi-open floor plan with separate offices for the chief of police and police sergeant, evidence processing and storage facilities, a conference/interview room, and restroom. Parking is provided for day-to-day police transactions.

The service area for the Timberville Police Department is primarily within the Town Limits, unless otherwise requested by another law enforcement agency. Timberville has entered into an umbrella mutual aid agreement with the Rockingham County Sheriff's Department which allows Timberville's officers to assist or respond to calls in the other jurisdictions, if necessary, and vice versa.

Since there are no jail facilities in Timberville, police officers utilize the Harrisonburg-Rockingham Regional Jail for detention purposes. The regional jail is located at 25 South Liberty Street in Harrisonburg.

Timberville Volunteer Fire Department

The Timberville Fire Department, formed in 1948, is a volunteer organization with a membership of 35 active members and 12 life members. The Fire Department operates under its own by-laws, as well as the by-laws set by the Rockingham County Firemen's Association and the Underwriter's Fire Code. The Timberville Fire Department has both administrative officers and line officers and a board of directors. The Fire Department has mutual aid agreements with the Broadway Fire Department and other fire departments in Rockingham County and the City of Harrisonburg. The organization also works with the fire departments in Shenandoah County. They work and train with the Broadway Emergency Squad. Some of the members of the Fire Department are also members of the Broadway Emergency Squad.

The Timberville Fire House is located at 217 South Main Street. The building consists of approximately 12,000 square feet. The building consist of ten rooms including two truck rooms, one kitchen, one lounge/television room, wash bay area, meeting/training room, three restrooms (one with shower), and several storage rooms. The fire department owns, among other equipment, 2 fire engines, 2 1,500 gallon tankers, a 4 wheel drive brush truck, a first responder vehicle, and a utility van. Each vehicle has a variety of other firefighting equipment such as hoses, ladders, nozzles, tools, etc. Protective clothing "turnout gear" is assigned to full members for fire fighting. The Fire Department continues to upgrade fire fighting vehicles and equipment as funds allow.

Anyone wishing to become a member of the Timberville Fire Department must submit an application to the membership committee. If approved by the membership committee, the applicant is placed on a one year probation. After receiving training during the probation year, the applicant must be voted on by the entire membership to become a full member with all rights and privileges of the other members. All probationary members are required to attend a State approved fire school during their year of probation. Regular training sessions are held at the firehouse or the surrounding area at least twice a month. Additional drills are held with the Broadway Emergency Squad and the Broadway Fire Department.

The budget for the Fire Department is provided for by several methods whereby the local fire company raises money. They have an annual lawn party in June and chicken barbeques during the year. The Fire Department sends solicitation letters to the persons residing in the area that is served. Rockingham County furnishes approximately \$30,000 and maintenance to certain equipment to supplement operating costs each year. The Town of Timberville supplies \$5,000.00 annually. Donations are received from various insurance companies, as well as individuals, businesses and industries.

The volunteers are always on an active status and on call 24 hours a day. There are normally 8 to 10 members to respond during the daylight hours and 20 to 25 members at night. All emergency calls are handled by Harrisonburg-Rockingham Emergency Operations Center in Harrisonburg. Fire Department members are alerted of all calls by the Emergency Operations Center through a paging system and voice receivers worn by the members.

Broadway Emergency Squad

The Broadway Emergency Squad, Inc. was founded in 1953. The squad serves the Towns of Broadway and Timberville, plus the surrounding area for a service area of approximately 280

square miles. From Broadway, the squad covers Timberville north to the Shenandoah County line, east to Tenth Legion and Lacey Spring, south to Wengers Mill on Route 42, and west to the West Virginia line.

The main squad building is located in Broadway, Virginia and houses 6 ambulances, 1 mini crash truck, and 1 mass casualty crash truck. There is a substation also located in Bergton, Virginia. There are over 40 active members including 15 active life members and 12 Rockingham County career firefighters/EMTs. Most of the members have monitors and are notified of a call in their area so they can get to the scene and give first aid before an ambulance arrives from Broadway or Bergton.

GOAL FOR PUBLIC FACILITIES AND SERVICES

Provide and support premier public services and facilities that benefit the residents and community of Timberville.

OBJECTIVE

1. Ensure police, fire and other emergency services that adequately protect the Town of Timberville.

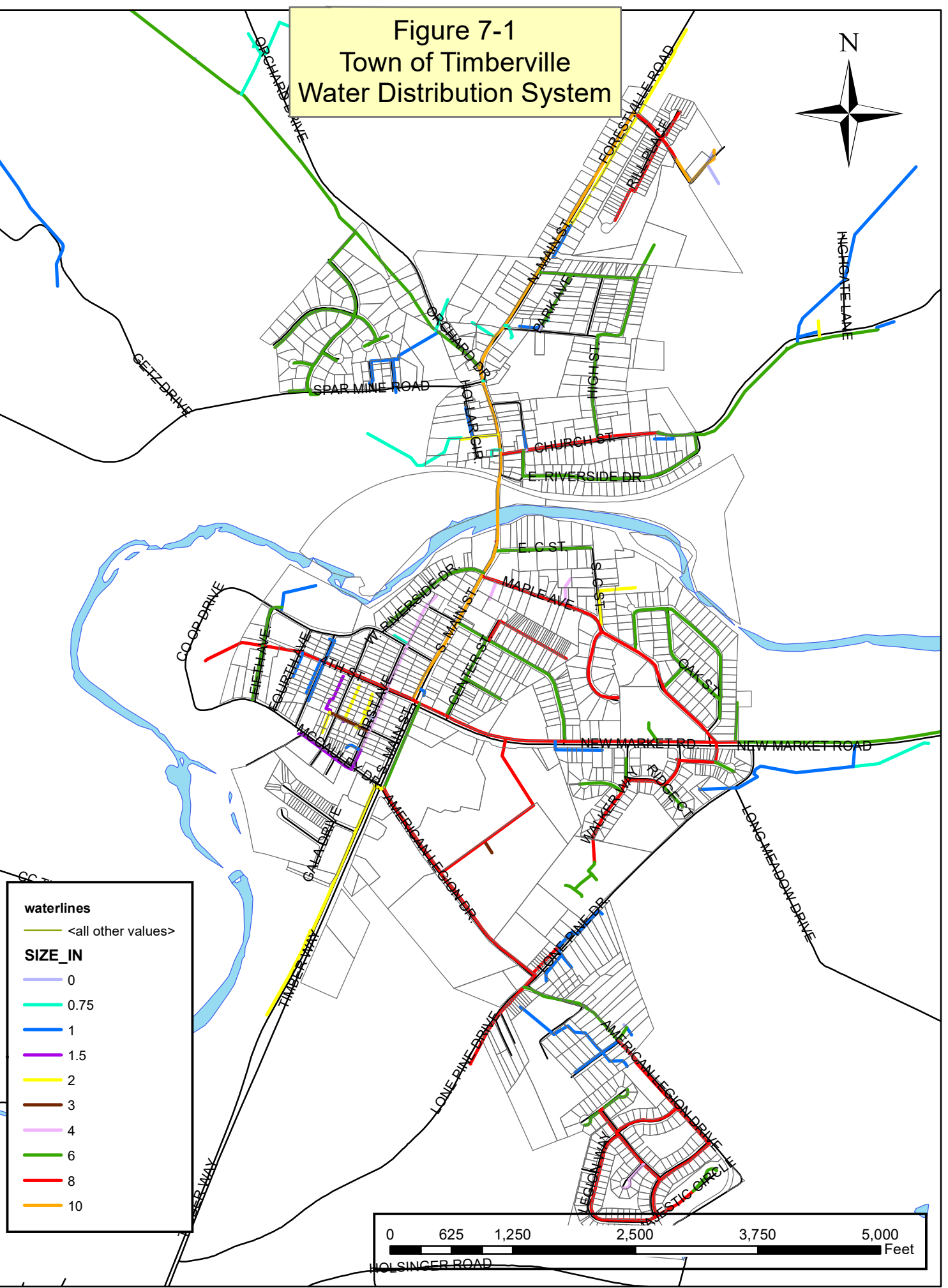
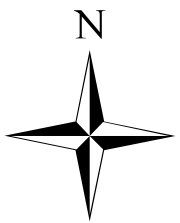
Recommendations

- a. Develop an all-encompassing disaster/emergency plan.
 - b. Donate to the emergency services organizations monetarily to the extent the town's finances will afford.
 - c. Continue to allow town employees who are members of the volunteer emergency service organizations to respond to calls while on duty with the town.
 - d. Use town media and information outlets to advertise organization fundraising events.
2. Support private organizations (museums, libraries, etc.) that provide services of a public nature.

Recommendations

- a. Financially support organizations to extent town budget will allow.
- b. Provide town staff to assist with special projects/events as long as it doesn't take away from town projects and the organization event will directly/indirectly benefit the town.
- c. Advertise special organization events through town media outlets.

Figure 7-1
Town of Timberville
Water Distribution System



| waterlines | |
|------------|--------------------|
| | <all other values> |
| SIZE_IN | |
| | 0 |
| | 0.75 |
| | 1 |
| | 1.5 |
| | 2 |
| | 3 |
| | 4 |
| | 6 |
| | 8 |
| | 10 |

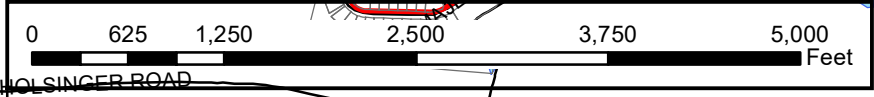
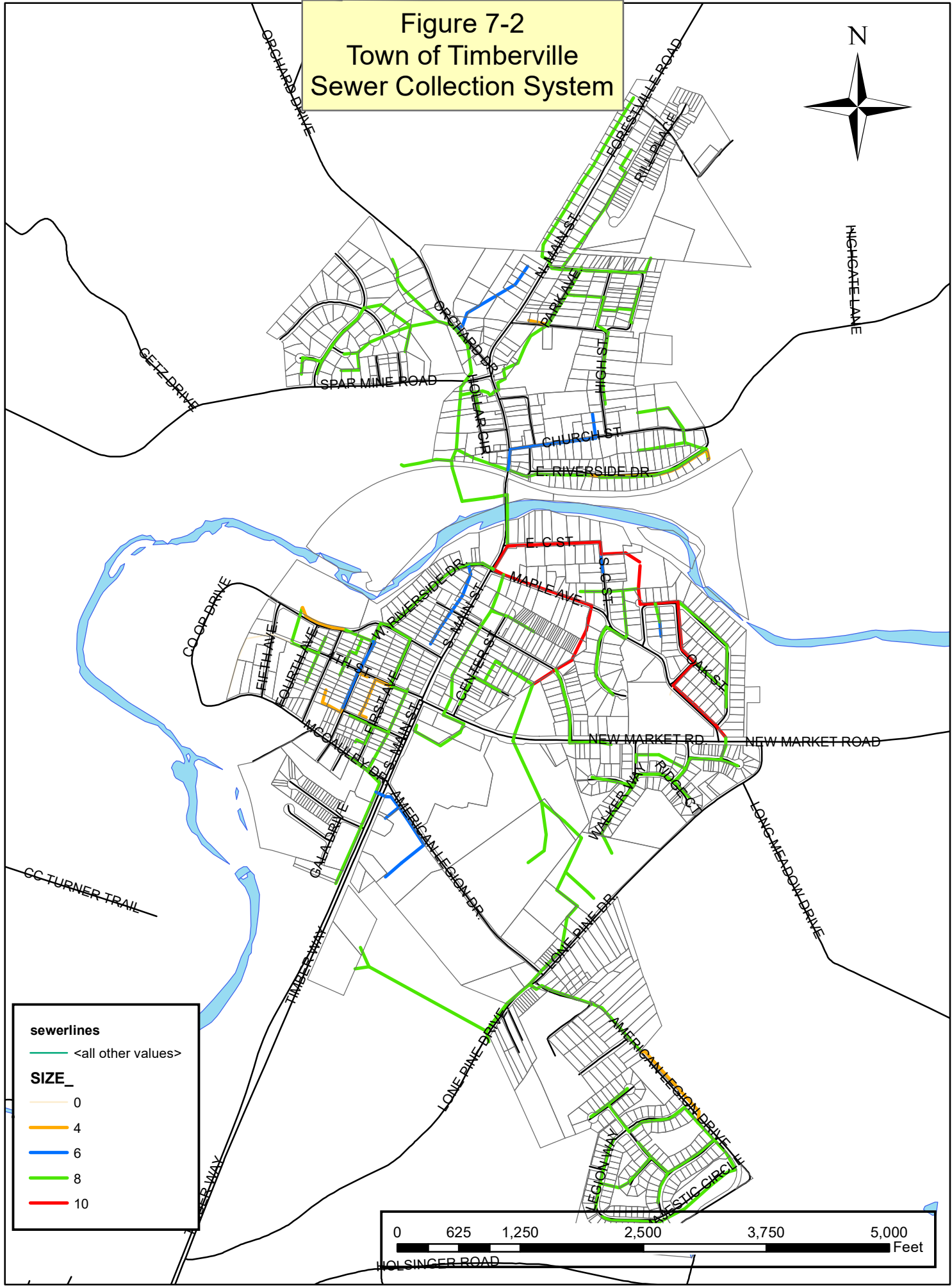
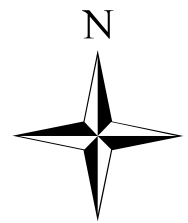


Figure 7-2
Town of Timberville
Sewer Collection System

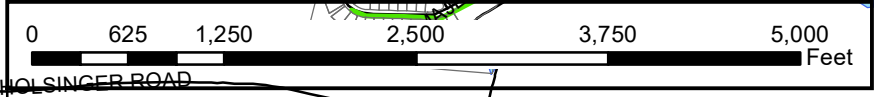


sewerlines

- <all other values>

SIZE_

- 0
- 4
- 6
- 8
- 10



TRANSPORTATION

The goal of the transportation system is to provide for the safe and efficient movement of people and goods across all modes and ability levels. Fulfilling this basic need, the transportation system plays a vital role in local and regional economic growth and development. In compliance with Virginia Code §15.2-2223, the following Transportation chapter includes:

- A comprehensive inventory of Timberville’s transportation facilities and infrastructure,
- Sound planning assumptions for how the Town is expected to grow and change over the next 25 years and how that is expected to affect the transportation system,
- An assessment of the Town’s current and future transportation needs, and
- Recommended transportation improvements to address the Timberville’s mobility needs.

Existing Transportation Facilities

Understanding the existing conditions of Timberville’s transportation system is foundational to pinpointing the community’s transportation needs and identifying projects that could address those needs. This section provides an inventory and assessment of the following transportation facilities:

- | | |
|---|---|
| • Roadway Network | • Bicycling Facilities |
| • Roadway Maintenance and Pavement Conditions | • Public Transportation/Commuter Services |
| • Bridges and Culverts | • Freight |
| • Traffic Volume | • Rail Service and Facilities |
| • Pedestrian Infrastructure | • Airports |

Roadway Network

Timberville’s roadway network is comprised of approximately 16.5 miles of roadways. These roads form the backbone of the Town’s transportation system as 99% of residents reported commuting to work in a personal or shared vehicle (U.S. Census Bureau, 2022).

