

### VTrans 2040 Vision

Virginia's multimodal transportation plan will be Good for Business, Good for Communities, and Good to Go. Virginians will benefit from a sustainable, reliable, transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.



The VTrans Vision provides a policy framework to guide Commonwealth transportation agency investment decisions over the next 25 years. The vision is supported by guiding principles, goals, objectives, and a data-driven trends analysis that provide a framework for implementing the Vision. This framework guides development of the VTrans Multimodal Transportation Plan (VMTP), which includes four companion efforts:



### Guiding Principles

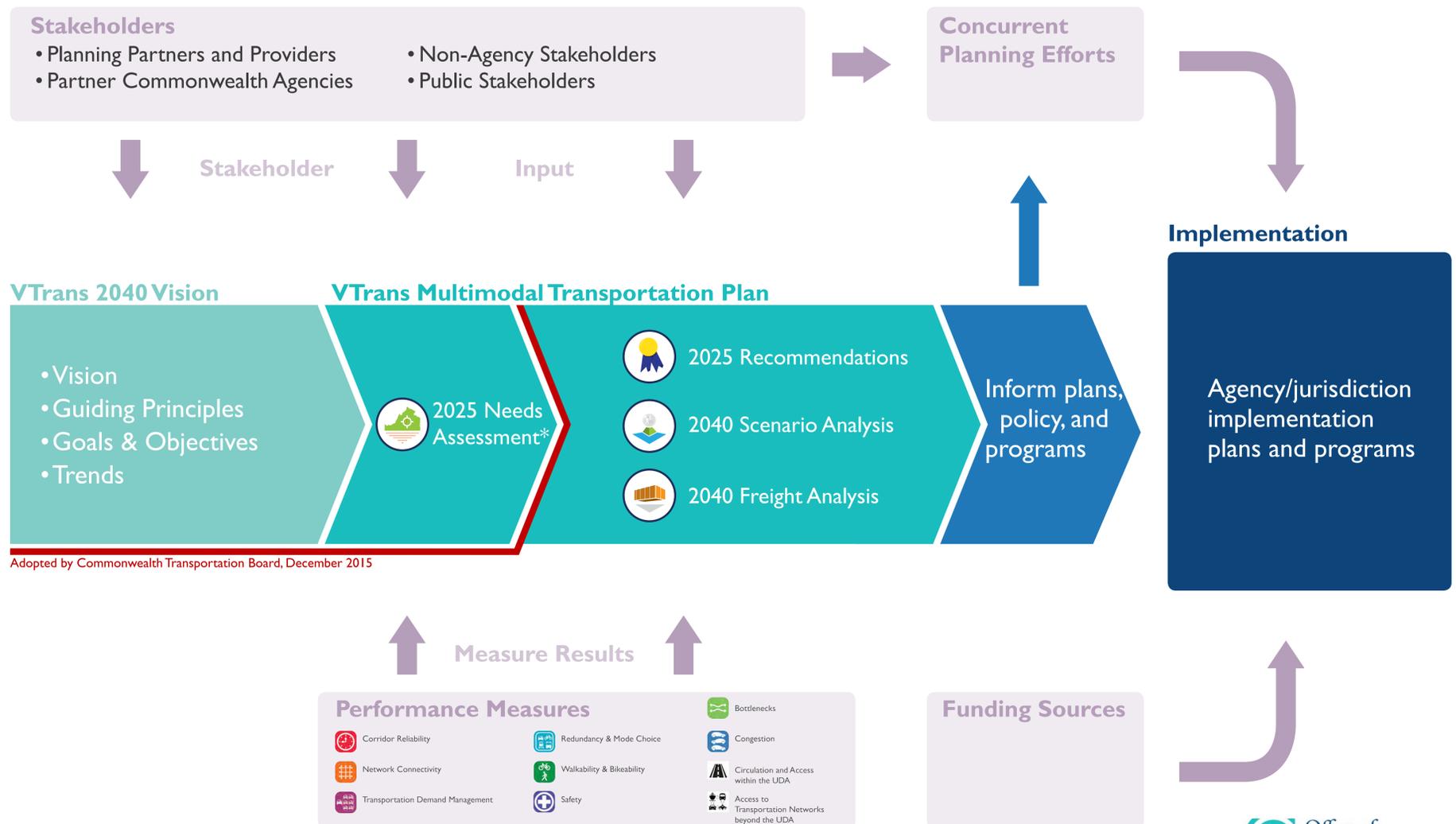
- Optimize Return on Investment
- Ensure Safety, Security, and Resiliency
- Efficiency Delivery Programs
- Consider Operational and Demand Management First
- Ensure Transparency and Accountability and Promote Performance Managements
- Improve Coordination Between Transportation and Land Use
- Ensure Efficient Intermodal Connection

### Goals

- Economic Competiveness and Prosperity
- Accessible and Connected Places
- Safety for All Users
- Proactive System Management
- Healthy and Sustainable Communities

### VTrans Multimodal Transportation Plan Development

The VTrans2040 Vision guides the development of the VMTP, including the 2025 Needs Assessment, 2025 Recommendations, 2040 Scenario Analysis, and 2040 Freight Analysis. The VMTP process incorporates both stakeholder input and performance measure results to inform and guide transportation planning, policy, and programs.