VDOT’s Functional Classification System provides a uniform way of classifying roadways based on their role within the transportation system. Roadways are categorized into a class that describes its character and function, with each designation serving progressively smaller service areas and more local forms of travel. From largest to smallest, these classifications include Interstates, Freeways/expressways, Arterials, Collectors, and Local Roads. Appendix Table A-1 summarizes VDOT’s definitions for each Functional Classification.

As seen in Map 8-1, Timberville’s road network is comprised of Principal Arterials (1.1 miles), Major Collectors (2.4 miles), Minor Collectors (0.7 miles), and Local Roads (12.3 miles).

Principal Arterials: Main Street (VA-42) south of New Market Road (VA-211) and New Market Road are designated as Principal Arterials because together they connect Timberville, Broadway, and Harrisonburg to I-81.

Major Collectors: Main Street north of New Market Road, Orchard Drive (VA-881), Church Street (VA-617), and Spar Mine Road (VA-617) are all designated as Major Collectors because they support interconnections between communities within the Shenandoah Valley.

Minor Collectors: Lone Pine Drive (VA-618) and Long Meadow Drive (VA-793) are designated as a Minor Collectors because they provide connecting links to other arterials such as Main Street and New Market Road.

Local Roads: All of Timberville's remaining roadways are classified as Local Roads.

Roadway Maintenance and Pavement Conditions

VDOT currently maintains all of Timberville's primary and secondary roads. Once Timberville's population exceeds 3,500 residents, the Town will have the option to take responsibility for maintaining its roadway network.

VDOT rates pavement conditions of VDOT-maintained roads from Very Poor to Excellent based on the age and condition of the pavement. Map 8-2 displays Timberville's current pavement conditions. The majority of Timberville's larger roads, such as its arterials and collectors, are in Fair to Good condition. The only larger roads in Poor condition are Spar Mne Road and American Legion Drive. Southbound on Main Street south of New Market Road was also listed as in Poor condition, but it has since been repaved.

The condition of Timberville's Local Roads ranges from Good to Very Poor. Local Roadways connecting Timberville's newer developments/neighborhoods off American Legion Drive generally are in Good Condition, while roadways in some of Timberville's older neighborhoods, particularly west of Main Street, are in Poor or Very Poor condition.

Bridges and Culverts

Timberville currently has three bridges and four culverts located within the Town limits (Map 8-3). Timberville's largest and most notable bridge crosses the North Fork of the Shenandoah River on Main Street adjacent to the rail line. Built in 1939, the Veterans Memorial Bridge is the only link across the river in Timberville, creating a vital connector between the northern and southern parts of town.

Timberville's two other bridges are located on:

- Orchard Drive, crossing a stream just north of the intersection of Orchard Drive and Main Street, and
- Lone Pine Drive, crossing over a storm water feature.

Based on structural safety inspections, VDOT rates the condition of each bridge and culvert to ensure facilities are properly maintained and to identify bridges that need to be repaired, rehabilitated, or replaced. Each bridge and culvert are assigned a general condition rating from 0

(Failed Condition) to 9 (Excellent Condition) based on the structural integrity and condition of the deck, substructure, and superstructure. All of Timberville's bridges and culverts were rated as being in either Fair or Good condition, with Fair indicating that bridges are structurally sound and show some minor deterioration. Map 8-3 displays the location and condition rating of each bridge and culvert.

Traffic Volume

Map 8-4 displays the average daily traffic (ADT) volume for Timberville's roadway network. The ADT characterizes Timberville's travel patterns and how the Town's roadway network is utilized by tracking the average number of vehicles that drive each road segment in a day.

Timberville's travel patterns generally correspond with VDOT's roadway classifications, as the Town's arterials and collectors experience notably higher traffic volumes. Timberville's heaviest traffic flows along Main Street (VA-42), particularly south of New Market Road (VA-211) coming to and from Broadway and Harrisonburg. This segment of Main Street supports roughly 12,000 vehicles per day. Once Main Street reaches New Market Road, the heaviest traffic splits with 5,700 vehicles continuing along Main Street, and the 4,300 vehicles traveling onto/from New Market Road.

The only other roads with an ADT over 1,000 vehicles per day are Lone Pine Drive (VA-618), providing a connection between Main Street and New Market Road; Church Street; Spar Mine Road; and Orchard Drive as it converges onto Main Street north of the Shenandoah River.

Most of Timberville's local roads experience very low traffic levels. The main exception is McCauley Drive (Co-800), which connects Main Street to the poultry processing plants. In addition to employees commuting to work, McCauley Drive is the designated route for trucks coming to and from the poultry plants. McCauley Drive's higher traffic volume continues across Main Street onto American Legion Drive as it connects to Lone Pine Drive and the new residential developments in Timberville's southeast corner.

As will be discussed in more detail in the Transportation Needs Assessment section, the higher traffic volumes along Main Street and New Market have yet to cause consistent traffic delays. Timberville currently maintains a Level of Service of C or better indicating that even in peak periods (rush hour), Timberville's traffic, generally, remains free flowing.

Pedestrian Infrastructure

Timberville's approximately 4.5 miles of sidewalks are largely comprised of walkways along both sides of Main Street (Map 8-5). The west side of Main Street has a sidewalk that runs almost uninterrupted from McCauley Drive to less than a quarter mile from the Town's northern limit. Main Street's eastern sidewalk is not as continuous, as there are five gaps between New Market Road and Church Street. These gaps force pedestrians to cross Main Street or to walk on the shoulder of the road for a quarter mile.

Most of the remaining sidewalks branch off of Main Street into surrounding neighborhoods or connect key destinations. A sidewalk along American Legion Drive between Main Street and Lone Pine Drive provides a pedestrian connection to Plains Elementary School. However, this

sidewalk does not extend to many of the neighborhoods and subdivisions farther down American Legion Drive or along Lone Pine Drive. Similarly, sidewalks along Church Street, High Street, C Street, Maple Avenue, and Granny Smith Drive connect residential areas to Main Street, but do not connect to a wider network of sidewalks that extend throughout the neighborhoods.

Timberville currently does not have any signalized crosswalks, and the majority of the Town's intersections lack unsignalized crosswalks. The only intersection that has an unsignalized crosswalk is at the intersection of the Wal-Mart access road and American Legion Drive. Pedestrian safety improvements to major intersections will be a vital part of developing a safe and connected pedestrian network in Timberville.

Bicycling Facilities

The Town of Timberville currently does not have any bike lanes, shared lanes, or multi-use paths. However, there is a proposal to turn the unused rail line that traverses the Town into a multi-use recreational trail through the Commonwealth's Rails to Trails program. The Shenandoah Valley Rail Trail would run 49 miles from Broadway to Front Royal providing a long-distance bicycling route and linear park that hopes to bolster the region's position as an outdoor recreation destination and boost economic activity at each town along the way.

If the Rail Trail is implemented, providing safe connections from the trail to Timberville's commercial centers will be a vital part of capitalizing on the tourism benefits the Trail could provide. The Memorial Park Master Plan and the Shenandoah Valley Rail Trail Feasibility study recommended the Trail's intersection with Memorial Park Drive, at the entrance to Memorial Park, as an ideal location for a Rail Trail trailhead. An alternative trailhead could be located at the Trail's intersection with Main Street, immediately north of the Veterans Memorial Bridge. Safe bike routes connecting these trailheads to grocery stores and restaurants could be a source of increased economic activity for the Town.

Public Transportation and Commuter Services

There is no fixed-route public transit service currently serving the Town of Timberville. However, there are several commuter services that currently offer Timberville residents with on-demand mobility services, also known as paratransit.

- Valley Program for Aging Services (VPAS): Provides aging adults who are no longer able to drive with transportation services to essential services like grocery shopping, doctor appointments and banking.
- Harrisonburg-Rockingham Social Services: Provides transportation services to critical health services for aging and low-income adults.
- Way to Go: Provides low-income employees in Rockingham County with a variety of transportation services.
- Pleasant View, Inc: Provides mobility services to individuals with developmental and intellectual disabilities.

Freight

Timberville's long history of food processing and manufacturing has placed a premium on freight and the movement of goods. This key economic driver generates a significant amount of

truck traffic. Timberville's transportation system needs to support the efficient movement of goods without compromising the efficacy of other modes of transportation.

Map 8-6 shows the average number of trucks that travel on Timberville's major corridors each day. Truck traffic patterns generally mirror the average daily traffic seen in Map 8-4 with the heaviest truck traffic following Main Street and New Market Road. On average, between 200 and 300 trucks travel into and out of Timberville on both Main Street and New Market Road each day. This means that 13% of vehicles entering and leaving Timberville on North Main Street are trucks. The Town's heaviest truck traffic is at the intersection of Main Street and New Market Road as roughly 500 trucks travel daily on Main Street between New Market Road and Orchard Drive. This accounts for 10.2% of daily traffic traveling through the center of Timberville.

The movement of goods is a vital part of supporting economic growth and activity, but supporting the efficient movement of goods must be balanced with ensuring truck traffic does not negatively impact the safety and comfort of bicyclists, pedestrians, and other vehicles. Due to the poultry processing plants' location on the western edge of Timberville, trucks must drive through the town center and a prominent neighborhood to access the plants. To mitigate the stress truck traffic puts on neighborhood roads and pedestrian safety, several restricted routes have been established to limit truck routes to the poultry plants. In particular, trucks are restricted on:

- 4th street from VA-42 to 4th Ave,
- Memorial Park Dr. from VA-42 to 5th Ave, and
- W. Riverside Drive from VA-42 to Memorial Park Dr.

To provide trucks with sufficient access to and from the poultry plants, McCauley Drive has been designated by VDOT as a truck route.

Rail Service and Facilities

Railroads have been an important part of Timberville's history since 1868. However, in recent years, rail service declined and has since been decommissioned. Timberville has one existing rail line that runs directly through the Town generally following the North Fork of the Shenandoah River, crossing Main Street just north of the Veterans Memorial Bridge before turning south and connecting to the poultry plants. This rail line follows the I-81 corridor, connecting Timberville to Mount Jackson and Winchester to the north and Broadway and Harrisonburg to the south. Owned by Norfolk-Southern, the rail line is currently out of use. Once an important freight link for the agricultural and poultry industries, the section through Timberville was decommissioned in 2016. Consequently, Timberville is currently not served directly by freight or passenger rail, but there are two Amtrak stations (Culpepper and Staunton) within 60 miles of Timberville.

As discussed in the Bicycle Facilities section, there is a proposal to turn the unused rail line into a multi-use recreational trail and linear park through the Commonwealth's Rails to Trails program.

There are three rail crossings in Timberville:

- N. Main Street - Equipped with Gates and Flashing Lights – Located immediately north of the Veterans Memorial Bridge.
- McCauley Drive - Equipped with Flashing Lights – Located at the south entrance to the poultry processing plants.
- Memorial Park Dr. - Located at the north entrance to the poultry processing plants.

Airports

There are no airports within Timberville's town limits. However, Timberville is located within 32 miles of two public and two private/commercial airports.

Public:

- Shenandoah Valley Regional Airport – 32 miles away
- Luray Airport – 19 miles away

Private:

- New Market Airport – 4 miles away
- Longs Airport – 19 miles away

Planning Assumptions

Sound transportation planning decisions and infrastructure investments must be based on an understanding of the growth and development trends that will shape the area's future. This section highlights how Timberville's population, economy, land use patterns, and commuter characteristics are expected to change over the next 25 years. These planning assumptions and forecasts are a key factor in identifying Timberville's critical transportation needs and developing projects and targeted investments to meet those needs.

Demographics

Travel demand is a function of the size, composition, and characteristics of the population. As Timberville's population grows and changes, so will the Town's transportation needs. Effective long-range transportation planning must account for how the population is projected to grow.

Prior to 1950, Timberville was a very small town with limited population growth. Since then, the Town has steadily grown into a thriving community. This progression accelerated rapidly in the past few decades as Timberville's population has almost doubled since 1990, including growing by 1,224 people (70.3%) in the last 20 years (Table 8-2).

Given the Town's recent expansion, as well as the growth that is expected across Rockingham County, there is no reason to expect Timberville's recent growth to slow significantly. According to the Weldon Cooper Center of Public Service, Rockingham County's population is expected to grow by 15.7% over the next 25 years. Since Timberville's population grew almost twice as fast as Rockingham County's over the past decade, it is reasonable to assume Timberville's population will equal or exceed Rockingham County's projected growth.

**TABLE 8-1
TIMBERVILLE HISTORIC POPULATION GROWTH, 1940-2020**

| Year | Population | Percent Change |
|-------------|-------------------|-----------------------|
| 1940 | 253 | |
| 1950 | 271 | 7.1% |
| 1960 | 412 | 52.0% |
| 1970 | 959 | 132.8% |
| 1980 | 1,510 | 57.5% |
| 1990 | 1,596 | 5.7% |
| 2000 | 1,739 | 9.0% |
| 2010 | 2,522 | 45.0% |
| 2020 | 2,963 | 17.5% |

According to the 2020 Decennial Census, Timberville's population was 2,963. However, with several sizable new developments under construction or completed in the two years since the census was recorded, Timberville's population may already be notably higher. If Timberville's

population continues to grow as projected, it is expected to exceed 3,500 in the next ten years. At that point, the Town would be eligible to maintain the roadway network.

As will be discussed in more detail in the Needs Assessment, Timberville and the surrounding area's continued population growth will generate higher travel demand and more vehicle trips. The Town will need to monitor the area's congestion patterns and transportation Level of Service (LOS) to ensure the additional population does not create travel delays and congestion problems.

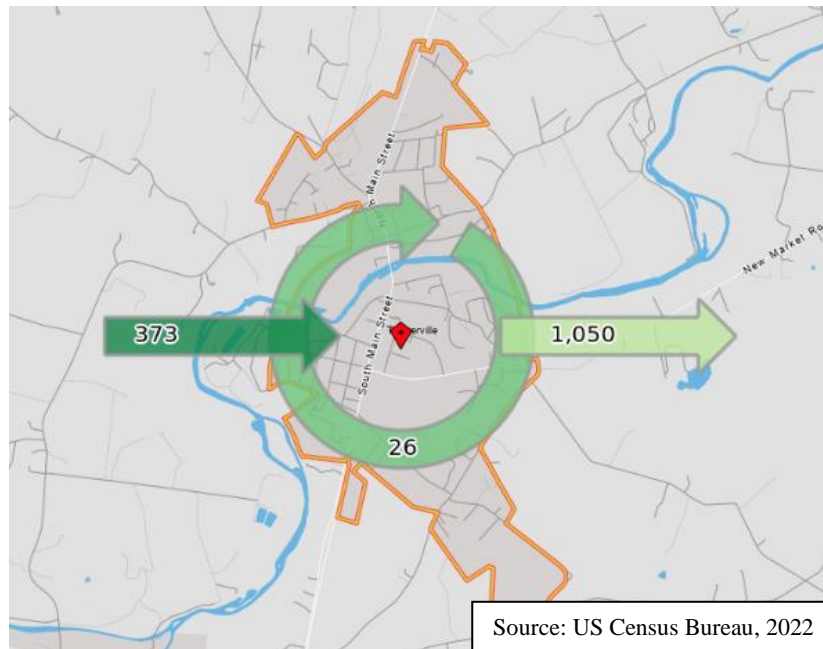
Employment and Commuting Characteristics

According to the 2020 American Community Survey, 89.7% of workers living in Timberville commute to work alone in a personal vehicle, while 9.3% carpool or commute in a shared vehicle. The remaining 1% were evenly split between walking to work and working from home.