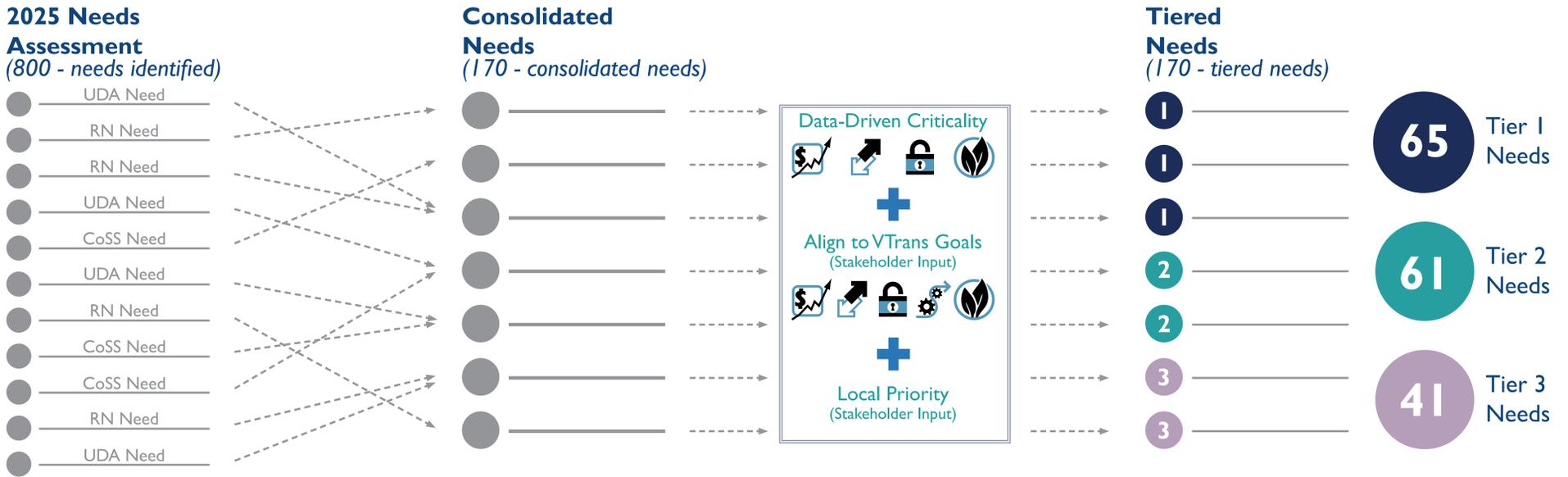


Adopted by Commonwealth Transportation Board, December 2015

\*Screening tool for SMART SCALE

### Consolidated and Tiered Needs

The VMPT 2025 Needs Assessment identifies over 800 needs as adopted by the Commonwealth Transportation Board in December 2015. These needs were consolidated into 170 needs, then grouped into three tiers representing local and regional input on priority and a data-driven needs criticality assessment. The purpose of consolidating and tiering needs is to develop a comprehensive and feasible blueprint for prioritizing transportation investments that address Statewide transportation needs in line with the VTRANS 2040 Vision.



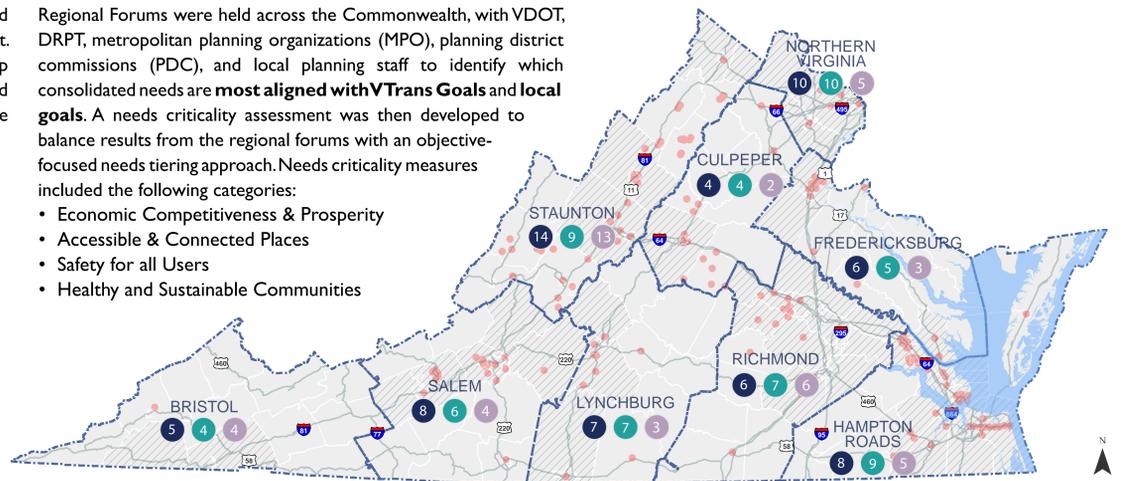
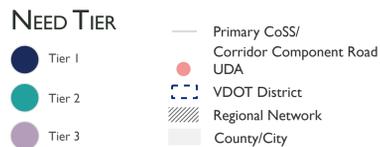
The 2025 Needs Assessment covers 800 multimodal transportation needs. The following geographies, as well as safety, represent eligible areas for screening within SMART SCALE:

- Corridors of Statewide Significance (CoSS)
- Urban Development Areas (UDA)
- Regional Networks (RN)
- Statewide Safety

A Statewide initiative involving regional and local planners produced a consolidated list of needs by VDOT District and cross-District. The consolidation approach identified the connections and overlap (geographically and by type of need) between needs. 170 Consolidated Needs were developed from the 800 total needs identified in the 2025 Needs Assessment.

Regional Forums were held across the Commonwealth, with VDOT, DRPT, metropolitan planning organizations (MPO), planning district commissions (PDC), and local planning staff to identify which consolidated needs are **most aligned with VTrans Goals and local goals**. A needs criticality assessment was then developed to balance results from the regional forums with an objective-focused needs tiering approach. Needs criticality measures included the following categories:

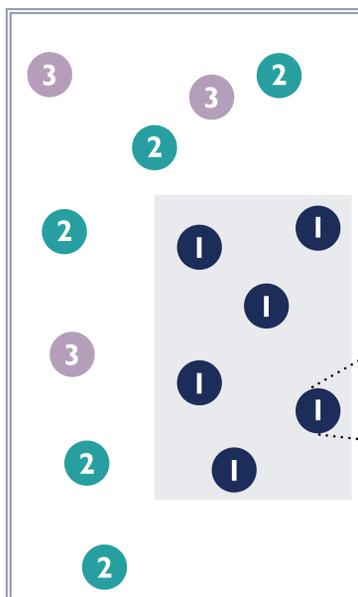
- Economic Competitiveness & Prosperity
- Accessible & Connected Places
- Safety for all Users
- Healthy and Sustainable Communities



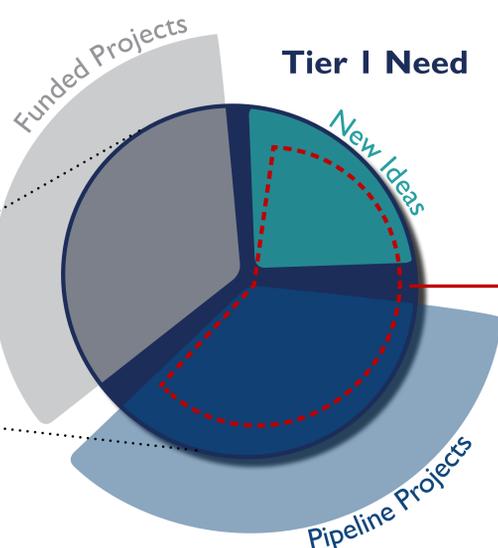
### Tier I Needs Recommendations (Draft)

Tier I recommendations for implementation by 2025 are based on a collection of unfunded pipeline and new project ideas that target a defined need. The recommendations focus on system capacity, operation, and safety – consistent with the 2025 Needs Assessment. Consideration is given to environmental, political, regulatory, fiscal, and/or engineering constraints, as well as reasonable assumptions for the total available resources Statewide and by District.