On average, Timberville residents commute 27.7 minutes to work, which is slightly below the state average of 28.6 minutes. Over 64% of Timberville's workforce commute less than 25 miles to work, with the majority traveling south toward Broadway and Harrisonburg.

Timberville's largest employers include Pilgrim's, Cargill, and Wal-Mart. However, the majority of the Town's jobs are filled by workers commuting from outside the Town, with most coming from the south and southwest. According to the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data, very few of the Town's residents commute to jobs located in Timberville (Figure 8-1). However, this likely does not include residents who work at the poultry processing plants because Pilgrim's and Cargill are primarily located just outside of the Town limits.

**FIGURE 8-1
TIMBERVILLE COMMUTING PATTERNS, INFLOW/OUTFLOW,
2019**



As Timberville continues to grow, commercial development is expected to expand along Timberville's major corridors bringing continued job growth to the community. Transportation improvements will be necessary to ensure residents have multimodal access to employment opportunities.

Land Use

Except for the poultry processing plants, the Town's commercial development is generally concentrated along major corridors like Main Street and New Market Road with the largest commercial center located just south of the intersection of those two corridors. Surrounding these commercial corridors are residential neighborhoods that comprise the majority of the Town's developed land. Most of Timberville's remaining land is currently undeveloped providing opportunities for continued growth and development.

As the Timberville grows over the next 25 years, the Town's land use patterns are expected to maintain a similar urban form with commercial development concentrated around major commercial corridors like Main Street and residential development filling in the spaces around and behind each corridor. However, with several new developments recently constructed, under construction, or in the planning phase, Timberville continues to grow.

Many of the town's largest new residential developments in recent years have occurred off of American Legion Drive including the Legion Hills neighborhood. Most recently, the Town approved a 40-unit development in February 2021 that would add 17 single family residences, 6 duplex buildings (12 dwelling units), and 11 townhomes just northwest of Legion Hills. Other recent examples of new residential development include the second phase of the Orchards development, which is expected to construct 36 more townhomes off of South Main Street, and the Fort Run subdivision which is currently constructing 9 more residential units in a mix of single- and multi-family homes. While space for new commercial development is relatively limited, there are opportunities for redeveloping several vacant and underutilized properties.

As development occurs, investments by the public and private sectors will be necessary to maintain and improve the Town's transportation network.

Community Facilities

Timberville has two recreational parks: Memorial Park, located off Memorial Park Drive, and American Legion Park, located off American Legion Drive. The recently completed Memorial Park Master Plan envisions upgrading and expanding park facilities. However, the park is not currently connected to the Town's pedestrian network. American Legion Park's location adjacent to Plains Elementary School provides easy vehicular and pedestrian access to the park.

In addition to the Town's public parks, Timberville's major community facilities include the Plains Community Center and the Plains Elementary School. Like Memorial Park, The Plains Community Center currently lacks direct pedestrian access. However, there is a proposed sidewalk that is expected to be constructed on McCauley Drive to connect the Community Center to Main Street.

As mentioned previously, the major transportation-related community facility that Timberville will need to consider preparing for is the Shenandoah Valley Rail Trail. This linear park and multi-use path will provide:

- An easily accessible linear park and community amenity for Timberville residents,
- Safe pedestrian access to Memorial Park,
- A pedestrian connector to North Main Street, and
- A generator of tourism and economic activity.

Technology

Historically, innovations in transportation technologies from the railroad to the automobile have played a major role in shaping not only how people travel but how communities grow. Recent and ongoing advancements including on-demand mobility services such as Lyft and Uber, the growing affordability and use of electric vehicles, and the potential development of increasingly automated vehicles have the potential to reshape our community's transportation system and development patterns.

These technological advancements are not expected to drastically change how Timberville's transportation system is designed and utilized in the short-term. However, as these technologies continue to advance and experience widespread adoption, the Town may need to consider how it will adapt to capitalize on the benefits and efficiencies these advancements may provide.

Summary of Key Assumptions

- Timberville's population is expected to continue to grow, increasing travel demand within the Town's roadway network and exceeding the 3,500-person threshold necessary for the Town to take control of its roadway network.
- Employment and commercial activity are expected to increase gradually, but the majority of the Town's workforce will likely continue to commute by car to jobs outside of the Town limits.
- Timberville's land use patterns are expected to maintain a similar urban form with commercial development concentrated around major commercial corridors like Main Street, with residential development filling much of the Town's remaining land uses.
- Technological advancement will bring opportunities for improving the transportation system. Monitoring these advancements will position the Town to provide a safer and more efficient transportation system.

Needs Assessment

As Timberville continues to grow and develop, residents' mobility needs and the demand placed on the existing transportation system will change. Identifying and tracking what these needs are and how they are expected to change over time is a foundational component of developing the Town's transportation goals and the projects that will help to meet those goals.

Based on the following needs assessment, Timberville's two most pressing transportation needs are:

1. Upgrading and expanding Timberville's pedestrian and bicycle network to ensure all residents have effective mobility options and can access essential services and points of interest regardless of their ability to own a car.
2. Improving vehicular and pedestrian safety along key corridors and at targeted intersections.

Additional transportation needs include:

3. Maintaining and upgrading the condition of Timberville's roadway network.
4. Monitoring traffic congestion and travel delays to identify roadway capacity issues as they arise, particularly along Main Street and New Market Road.
5. Pursuing possible connections to public transit systems.

Roadway Capacity and Level of Service

As Timberville continues to grow, so too will travel demand. New neighborhoods and commercial developments will generate more trips, more travel, and more traffic. Projecting how travel demand is expected to grow in the coming years is an important part of gauging when and where additional roadway capacity and infrastructure improvements may be necessary. To do this, VDOT forecasts how ADT and Level of Service (LOS) are expected to change in the next 25 to 30 years.

Map 8-7 displays Timberville's expected ADT in 2050. Comparing Map 8-4 to Map 8-7 shows that trips along most of Timberville's major corridors are expected to increase by 10% to 17% between 2020 and 2050. Travel on VA-617 (Spar Mine Drive and Church Street) is expected to grow even faster, with ADT rising by over 37%.

However, the additional traffic is not expected to cause any notable congestion problems or travel delays. Level of Service (LOS) is a measure of the quality of service a road segment provides by grading how well traffic flows on a scale from A (best) to F (worst). In other words, it grades whether travel demand exceeds roadway capacity. Roads with a LOS of A have free-flowing traffic with no peak-period travel delays, while roads with an F consistently experience major traffic congestion and extended travel delays. Based on the ADT forecasted for each roadway segment, VDOT can project the expected LOS in the future, thereby identifying roads that will need additional capacity.

Maps 8-8 and 8-9 display Timberville's LOS in 2018 and the projected LOS in 2050, respectively. In 2019, all except one of the Town's roads maintained a LOS of A, B, or C

indicating that even when there was notable traffic, the traffic typically remained relatively free flowing with limited measurable delays. The only exception to this was a short segment of Main Street between Orchard Drive and Church Street which was given a LOS of D.

Comparing Map 8-8 to Map 8-9 shows that Timberville’s LOS in 2050 is expected to remain almost identical to the LOS in 2018. Even with 30% or more cars on the road, Timberville’s existing roadway network has sufficient excess capacity to accommodate the additional traffic without causing measurable traffic issues. In fact, all major roadways are projected to have a LOS of C or better. New Market Road and Main Street north of Church Street are the only roads expected to have a LOS of C. All other roads will maintain a LOS of A or B. As seen in Table 8-2, only three road segments are projected to decline their LOS.

**TABLE 8-2
LOS COMPARISON – ROADS WITH A DECLINING LOS, 2018 & 2050**

| Road Segment | LOS 2018 | LOS 2050 |
|---|----------|----------|
| Main Street – north of Church Street | B | C |
| Spar Mine Road | A | B |
| Church Street – Between Main Street and High Street | A | B |

The Town of Timberville will need to continue monitoring its travel patterns to ensure the Town’s growing population and employment do not cause congestion issues. Monitoring and preserving the capacity of Main Street and New Market Road will be especially important because they have a higher LOS and were identified by VTrans as corridors of significance for capacity preservation. However, roadway capacity and traffic congestion are not expected to be pressing transportation needs in the near future.

Road and Bridge Maintenance

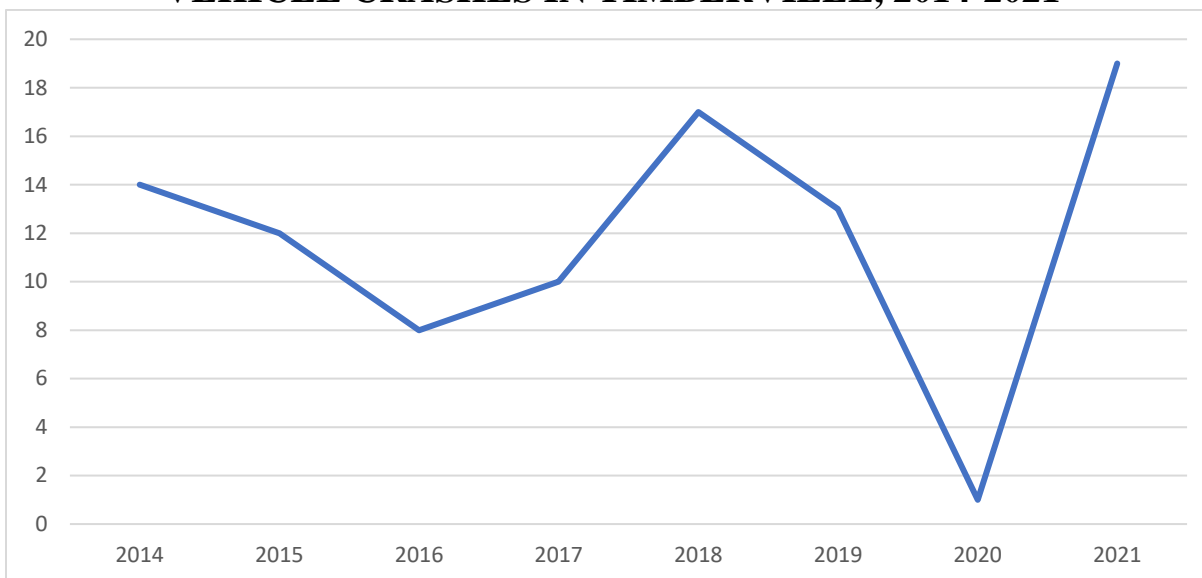
As noted in the Existing Facilities section, the Town of Timberville has numerous roads that are in Poor or Very Poor Condition. The Town will continue to work with VDOT to maintain and upgrade the roadway network to meet or exceed VDOT condition and safety standards.

Safety

A crash analysis was performed to understand Timberville’s safety needs and problem areas. VDOT’s motor vehicle crash data was used to analyze the number, location, type, and severity of all vehicular crashes that have occurred in Timberville in the last eight years.

Between 2014 and 2021, there were 94 vehicular accidents in the Town of Timberville. In a typical year, Timberville experienced between 8 and 17 vehicle crashes with an average of 11.8 crashes per year. During the early stages of the COVID-19 pandemic, there was a significant reduction in vehicular crashes, as there was only one crash within the town limits in 2020. Unfortunately, crashes rebounded in 2021 as there were 19 crashes, the most of any year in the analysis (Figure 8-2).

**FIGURE 8-2
VEHICLE CRASHES IN TIMBERVILLE, 2014-2021**



Mapping where Timberville’s recent vehicle crashes have occurred reveals that incidents are heavily concentrated around key intersections along Timberville’s major corridors. Map 8-10 shows that 57 (61%) of Timberville’s vehicular crashes in the last eight years occurred on Main Street, with an additional 11 (12%) incidents occurring on New Market Road. Especially notable is the number of crashes that occur at major intersections on these corridors. Almost one-third of all Timberville’s crashes occurred at one of three key intersections:

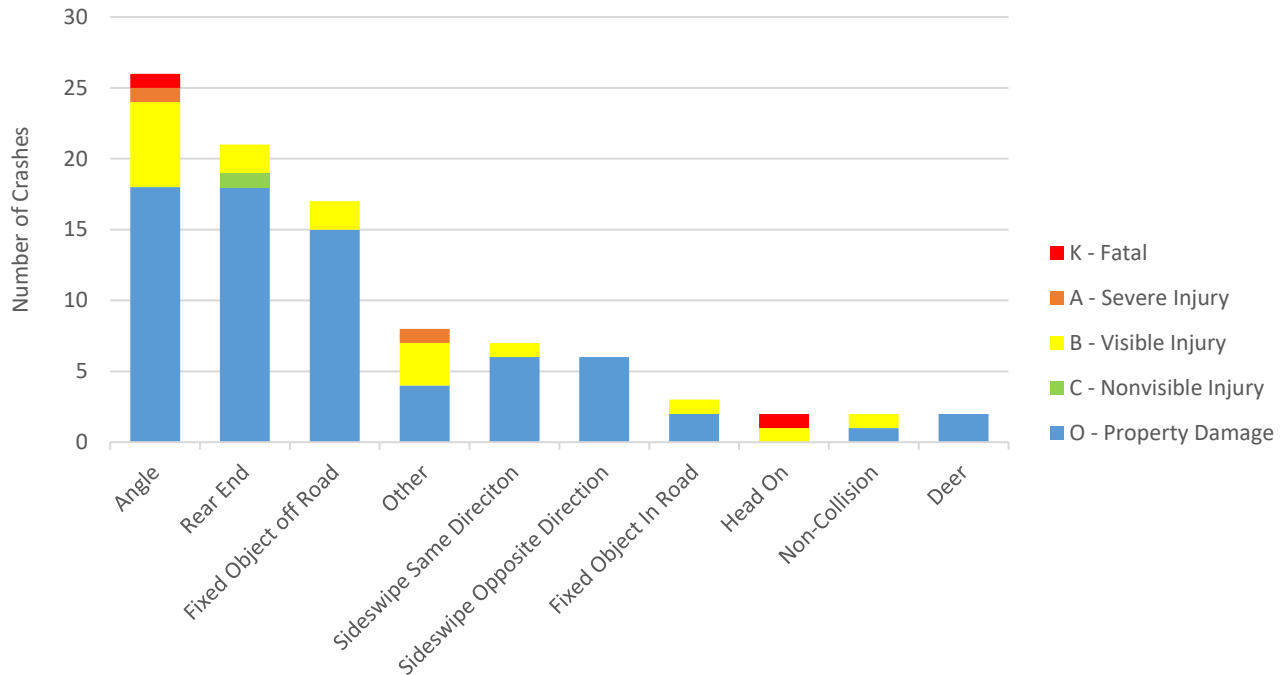
- Main Street and New Market Road – 11 crashes
- Main Street and American Legion Drive/McCauley Drive – 11 crashes
- New Market Road and Lone Pine Drive – 8 crashes

Examining the types of crashes occurring in Timberville and where severe crashes are taking place further highlights the importance these three intersections. Of the 94 crashes that have occurred in Timberville over the last eight years, 22 (23%) caused injuries or fatalities. Eleven (50%) of the severe crashes took place at or near one of the three intersections listed above.

The intersection of New Market Road and Lone Pine Drive is a particular safety concern. The intersection has had two fatal crashes and four severe injury crashes in the past eight years, which comprise over 27% of Timberville’s severe crashes. Based on the crash data, VDOT classifies the intersection as a Staunton District Potential Safety Improvement (PSI) location. A PSI is a VDOT safety evaluation tool that identifies dangerous intersections by comparing the number of crashes at an intersection over a 5-year period to the expected number of crashes based on intersection characteristics (traffic volumes, roadway geometry, and roadway classification). Prioritized safety improvements to these key intersections will be a vital part improving the safety of Timberville’s roadway network

Figure 8-3 breaks down Timberville’s crashes by severity and crash type. Angle and rear-end crashes are the two most common types of collisions, accounting for 26 (27.7%) and 21 (22.3%) of Timberville’s crashes, respectively.

**FIGURE 8-3
CRASHES BY SEVERITY AND TYPE, 2014-2021**



Pedestrian and Bicycle Facilities

A robust sidewalk network is a vital part of creating vibrant streetscapes and ensuring the transportation system serves every resident regardless of age, income, or ability level. Timberville’s sidewalk network is generally limited to the Town’s Main Street corridor, with a few additional connections along American Legion Drive to Plains Elementary School and within newly developed subdivisions. Unfortunately, Timberville’s lack of sidewalk connections to neighborhoods and the poor conditions of many of the existing sidewalks makes it difficult for residents to safely navigate the Town by foot. Pedestrian infrastructure improvements to key corridors within the town will be a vital part of ensuring all residents have safe mobility options regardless of their ability to own a car.

The assessment of Timberville’s sidewalk network detailed in the Existing Facilities section identified four primary pedestrian infrastructure needs.

Improving the condition of the existing sidewalk network

Many of Timberville’s existing sidewalks are narrow, uneven, discontinuous, and provide little protection from the road. In addition, much of the sidewalk network is not ADA accessible. Most

notably, there are three sets of stairs on Main Street north of the Shenandoah River that make travel difficult for individuals with a disability. Consequently, even residents that are served by the existing sidewalk network may struggle to find safe routes to key destinations like schools, grocery stores, parks, and commercial centers.

Filling gaps in the existing sidewalk network

Between New Market Road and Church Street, there are five gaps in the sidewalk on the east side of Main Street. Totalling a quarter of a mile, these gaps force pedestrians to cross Main Street or to walk on the shoulder of the road. Providing the short connections to fill these gaps would go a long way to improving the connectivity of the sidewalk network and ensuring residents have safe and easy access to the Town's primary commercial corridor.

Expanding the sidewalk network to connect unserved neighborhoods and destinations

Timberville's sidewalk network is generally limited to the Town's Main Street Corridor. Consequently, much of the Town's residential development, particularly along Spar Mine Road, New Market Road, and Lone Pine Drive, do not have pedestrian access to the Town's schools and commercial centers. As new neighborhoods continue to be developed along these corridors, expanding the sidewalk network will become increasingly important to provide vital mobility connections.

Improving pedestrian safety at intersections

Timberville currently does not have any signalized crosswalks, and the majority of the Town's intersections lack unsignalized crosswalks. Consequently, crossing any of Timberville's major intersections on foot is difficult and dangerous. This means that it is challenging for anyone living east of Main Street to walk to major employment centers like the poultry processing plants. Pedestrian safety improvements to major intersections will be a vital part of developing a safe and connected pedestrian network in Timberville.

Recreational Facilities

Closely related to Timberville's need for bicycle and pedestrian safety improvements is how targeted bike infrastructure could help the Town to capitalize on the proposed recreational facilities. Once completed the Shenandoah Valley Rail Trail will be a 49-mile multi-use recreational trail that travels directly through Timberville's town center. Targeting bike/ped infrastructure to create safe connections between the trail and the Town's parks, restaurants, and grocery stores could multiply the Trail's economic impact while expanding bike/ped network to previously unserved areas.

Public Transportation

As identified in VTrans45, the Town of Timberville currently lacks public transportation. Due to Timberville's relatively small population and rural surroundings, supporting a public transit system as a means of meeting the transportation needs of the Town's disadvantaged populations would be challenging. This further highlights the need for a satisfactory bicycle/pedestrian network to provide transportation options for those who do not have a personal vehicle. For longer distance trips, evaluating the feasibility of establishing transit connections to Broadway or to Harrisonburg's transit network could be considered to provide commuter options between towns in the area.

VTrans 2045

VTrans 2045 is Virginia's statewide long-term transportation plan designed to guide VDOT's major transportation priorities and investments across the state over the next 25 years. To ensure VDOT's coordinated planning efforts and transportation investments match the characteristics and needs of each part of the state, VTrans divides the state into three types of travel markets: Corridors of Statewide Significance, Regional Networks, and Urban Development Areas.

Timberville falls within two VTrans travel markets. First, Timberville falls within a 5-mile buffer of the Crescent Corridor of Statewide Significance that follows I-81. Second, due to its location in Rockingham County and its proximity to the Harrisonburg-Rockingham Metropolitan Planning Organization, Timberville also falls within the Harrisonburg Regional Network.

Based on these designations, VTrans 2021 Midterm Needs and Priorities identified two primary needs within the Town of Timberville:

1. Lack of Transit Access – None of Timberville's primary or secondary roads have transit service
2. Capacity Preservation – Main Street and New Market Road were identified as corridors of significance within the Regional Network, and, as such, capacity will need to be preserved to ensure the efficient movement of the people and goods throughout the region.

Transportation Goals, Objectives, and Recommendations

The following Goals, Objectives and Recommendations seek to create a transportation system that will meet Timberville's current and future mobility needs.

GOAL #1 FOR TRANSPORTATION

Provide and maintain a safe and efficient transportation system that serves the Town's residents, businesses, and visitors.

OBJECTIVES

1. Support maintenance and upgrades to the transportation system to accommodate vehicular and pedestrian traffic.

Recommendations

- a. Identify and notify VDOT of roadway issues.
 - b. Communicate with VDOT on a regular basis to express the Town's opinion on annual maintenance projects.
2. Improve vehicular and pedestrian safety along Timberville's major corridors and key intersections

Recommendations

- a. Conduct a safety study of crash-prone intersections to identify strategies to improve safety at Timberville's major intersections
 - b. Prioritize safety improvements at key intersections that pose a safety hazard
3. Promote safer and more efficient truck access to industrial sites.

Recommendations

- a. Establish "no truck traffic" areas, particularly in highly residential areas.
- b. Enforce driving and speed limit laws to control large vehicles as they enter the town's jurisdiction.
- c. Consider traffic calming improvements and speed limit adjustments to slow trucks as they enter the town limits.

4. Ensure that new development provides adequate transportation facilities to serve anticipated growth.

Recommendations

- a. Develop and base zoning regulation modifications in accordance with VDOT's Secondary Street Acceptance Requirements (SSAR).
5. Cooperate with Rockingham County and VDOT to promote regional transportation improvements.

Recommendations

- a. Support recommendations and planned improvements in VTRANS 2045 and the Harrisonburg-Rockingham Metropolitan Planning Organization's Long Range Transportation Plan.
 - b. Support the development of the Shenandoah Valley Rail Trail
6. Prepare for the time when the town will have the option to take over maintenance of the streets within the corporate boundaries.

Recommendations

- a. Study growth trends to anticipate when the town's population will allow transfer of responsibility from VDOT to the town.
- b. Prior to the town taking over responsibility of the streets, begin developing a plan of annual maintenance and allocating funds to compliment state funding of maintenance projects.

GOAL #2 FOR TRANSPORTATION

Enhance the connectivity and condition of the Town's multi-modal transportation network.

OBJECTIVES

1. Encourage alternative modes of transportation, such as walking, to reduce vehicular traffic on roadways and to ensure residents' mobility is not dependent on their ability to own and operate a vehicle.

Recommendations

- a. Continue to require construction of sidewalks with new development
- b. Infill missing sidewalk sections that will join existing pedestrian structures.
- c. Improve the condition of the Town's existing sidewalks to ensure they are safe and accessible to all users.
- d. Expand the sidewalk network by leveraging funding for sidewalk projects through grant programs such as VDOT's Transportation Alternatives Program and Safe Routes to School.
- e. Conduct a pedestrian safety study to identify how pedestrian infrastructure could best be improved.
- f. Support bicycle and pedestrian connections to the proposed Shenandoah Valley Rail Trail.

Recommended Transportation Projects

To achieve Timberville’s Transportation Goals, the Town identified the projects listed in Table 8-4. The recommended projects are based on the Town’s current and future transportation needs. Eight of the eleven projects proposed in the table are new sidewalks to expand Timberville’s pedestrian network and provide more residents with pedestrian access to the Town’s businesses and essential services. To address the Town’s safety needs, a safety study is recommended to identify actionable strategies and projects the Town can pursue to improve vehicular and pedestrian safety along major corridors and at key intersections. Map 8-11 displays the location of each project.

**TABLE 8-3
TIMBERVILLE PRIORITY TRANSPORTATION PROJECTS**

| Type | Project | Description | Cost Estimate (in 2022 dollars) |
|-------------------------|--|---|--|
| Safety Improvements | Intersection Safety Analysis | Conduct a safety analysis study to identify safety improvements to address severe crashes. The study would focus on the Main Street Corridor and/or three major intersections 1) New Market Road and Lone Pine Drive, 2) Main Street and New Market Road, and 3) Main Street and American Legion Drive. | N/A |
| Pedestrian Improvements | Main Street ADA Sidewalk Improvements | Improve the existing sidewalks on Main Street to ensure they are ADA accessible, including replacing the stairs with ramps. | \$2.7M |
| | Filling Gaps in Main Street Sidewalks | Construct new sidewalks on the east side of Main Street to fill the gaps in the existing sidewalks. Includes two unsignalized crosswalks: <ul style="list-style-type: none"> • Across Church Street at the intersection with Main Street • Across Maple Ave at the intersection with Main Street | \$780K |
| New Sidewalks | New Market Road Pedestrian Access Improvements | Construct a new sidewalk on the north side of New Market Road to connect several subdivisions to Main Street and the existing sidewalk network. Includes: <ul style="list-style-type: none"> • A signalized crosswalk at the intersection of Main Street and New Market Road • Two unsignalized crosswalks: <ul style="list-style-type: none"> ○ Across Walker Way at the intersection with New Market Road ○ Across Williamsport Road at the intersection with New Market Road | \$2.1M |

**TABLE 8-3
TIMBERVILLE PRIORITY TRANSPORTATION PROJECTS CTD.**

| Type | Project | Description | Cost Estimate (in 2022 dollars) |
|---------------|--|---|---------------------------------|
| New Sidewalks | Spar Mine Road Pedestrian Access Improvements | <p>Construct a new sidewalk on the south side of Spar Mine Road to connect the Timbercrest subdivision to Main Street and the existing sidewalk network.</p> <p>Includes two unsignalized crosswalks:</p> <ul style="list-style-type: none"> • Across Spar Mine Rd at the intersection with Main Street • Across Orchard Drive at the intersection with Main Street to connect to the N. Main Street sidewalks | 4.3M |
| | Memorial Park Drive Pedestrian Access Improvements | <p>Construct a new sidewalk on the northeast side of Memorial Park Drive to connect Memorial Park to Main Street and the existing sidewalk network.</p> <p>Includes an unsignalized crosswalk at the intersection of Memorial Park Drive and Riverside Drive.</p> | \$790K |
| | American Legion Drive Pedestrian Access Improvements | <p>Construct a new sidewalk on the southwest side of American Legion Drive to connect the Legion Hills subdivisions to Plains Elementary School and the existing sidewalk network.</p> <p>Includes:</p> <ul style="list-style-type: none"> • An unsignalized crosswalks across American Legion Drive at the intersection with Lone Pine Drive • A mid-block crossing of Lone Pine Drive at the intersection with American Legion Drive. | \$1.2M |
| | Lone Pine Drive Pedestrian Access Improvements | <p>Construct a new sidewalk on the northwest side of Lone Pine Drive to connect the Timber Hill Apartments to Plains Elementary School and the existing sidewalk network.</p> | \$480K |

**TABLE 8-3
TIMBERVILLE PRIORITY TRANSPORTATION PROJECTS CTD.**

| Type | Project | Description | Cost Estimate (in 2022 dollars) |
|---------------|--|---|---------------------------------|
| New Sidewalks | North Main Street Pedestrian Access Improvements | Construct new sidewalks on both sides of N. Main Street to extend the existing sidewalks to the Town Limits. Includes an unsignalized crosswalk across Town Reservoir Ln at the intersection with Main Street. | \$1.3M |
| | Virginia Ave Pedestrian Access Improvements | Construct a new sidewalk on the north side of Virginia Ave to connect the Virginia Ave neighborhood to Main Street and New Market Road. Includes two unsignalized crosswalks: <ul style="list-style-type: none"> • Across Virginia Ave at the intersection with Main Street • Across Virginia Ave at the intersection with New Market Road | \$868K |
| | Center Street Pedestrian Access Improvements | Construct a new sidewalk on the east side of Center Street to connect Center Point Village to Wal-Mart and the existing sidewalk network. Includes an unsignalized crosswalk across Virginia Ave at the intersection with Center Street. | \$523K |

The following Table 8-5 displays the Timberville projects listed in VDOT’s most recent FY23-27 Six-Year Improvement Plan (SYIP). The Town will continue to work with VDOT on these projects, and future SYIP projects.

**TABLE 8-4
TIMBERVILLE PROJECTS IN VDOT SYIP, FY14-22**

| UPC | Project Description | Total Allocation | Project Timeline |
|--------|--|------------------|--------------------------|
| 116857 | Route 800 Pedestrian Access Improvements | \$385,945 | No dates set yet-PE Open |

Appendix

Table A-1 summarizes VDOT’s definitions for each Functional Classification.

TABLE A-1
VDOT FUNCTIONAL CLASSIFICATION DEFINITIONS

| Functional Classifications | Definitions |
|--|---|
| Interstate | Designated as part of the Eisenhower Interstate System, limited access, divided highways with the highest level of mobility |
| Other Freeways and Expressways | Generally divided highways with partially or fully controlled access, serve through traffic and major circulation movements within or around urban areas. Provide connecting links between interstates, principal arterials and minor arterials |
| Other Principal Arterial | In rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel and provides an integrated network |
| Minor Arterial | Provide service for trips of moderate length, and serve geographic areas that are smaller than the Principal Arterials |
| Major Collector | Collectors distribute trips from the arterials through to their ultimate destination and collect traffic from local streets and channel it to the arterial system |
| Minor Collector | Collectors collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to all other areas not served by the other classifications |
| Local | All other roads, not intended for long-distance travel, provide direct access to abutting land not accessible by collectors or arterials |
| Source: VDOT Functional Classification Comprehensive Guide, 2014 | |

Table A-2 lists the route number, year built, and conditions rating of each of the bridges and culverts in Timberville.