#### Tiered Needs (68-Tier I needs)



#### Address Individual Needs



#### Recommended Projects

##### Tier I Consolidated Needs

Prioritized through stakeholder input and performance measures

##### Funded Projects

Funded projects (SYIP, TIP, agency programs, etc.) that address need

##### Tier I Draft Recommendation

Additional projects (either pipeline project or new idea) to further address the need by 2025

##### Pipeline Projects

Unfunded or partly funded projects derived from local plans/studies that address the Need

##### New Project Ideas

New recommendations for projects or studies to meet a potential gap in addressing the Need

### Salem District Consolidated Needs

The VTrans Multimodal Transportation Plan (VMTP) 2025 Needs Assessment identifies key multimodal issues that constrain mobility and accessibility and need to be addressed to meet the VTrans2040 Vision. In coordination with regional planners and stakeholders a consolidated and tiered list of these Needs was developed and geographically defined within each VDOT Construction District. This poster provides a high-level summary of the needs across the Salem District. Detailed findings of the full 2025 Needs Assessment are available at [www.vtrans.org](http://www.vtrans.org).

#### NEED TYPE

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
- Redundancy & Mode Choice
- Walkability & Bikeability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the UDA
- Access to Transportation Networks beyond the UDA

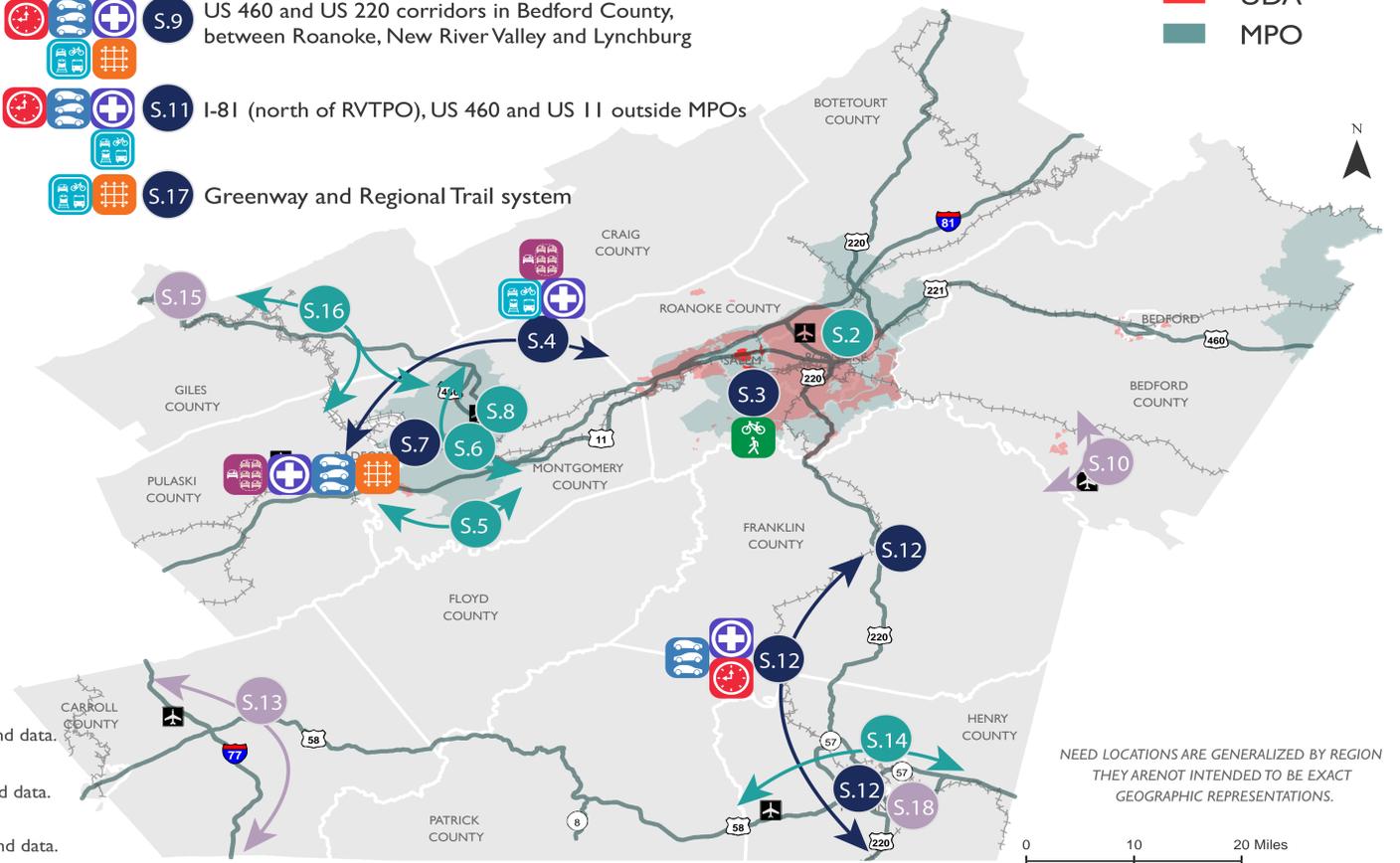
#### NEED TIER

- Tier 1: Most critical District needs based on local input and data.
- Tier 2: Less critical District needs based on local input and data.
- Tier 3: Least critical District needs based on local input and data.