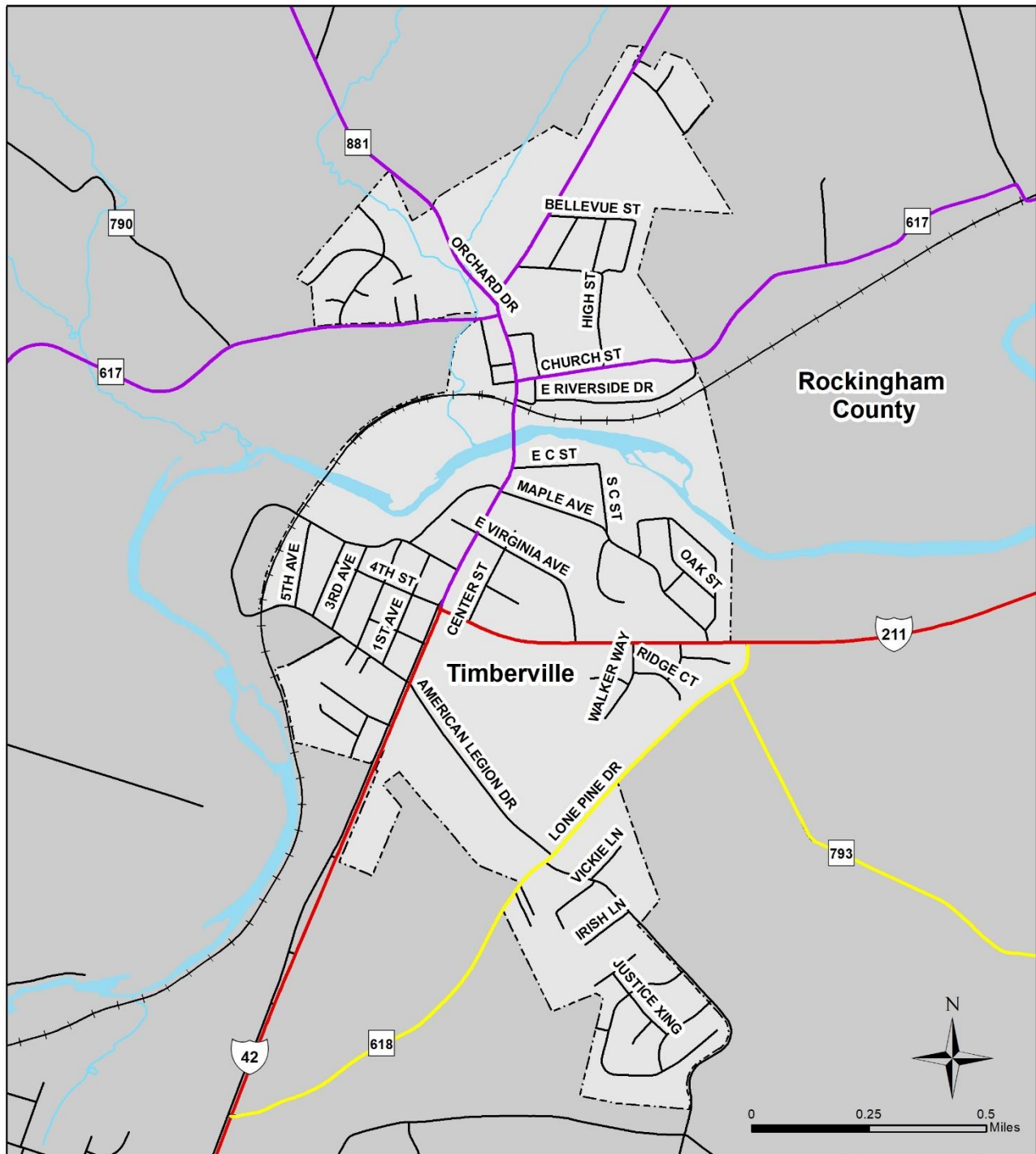
**TABLE A-2
INVENTORY AND CONDITION OF TIMBERVILLE’S BRIDGES AND
CULVERTS, 2022**



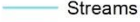
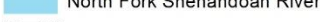


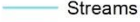
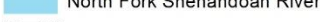



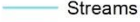
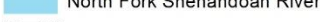

| Type | ID | Route | Year Built | General Conditions Value | General Conditions Rating |
|-------------|-----------|--------------|-------------------|---------------------------------|----------------------------------|
| Bridges | 12587 | SC-881E | 1930 | 6 | Fair |
| | 14207 | SC-618N | 1945 | 6 | Fair |
| | 25377 | VA-42N | 1939 | 7 | Good |
| Culverts | 14290 | SC-617N | 1955 | 6 | Fair |
| | 14844 | VA-211E | 1958 | 7 | Good |
| | 14882 | VA-211E | 1958 | 8 | Good |
| | 27292 | SC-800N | 2013 | 8 | Good |

TABLE A-3
ANNUALIZED AVERAGED DAILY TRAFFIC (AADT) & LOS COMPARISON

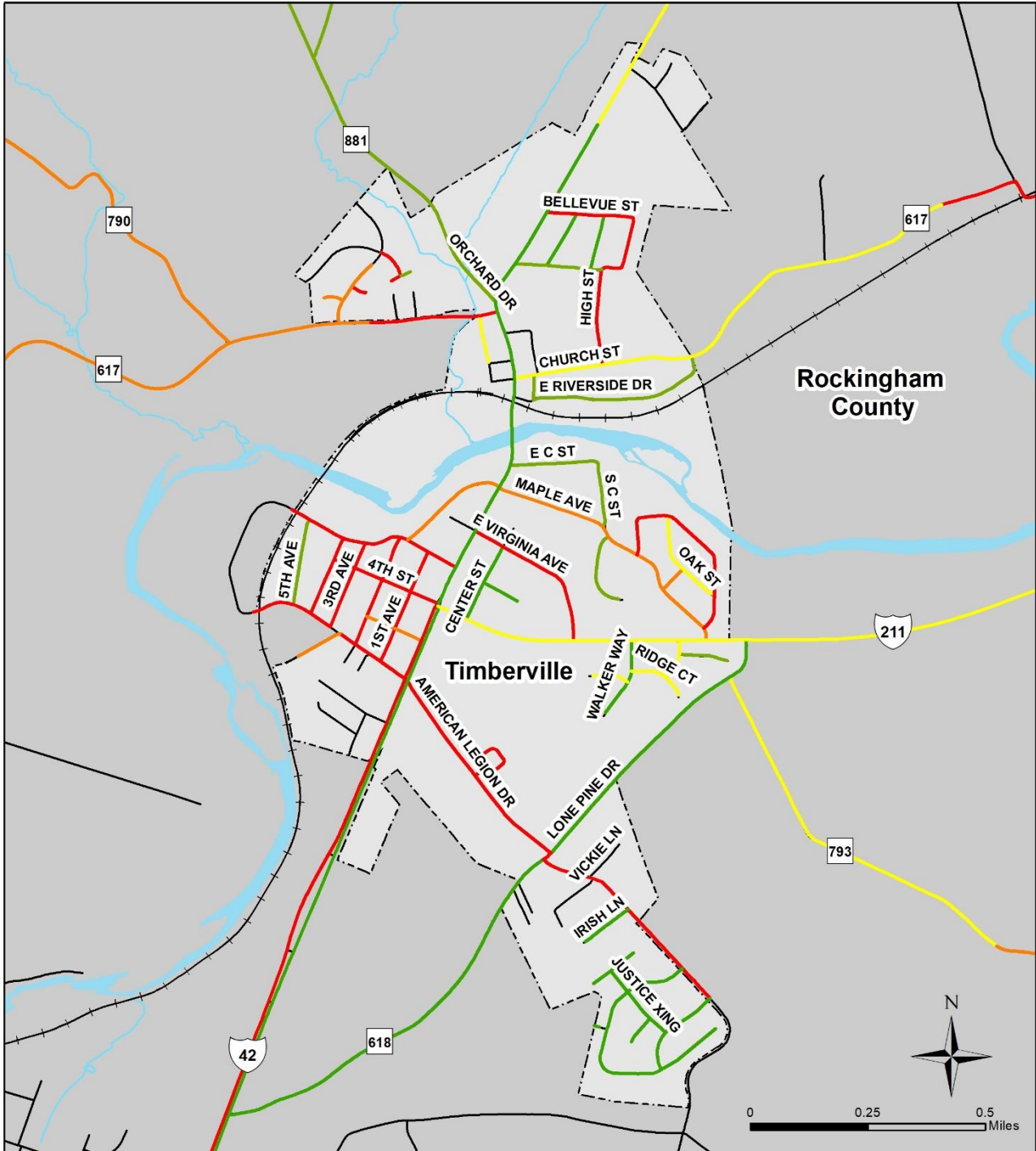
| Facility Name/Route | Segment From | Segment To | Classification | 2018 AADT | 2050 AADT | 2018 LOS | 2050 LOS |
|----------------------|-----------------------|-----------------------|--------------------------|-----------|-----------|----------|----------|
| VA-42N | RTE 211 | RTE T-617 South | Major Collector | 5,756 | 6,648 | A | C |
| VA-42N | RTE T-617 South | RTE T-617 North | Major Collector | 5,756 | 6,266 | D | A |
| VA-42N | RTE T-617 North | NCL Timberville | Major Collector | 2,453 | 3,472 | B | C |
| VA-42N | SCL Timberville | ROUTE 211 | Other Principal Arterial | 11,888 | 13,234 | B | C |
| VA-42N | NCL Timberville | Shenandoah CL | Major Collector | 1,788 | 2,202 | B | B |
| VA-211E | ECL Timberville | Shenandoah CL | Other Principal Arterial | 5,372 | 4,911 | C | A |
| VA-211E | RTE 42 | ECL Timberville | Other Principal Arterial | 4,316 | 4,985 | C | B |
| SC-617N (Rockingham) | RTE 1504 | ECL Timberville | Major Collector | 1,469 | 1,391 | A | B |
| SC-617N (Rockingham) | ECL Timberville | ME Highgate LN | Major Collector | 1,469 | 1,509 | A | B |
| SC-617N (Rockingham) | Spar Mine Rd | Woodcreek Ln PR | Major Collector | 1,184 | 1,368 | A | C |
| SC-617N (Rockingham) | RTE 42 North | RTE 1504 | Major Collector | 1,469 | 1,683 | A | B |
| SC-617N (Rockingham) | Woodcreek LN | WCL Timberville | Major Collector | 1,469 | 2,192 | A | C |
| SC-617N (Rockingham) | WCL Timberville | RTE 42 South | Major Collector | 1,469 | 2,163 | A | A |
| SC-617N (Rockingham) | Highgate LN | RTE 616 | Major Collector | 1,135 | 1,371 | A | C |
| SC-618N (Rockingham) | RTE 793 | RTE 211 | Minor Collector | 1,859 | 2,510 | B | B |
| SC-618N (Rockingham) | WCL Timberville | Long Meadow Drive | Minor Collector | 1,808 | 1,875 | B | B |
| SC-618N (Rockingham) | Timber Way | WCL Timberville | Minor Collector | 1,658 | 2,995 | B | B |
| SC-793E (Rockingham) | RTE T-618 | RTE 619 | Minor Collector | 267 | 308 | A | A |
| SC-800N (Rockingham) | American Legion Drive | American Legion Drive | Minor Collector | 3,216 | 6,274 | B | A |
| SC-881E (Rockingham) | RTE 614 | Honey Run Creek | Major Collector | 1,684 | 2,286 | B | A |
| SC-881E (Rockingham) | NCL Timberville | RTE 42 | Major Collector | 1,803 | 2,082 | B | C |
| SC-881E (Rockingham) | Honey Run Creek | NCL Timberville | Major Collector | 1,684 | 2,323 | B | C |



MAP 8-1 FUNCTIONAL CLASSIFICATION OF ROADWAY NETWORK



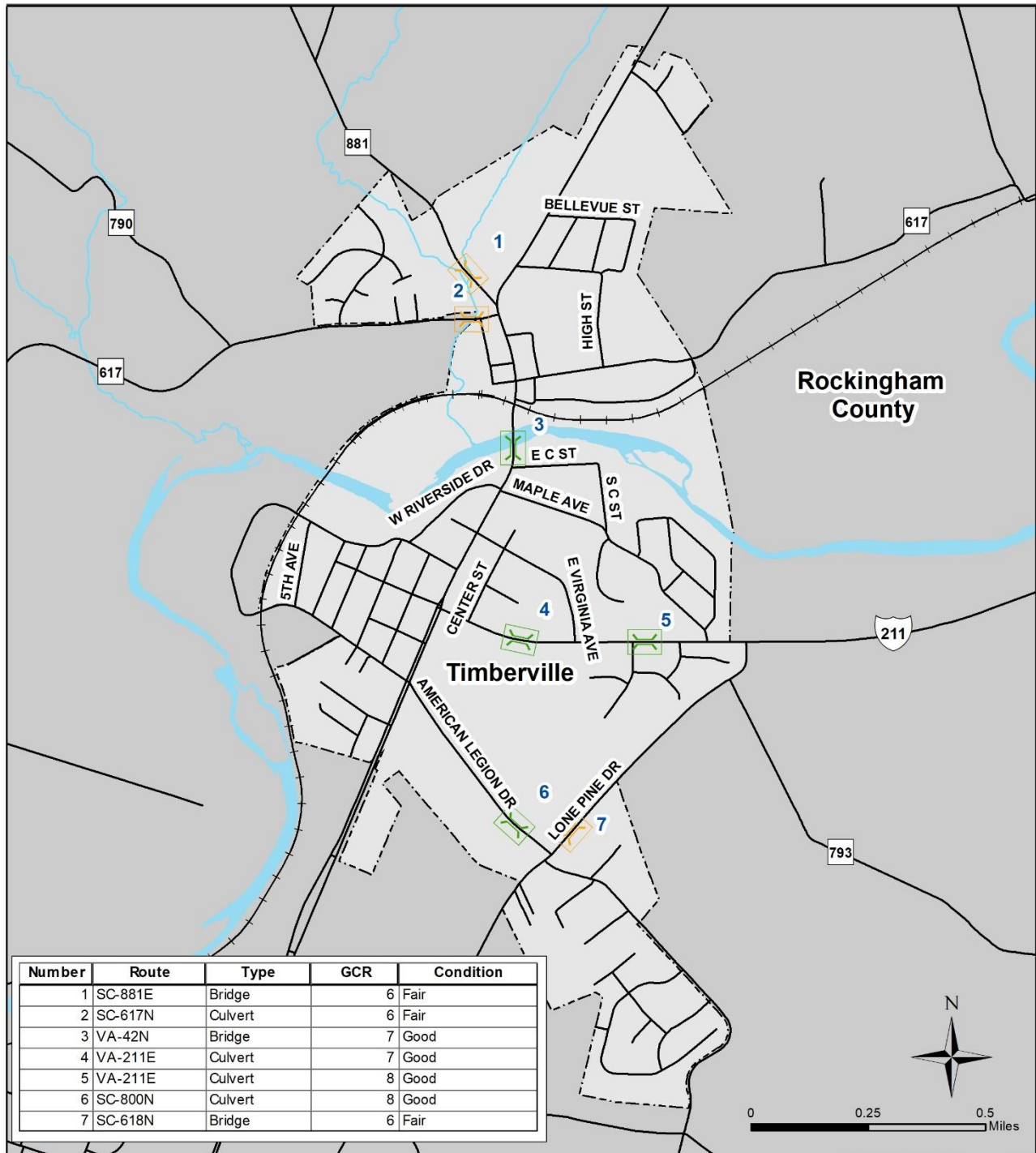
| | | | | | | | | | | |
|---|--|---|---|---|---|---|--|---|--|---|
|  <p style="font-size: small;">Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.</p> | <p style="text-align: center;">Functional Classification</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">— Principal Arterial</td> <td style="width: 50%;"> Rail Line</td> </tr> <tr> <td>— Major Collector</td> <td> Streams</td> </tr> <tr> <td>— Minor Collector</td> <td> North Fork Shenandoah River</td> </tr> <tr> <td>— Local Road</td> <td> Town Limits</td> </tr> </table> | — Principal Arterial |  Rail Line | — Major Collector |  Streams | — Minor Collector |  North Fork Shenandoah River | — Local Road |  Town Limits |  <p style="font-size: x-small;">Town of Timberville Inc. 1884 Virginia</p> |
| — Principal Arterial |  Rail Line | | | | | | | | | |
| — Major Collector |  Streams | | | | | | | | | |
| — Minor Collector |  North Fork Shenandoah River | | | | | | | | | |
| — Local Road |  Town Limits | | | | | | | | | |


MAP 8-2 CONDITION OF ROADWAY PAVEMENT









| | | | |
|---|---|--|--|
|  <p style="font-size: small;">Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.</p> | <p>Pavement Conditions</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> — Excellent — Good — Fair — Poor — Very Poor </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits </td> </tr> </table> | <ul style="list-style-type: none"> — Excellent — Good — Fair — Poor — Very Poor | <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits |
| <ul style="list-style-type: none"> — Excellent — Good — Fair — Poor — Very Poor | <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits | | |
|  | | | |

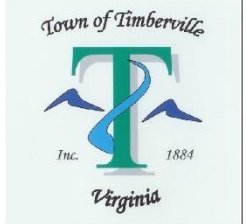
MAP 8-3 LOCATION AND CONDITION OF BRIDGES AND CULVERTS




CSPDC
 Central Shenandoah Planning District Commission
Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.



Bridge/Culvert Condition

-  Fair
-  Good
-  Roadways
-  Rail Line
-  Streams
-  North Fork Shenandoah River
-  Town Limits

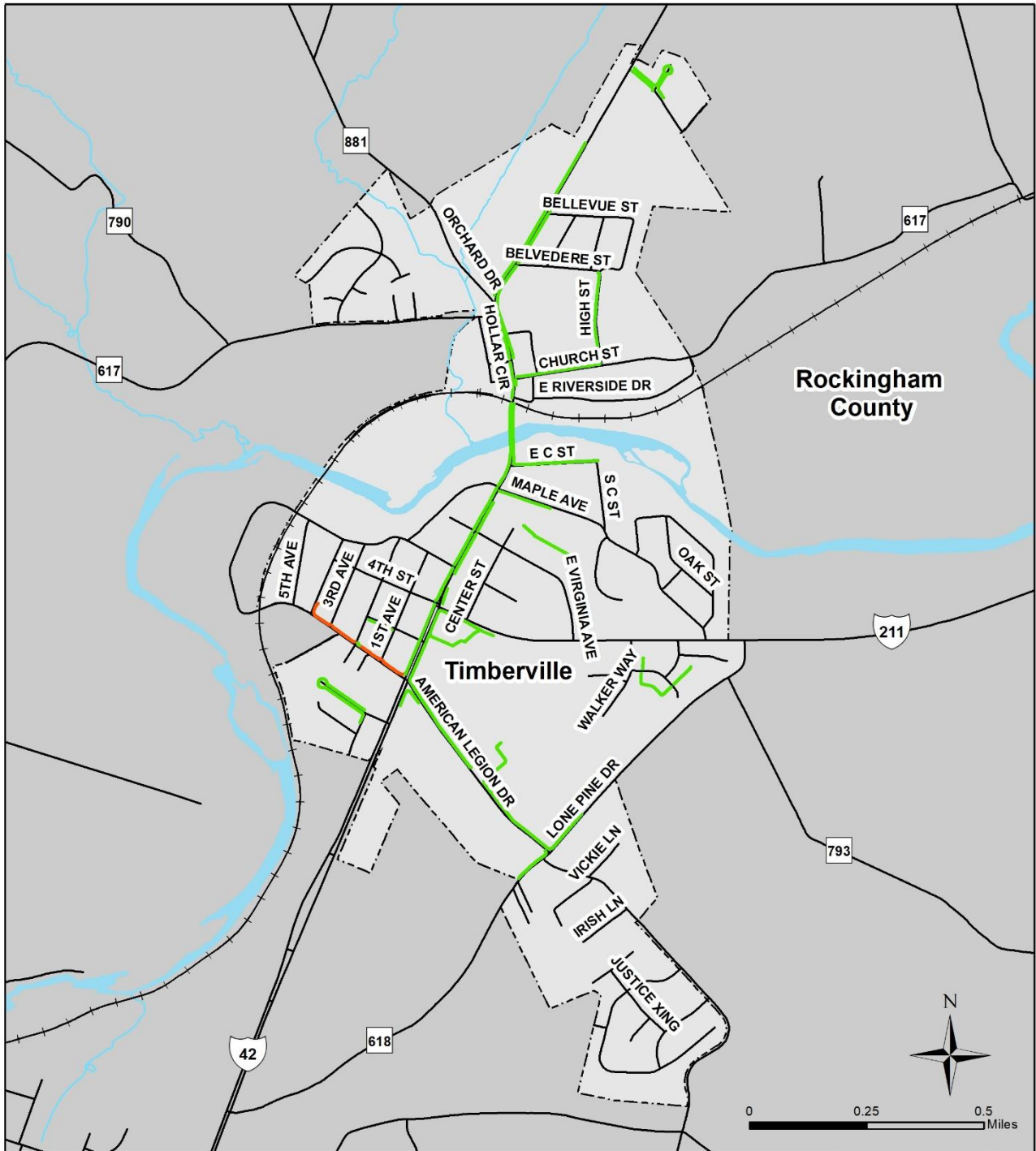




MAP 8-4 AVERAGE DAILY TRAFFIC (ADT), 2018



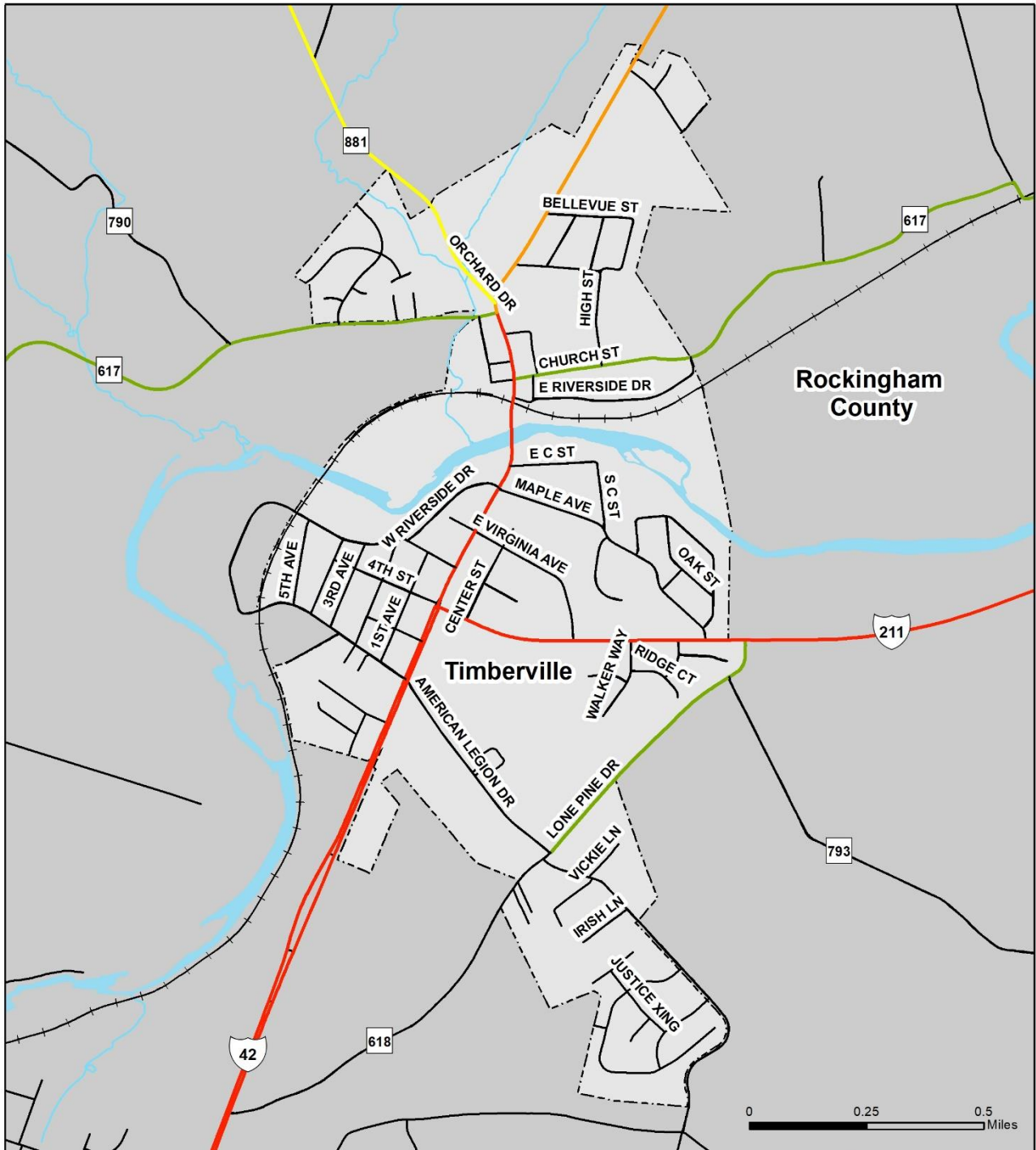
| | | | | |
|--|--|--|---|--|
|  <p>CSPDC Central Shenandoah Planning District Commission</p> <p><small>Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.</small></p> | <p>Average Daily Traffic, 2018</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"> <ul style="list-style-type: none"> — 0 - 1,000 — 1,000 - 2,500 — 2,500 - 5,000 — 5,000 - 7,500 — Over 7,500 </td> <td style="width: 50%;"> <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits </td> </tr> </table> | <ul style="list-style-type: none"> — 0 - 1,000 — 1,000 - 2,500 — 2,500 - 5,000 — 5,000 - 7,500 — Over 7,500 | <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits |  <p><i>Town of Timberville</i> Inc. 1884 Virginia</p> |
| <ul style="list-style-type: none"> — 0 - 1,000 — 1,000 - 2,500 — 2,500 - 5,000 — 5,000 - 7,500 — Over 7,500 | <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits | | | |


MAP 8-5 EXISTING SIDEWALK NETWORK



| | | | | | | | | | | |
|--|--|--------------------|---------|----------------------|-----------------------------|----------|-------------|-----------|--|---|
|  <p>CSPDC Central Shenandoah Planning District Commission</p> <p><small>Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.</small></p> | <p>Legend</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"> Existing Sidewalks</td> <td style="width: 50%;"> Streams</td> </tr> <tr> <td> SYIP Funded Sidewalk</td> <td> North Fork Shenandoah River</td> </tr> <tr> <td> Roadways</td> <td> Town Limits</td> </tr> <tr> <td> Rail Line</td> <td></td> </tr> </table> | Existing Sidewalks | Streams | SYIP Funded Sidewalk | North Fork Shenandoah River | Roadways | Town Limits | Rail Line | |  <p>Town of Timberville Inc. 1884 Virginia</p> |
| Existing Sidewalks | Streams | | | | | | | | | |
| SYIP Funded Sidewalk | North Fork Shenandoah River | | | | | | | | | |
| Roadways | Town Limits | | | | | | | | | |
| Rail Line | | | | | | | | | | |

MAP 8-6 TOTAL DAILY TRUCK TRAFFIC, 2021






CSPDC
Central Shenandoah Planning District Commission

Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.

Total Daily Truck Traffic



| | |
|---|---|
| — Roads with No Data | —+— Rail Line |
| — 15 - 40 | — Streams |
| — 40 - 75 | ▭ North Fork Shenandoah River |
| — 75 - 250 | Town Limits |
| — 250 - 503 | |



Town of Timberville
Inc. 1884
Virginia



MAP 8-7 AVERAGE DAILY TRAFFIC (ADT), 2050



| | | | | |
|---|---|---|---|---|
|  <p style="font-size: small;">Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.</p> | <p style="text-align: center;">Average Daily Traffic, 2050</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> — 0 - 1,000 — 1,000 - 2,500 — 2,500 - 5,000 — 5,000 - 7,500 — Over 7,500 </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits </td> </tr> </table> | <ul style="list-style-type: none"> — 0 - 1,000 — 1,000 - 2,500 — 2,500 - 5,000 — 5,000 - 7,500 — Over 7,500 | <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits |  |
| <ul style="list-style-type: none"> — 0 - 1,000 — 1,000 - 2,500 — 2,500 - 5,000 — 5,000 - 7,500 — Over 7,500 | <ul style="list-style-type: none"> Roads With No Data Rail Line — Streams North Fork Shenandoah River Town Limits | | | |

MAP 8-8 LEVEL OF SERVICE (LOS), 2018



| | | | | |
|---|--|---|--|---|
|  <p style="font-size: small;">Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.</p> | <p>2018 Level of Service</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> — A — B — C — D — Roads With No Data </td> <td style="width: 50%; vertical-align: top;"> <ul style="list-style-type: none"> Rail Line Streams North Fork Shenandoah River Town Limits </td> </tr> </table> | <ul style="list-style-type: none"> — A — B — C — D — Roads With No Data | <ul style="list-style-type: none"> Rail Line Streams North Fork Shenandoah River Town Limits |  |
| <ul style="list-style-type: none"> — A — B — C — D — Roads With No Data | <ul style="list-style-type: none"> Rail Line Streams North Fork Shenandoah River Town Limits | | | |

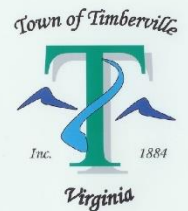
MAP 8-9 LEVEL OF SERVICE, 2050



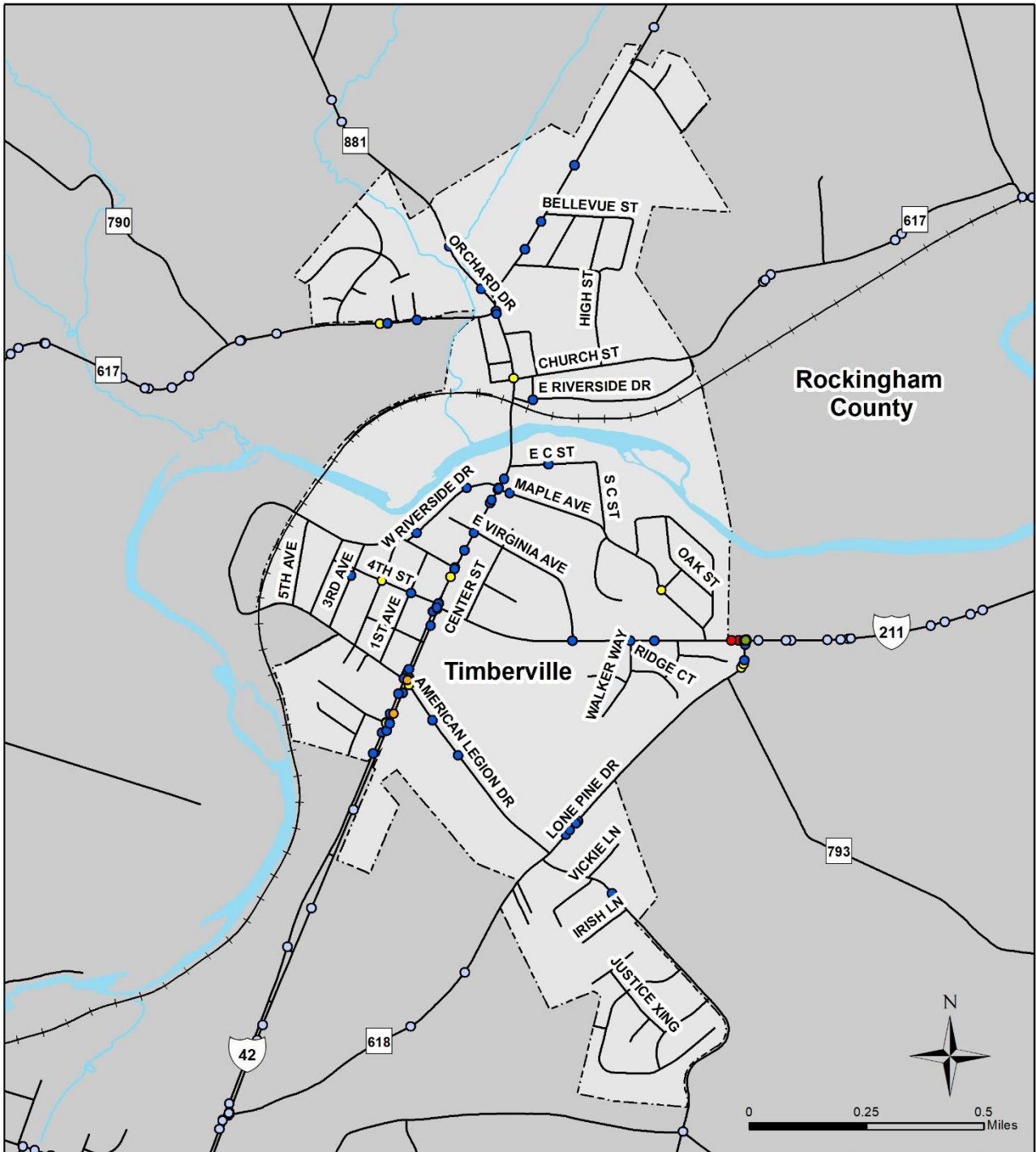
Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.

2050 Level of Service

- A
- B
- C
- Roads With No Data
- Town Limits
- Rail Line
- Streams
- North Fork Shenandoah River



MAP 8-10 LOCATION AND SEVERITY OF CRASHES, 2014-2021





Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation.
Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.

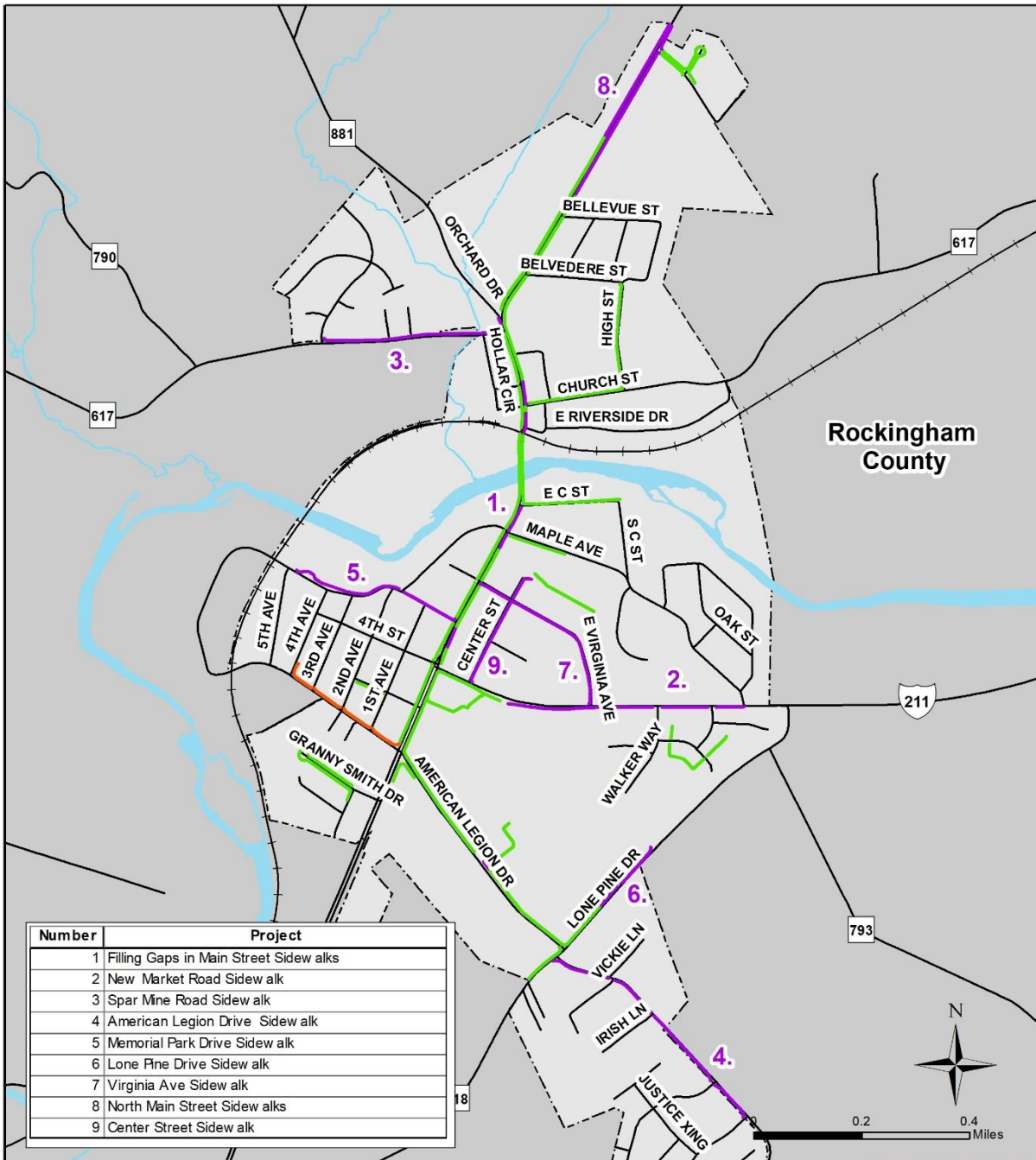
Vehicle Crashes, 2014 - 2021

| Crash Type | | |
|---------------------------------------|-------------------------------|-------------------------------|
| ● | K - Fatal Injury | — Roadways |
| ● | A - Severe Injury | + Rail Line |
| ● | B - Visible Injury | — Streams |
| ● | C - Nonvisible Injury | — North Fork Shenandoah River |
| ● | O - Property Damage Only | - - - Town Limits |
| ● | ○ Crashes Outside Timberville | ▒ Rockingham County |






MAP 8-11 LOCATION OF RECOMMENDED TRANSPORTATION PROJECTS



| Number | Project |
|--------|---------------------------------------|
| 1 | Filling Gaps in Main Street Sidewalks |
| 2 | New Market Road Sidewalk |
| 3 | Spar Mine Road Sidewalk |
| 4 | American Legion Drive Sidewalk |
| 5 | Memorial Park Drive Sidewalk |
| 6 | Lone Pine Drive Sidewalk |
| 7 | Virginia Ave Sidewalk |
| 8 | North Main Street Sidewalks |
| 9 | Center Street Sidewalk |

Sources: Town of Timberville, Rockingham County, CSPDC, Virginia Department of Transportation. Use for planning purposes only. Map prepared and produced by the Central Shenandoah Planning District Commission, April 2022.

Legend

- Sidewalk Projects
- SYIP Funded Sidewalk
- Existing Sidewalks
- Roadways
- +— Rail Line
- Streams
- North Fork Shenandoah River
- - - Town Limits

LAND USE PLAN

The development of the Land Use Plan for Timberville includes consideration of the Town itself, as well as an area outside but adjacent to the Town boundaries which has been identified as the Town's growth area. By identifying a growth area, the Town is recognizing Rockingham County's goal of trying to identify growth areas that can be attractive and efficient communities with a balance of residential, commercial, and employment opportunities.

Summary of Plan Considerations

Many factors must be considered when formulating a guide for the future development of a community. The considerations will help to determine an optimum pattern of development in terms of balancing residential, commercial, and employment opportunities while seeking to preserve the natural environment and character of the community.

The Timberville Planning Commission has established guidelines to be used in planning the Town of Timberville and the Timberville growth area. Included are a desire to: (1) to grow; (2) to preserve the Town's atmosphere and its religious and historic characteristics; (3) to enhance the Town's commercial, residential, and employment opportunities; (4) to accommodate the varied housing needs of all citizens; (5) to develop a strong economic base; (6) to provide an efficient, safe, and convenient street and highway system; and (7) to provide adequate infrastructure to the residents of the Community. These guidelines indicate a plan which contains a variety of land uses. To delineate those areas in the town and surrounding area best suited for future growth, the community must first derive the determining factors of development. These factors include natural characteristics and existing community facilities to be viewed in light of the planning guidelines and considerations of population growth, economic development, and housing opportunities.

In planning the development of the Timberville area, several natural factors are taken into account. These factors include lands having steep slopes, subject to flooding, and containing natural drainage ways.

Generally, lands having slopes in excess of 25 percent are not considered for intensive development due to the costs of such development. Based upon Timberville's location in the Great Valley of Virginia, there are only isolated areas where slope conditions affect development. These areas should be considered by individual developers in their designs.

The periodic flooding of the North Fork of the Shenandoah River is an important consideration in planning the development of Timberville. The Uniform Statewide Building Code and the National Flood Insurance Program restrict the construction of structures intended for occupancy within the 100 year floodplain unless the structure is properly flood proof. Intensive development, whether residential, commercial, or industrial, is discouraged within 100 year floodplains. Floodplains, however, offer few limitations to non-intensive uses such as agriculture, forestry, recreation, and open space.

Drainage areas in some parts of Timberville pose obstacles to development. Heavy rains predicate increased runoff in these natural drainage areas, and may cause problems such as flooded basements and standing water on roadways. Pollution of groundwater supplies may also occur in drainage areas when oils, fertilizers, topsoil, and other pollutants are washed into water supplies.

Preventive measures can help to solve these problems with deliberate efforts at the time of development. The Town of Timberville has a Source Water Protection Program in place to address the practices that threaten to contaminate the water sources for Timberville.

Another important planning consideration is the infrastructure of the community. The term infrastructure denotes roadways, water and sewer facilities, schools, hospitals, and other public buildings which have been constructed with local, State, or Federal funds. The public facilities support the establishment of industrial, commercial, and residential development by the private sector. These private investments create employment, shopping, service, and housing opportunities essential to the development of the community. The existing conditions in the Town of Timberville point to the need for changes in certain facilities if further development is to be accommodated.

Certain sections of the Town contain inadequate water and sewer lines. Current plans call for a continuing program of replacement and improvement of these lines. These modifications will allow for future development in the Town. In 2011, the Town contracted with the engineering firm of Patton, Harris, Rust & Associates to model the Town's water distribution system. The final report details deficiencies within the distribution system and recommends projects that would correct these deficiencies. The Town's plan for improving these deficiencies has been accelerated dramatically with funds received through the American Rescue Plan Act of 2021.

In developing a plan for the Town of Timberville a desired level of growth can be achieved through various policies and emphasis on certain elements. According to the Federal Decennial Census the population in 2010 was 2,522 while the population, according to the 2020 census, had risen to 2,963, an increase of 17.5 percent. For calculating projections, the Timberville Planning Commission has established a goal of an annual growth rate of 2.0 percent. At this rate the population of the town will be nearing 4,400 by the year 2040.

Land Use Guide

This section presents the Land Use Guide for the Town of Timberville and the Timberville growth area for the period 2020 through the year 2040. This Guide, developed after reviewing Town and County goals for future development and other plan considerations, presents a guide for future distribution of land uses. The Guide serves local citizens, Town and County officials, and those interested in investing in the Town in making development decisions. It attempts to delineate a pattern of land uses which will result in orderly growth and minimal long-range public development costs, as well as a healthy and aesthetically pleasing community.

The Land Use Guide and its map should not be confused with a zoning ordinance or zoning map. The Land Use Guide is a policy guide and has no force of law. It has a futuristic context and focuses on general areas suitable for broad use categories, whereas a zoning map shows current exact locations for specifically defined land uses. The two are related in that the Zoning Ordinance is a primary implementation tool for the Land Use Guide. Maps of the current zoning (Fig. 9-1), current land use (Fig. 9-2) and future land use (Fig. 9-3), particularly in the growth area, are located at the end of this chapter to make comparison of existing and future uses easier.

The Land Use Guide attempts to achieve a desired level of growth through a variety of incentives or actions. For the Town to experience the annual average growth rate of 2.0 percent and a population around 4,400 by 2040 a number of incentives should be offered. These include:

- A choice of housing.
- A convenient and attractive community core.
- A strong, balanced community.
- Quality education and other governmental services.
- Land use control ordinances designed to achieve the desired level of growth.

Several general policies should be kept in mind when considering development in Timberville. These policies include:

1. Population growth and related community development should be accommodated in an orderly manner.
2. Growth should be guided into planned areas where community services are presently available or can be provided at a reasonable public cost in the future.
3. A safe, efficient and convenient transportation system should be provided.
5. Land areas within the 100 year floodplain should not be developed for occupancy uses.
6. Sites of historic significance within the Town of Timberville should be carefully considered in any related development proposal.
7. Air and water resources of the Town should be protected.

The remainder of this section is an analysis of the land use categories shown on the Land Use Guide. The Town of Timberville encompasses approximately 867 acres. The entire growth area shown on the Land Use Guide covers 156 acres. Nearly all of the growth area remains in agricultural production. Timberville's growth area was renegotiated and re-designated during a 2007 annexation. The Guide envisions the Timberville area as a community which contains a full-range of public services and facilities and, in turn, includes a full-range of land uses for residential, commercial, and industrial purposes.

Land Use Categories

The following Land Use Categories describe the types of land uses that are desired in the Town of Timberville.

1. **Low-Density Residential (R-1 Zoning District Designation).** These areas consisting of single-family detached dwellings are designated in order to maintain the existing character of established neighborhoods and to provide traditional areas for home ownership.

Low-Density Residential Policies

- To maintain residential areas of single-family, low density development.
- Vacant land within these areas will be utilized for single-family residential development.
- Encourage the provision of single-family residential units which are affordable by all segments of the population.

2. **Medium-Density Residential** (R-2 Zoning District Designation). This category is intended to provide more flexible residential development alternatives. These areas consist of single-family detached and duplex dwellings.

Medium-Density Residential Policies

- Provide an alternative to conventional single-family dwellings while protecting the character of the residential neighborhood from encroachment of commercial and industrial uses.
- Encourage the development of attractive low to moderate density dwellings with adequate open space and off-street parking while limiting the development density of the area.

3. **High Density Residential** (R-3 Zoning District Designation). These areas encompass medium to high density residential development. Permitted dwelling types include single-family detached, duplexes, townhouses and apartment buildings.

High-Density Residential Policies

- Encourage high-density residential development in designated areas.
- Provide for higher-density development suited to the needs of the population.

4. **Mobile Home Residential** (R-4 Zoning District Designation). This category is intended to apply to mobile home parks.

5. **Planned Unit Development (PUD)** (R-5 Zoning District Designation) This category includes a variety of dwelling types, developed in clusters to make maximum use of available land while maintaining a prescribed amount of open space. This type of development could share open security systems, utilities, and maintenance structures. This minimizes maintenance and promotes both energy and utility efficiency. Single-family homes, duplexes, townhouses, and two-three story apartments may be accommodated here. The maximum density for this area is 10 units per gross acre.

Planned Unit Development Policies

- To encourage development with a diversity of dwelling types and layout within designated areas.

- To encourage planned unit development with smaller lots surrounded by common open space as a means to hold down site development costs.
- Provide expanded community facilities to encourage these developments.
- Encourage a mix of land uses compatible with adjoining residences.
- Encourage pedestrian access and links to other development.

6. **Commercial** (B-1 and B-2 Zoning District Designation). Commercial uses include retail, wholesale, or service functions. The Town business areas should be diverse and well balanced, offering business, commercial, office, and residential uses.

Commercial Policies

- Encourage a central shopping area of diverse, but compatible uses.
- Promote mixed use in the old downtown area.
- Keep development regulations flexible enough to encourage the reuse of older buildings and the development of infill lots.
- To consider historic sites found in commercial areas when reviewing proposals for development.
- Promote rezoning of property to encourage the development of more commercial area.

7. **Light Industrial** (M-1 Zoning Designation). Industrial areas are designated to permit certain industries that do not detract from residential desirability.

Light Industrial Policies

- Encourage additional industrial jobs within the area.
- Seek industrial firms which are compatible with the water and air quality standards of the Town.
- Utilization of industrial land for other uses should be resisted.

8. **Agricultural** (A-1 Zoning District Designation). Agricultural areas are those lands currently being farmed, and which because of topography or other considerations are best suited for this use.

9. **Public Lands**. These areas are owned by the Town and exhibit a variety of uses. These lands are in and out of town and include the water treatment facility, the new and old Town Halls, the Town parks, the water tanks, and other Town owned land.

10. **Flood Hazard Area** (FH-1 Zoning District Designation). This area includes lands found in the floodplain. The flood hazard area is superimposed over other land use

categories. This area was defined by the HUD Flood Insurance Program. Developments in the hazard zone are required to be flood proof.

Flood Hazard Area Policies

- Limit occupancy development in the 100 year floodplain.

11. Urban Development Area: This area is planned for compact, mixed use development at urban development densities and intensities and intended to serve as a focal point for growth over the next 10-20 years. Development within the UDA must be compact, using Traditional Neighborhood Design principles, and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities. Urban Development Areas are served by or planned for central sewer and water service, and transportation infrastructure.

Growth will be directed toward the Urban Development Areas through a variety of methods. Targeted public investments in amenities such as street lighting, landscaping, street furniture, sidewalks and trails may be focused in UDA areas to attract and augment private investment and to support community design in keeping with the traditional design principles outlined in the UDA legislation. Additionally, public investment in utilities and capital facilities may be focused in UDA areas as appropriate to promote compact development and to encourage, attract and leverage private investments. Offering incentives only in or primarily within Urban Development Areas, increases the likelihood that these areas will be the focal point for future growth and help the Town to meet established goals of reducing public costs and improving service delivery while accommodating population growth in a planned manner.

Urban Development Area Policies

- Promote a mix of land uses including dwellings, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds and other similar uses meeting the needs of the adjoining neighborhoods.
- Provide connections between all sites and all uses by promoting bicycle and pedestrian friendly street and road design.
- Create an inviting and attractive environment that encourages and accommodates people living, working, shopping, and visiting, these areas;
- Accommodate vehicular parking without dominating the streetscape or landscape;
- Reduce front and side yard building setbacks; and,
- Interconnect new streets with existing local streets and roads in a logistical network;
- Integrate residential, retail, office and commercial development with public and open spaces;
- Support development densities that improve rates of walking, bicycling and transit use.

- Create incentives to encourage and facilitate compact, mixed use development in the Urban Development Areas.

GOAL #1 for Land Use

Encourage efficient and orderly land development patterns which integrate residential, commercial, industrial, and public use.

OBJECTIVE

1. Ensure Town zoning is in conformance with the land use plan.
2. Maintain the integrity of existing residential, commercial and industrial areas.
3. Encourage land development patterns that are compatible with the transportation network, community facilities, and planned infrastructure improvements.
4. Promote balanced growth through land use planning that encourages a diversity of land use activities.

GOAL #2 for Land Use

Promote a visually pleasing town image and seek to retain and revitalize the special features, particularly those of historic significance, that define the town's character.

OBJECTIVE

1. Encourage building and site design for new or infill development that is compatible with the surrounding neighborhood.
2. Improve the appearance of the town as a whole with special focus on the entryways into town and the high traffic areas.
3. Promote redevelopment in the old downtown area by using the Timberville Revitalization Report and Plan as a guide.

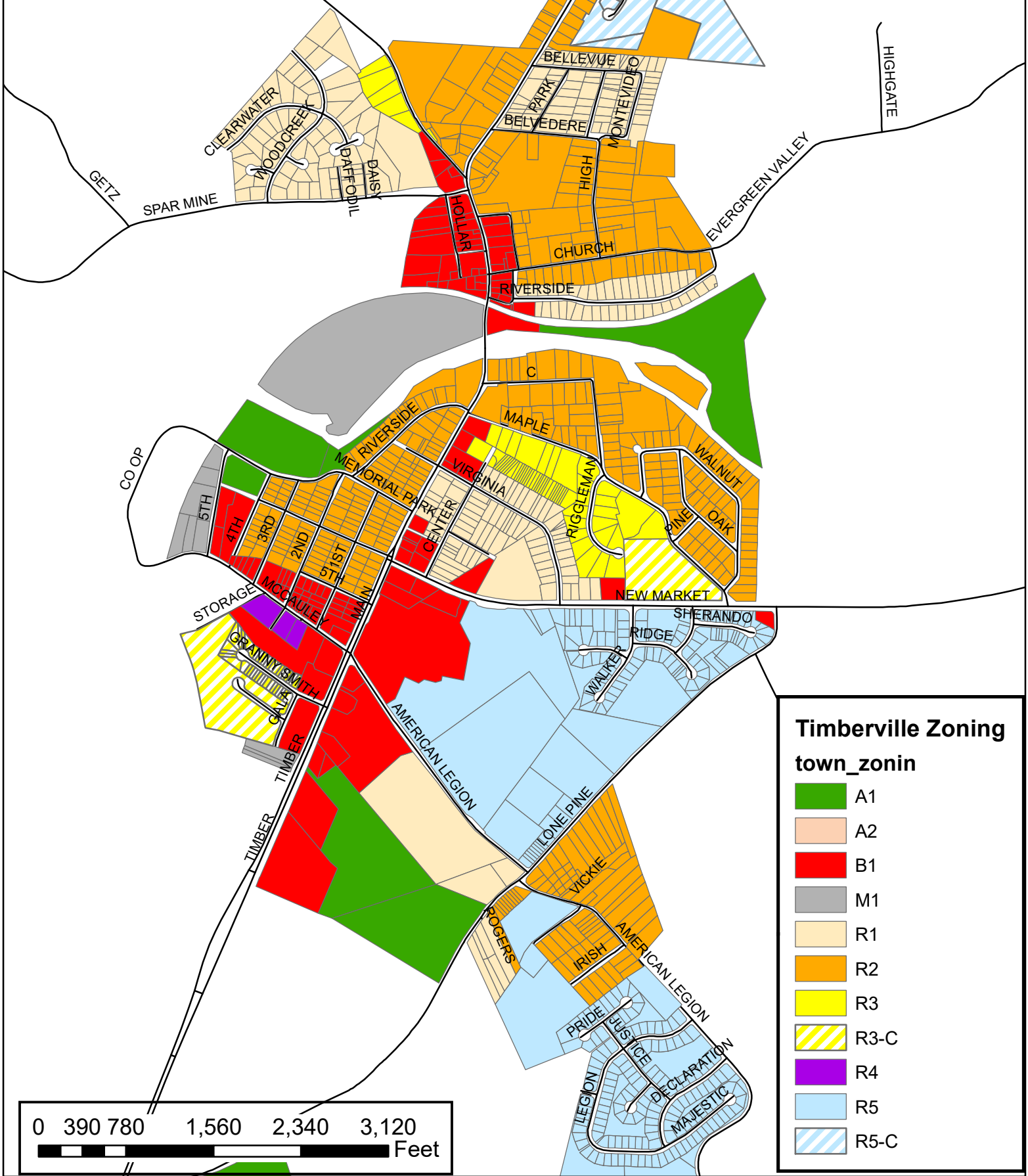
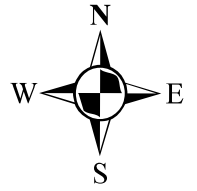
GOAL #3 for Land Use

Coordinate land use decisions in the growth area with Rockingham County officials and other appropriate agencies.

OBJECTIVE

1. Ensure that the Town of Timberville and Rockingham County planning efforts reflect Town land use and utility plans.
2. Identify County land that is adjacent to the Town's boundaries that would be suitable for future residential, commercial, and employment growth.

**Figure 9-1
Town of Timberville
Zoning Map**

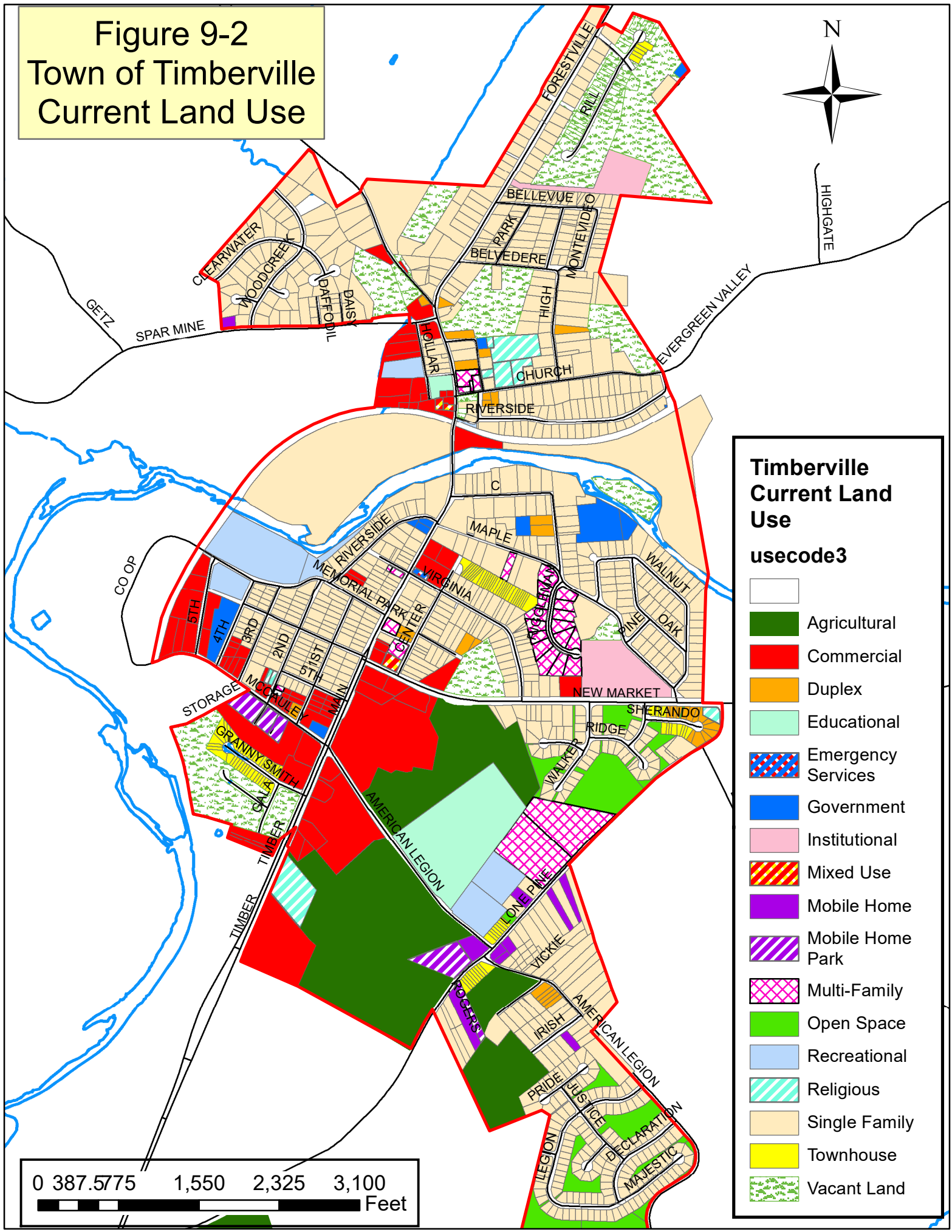
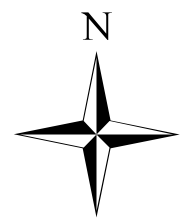


Timberville Zoning
town_zonin

| | |
|--|------|
| | A1 |
| | A2 |
| | B1 |
| | M1 |
| | R1 |
| | R2 |
| | R3 |
| | R3-C |
| | R4 |
| | R5 |
| | R5-C |



**Figure 9-2
Town of Timberville
Current Land Use**



**Timberville
Current Land
Use**

usecode3

| | |
|--|--------------------|
| | |
| | Agricultural |
| | Commercial |
| | Duplex |
| | Educational |
| | Emergency Services |
| | Government |
| | Institutional |
| | Mixed Use |
| | Mobile Home |
| | Mobile Home Park |
| | Multi-Family |
| | Open Space |
| | Recreational |
| | Religious |
| | Single Family |
| | Townhouse |
| | Vacant Land |

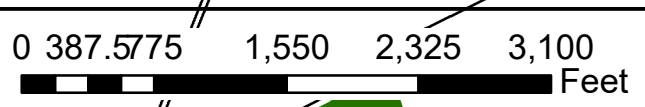
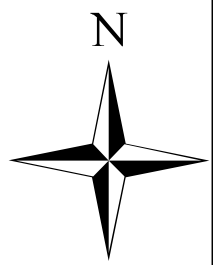












Figure 9-3
Town of Timberville
Future Land Use



Timberville
Future Land Use

usecode4

-  Mixed Use (Comm. & Res.)
-  Park/Recrea...
-  Public
-  Mobile Home
-  Commercial
-  Institution
-  Open Space
-  High Density
-  Medium Density
-  Low Density