#### DISTRICT-WIDE NEEDS

- S.1 Within RVTPO: I-81, I-581, US 11, US 220, US 460
- S.9 US 460 and US 220 corridors in Bedford County, between Roanoke, New River Valley and Lynchburg
- S.11 I-81 (north of RVTPO), US 460 and US 11 outside MPOs
- S.17 Greenway and Regional Trail system

- Airport
- CoSS
- UDA
- MPO



### Tiered Needs Matrix

Need ID	Need Description	Need Icons	Final Tiering
S.1	Within RVTPO, I-81, I-581, US 11, US 220, US 460 have congestion, reliability, and safety needs for regional freight and passenger movement.		1
S.3	Within RVTPO, regional activity centers and Urban Development Areas (UDAs) have bicycle and pedestrian needs.		1
S.4	Within NRVMP, US 11 and I-81 have TDM, safety and parallel redundancy needs.		1
S.11	Within the Salem District, I-81 (north of RVTPO), US 460, and US 11 have reliability, congestion, redundancy, mode choice and safety needs.		1
S.12	Within the Salem District, US 220 and US 58 between Martinsville, Ridgeway, and Rocky Mount have safety, congestion, and reliability needs. The Rocky Mount UDA and UDAs within this corridor have circulation, safety and access needs.		1
S.17	Within the Salem District, the Greenway and Regional Trail system have network connectivity and mode choice needs.		1
S.9	Within the Salem District, the US 460 and US 220 corridors in Bedford County between Roanoke, New River Valley and Lynchburg have intercity transit, interregional connectivity, reliability, congestion, airport access, and safety needs.		1
S.7	Within NRVMP, Pepper's Ferry Rd has connectivity, congestion, safety, and TDM needs.		1
S.2	Within RVTPO, there are intercity and intracity transit accessibility needs as well as travel demand management (TDM) needs.		2
S.6	Within NRVMP, US 460/Main St. has safety, congestion and TDM needs to serve economic connections in around towns.		2
S.8	Within NRVMP, regional trails, activity centers, and UDAs have pedestrian and bicycle access needs.		2
S.5	Within NRVMP, the I-81 corridor has a need for more regional mode choice to access activity centers that serve key economic linkages for workforce access.		2
S.14	Within the Salem District, US 58 near Martinsville has safety and reliability issues.		2
S.16	Within the Salem District, VA 8, VA 57, VA 100, VA 220, VA 221, and VA 311 in Giles and Madison County have reliability and mode choice needs for commuters traveling to regional activity centers		2
S.10	Within the Salem District, the VA 122 corridor and the Moneta UDA have bicycle needs, pedestrian needs, and multimodal access needs.		3
S.13	Within the Salem District, I-77 in Carroll County has safety and congestion issues.		3
S.18	In the Martinsville UDA, there are circulation, access and multimodal needs.		3
S.15	Within the Salem District, US 460 in Giles County between Pearisburg and Narrows has safety and access needs.		3

#### VMTP - 2025 Needs Assessment

The VMTP Salem District map (above) represents a high-level overview of the VMTP Needs Assessment. Need markers on the map indicate the generalized location of each VMTP need, with need-type icons adjacent to Tier 1 markers. Need locations on the map are meant to provide high-level depictions of needs in a region, rather than exact geographic locations. The Need IDs in the matrix (left) correspond with the Need IDs on the map; the matrix also includes need descriptions and need-type icons.

#### VMTP Consolidated Need Tiering

The Needs Synthesis and Tiering approach does not replace the 2025 VMTP Needs Assessment; projects that address these needs are still eligible for SMART SCALE, Virginia's transparent, objective, outcome-based scoring system for transportation projects. Simply stated, this Needs Synthesis and Tiering approach creates a higher-level consolidation of needs and a carefully delivered process of judging which needs are most critical when looking at VTrans goals and objectives.

**YOUR COMMENTS**  
**PLACE STICKIES HERE**  
**PLEASE REFERENCE THE PROJECT BY NUMBER**

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

**NEED TYPE**

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
- Redundancy & Mode Choice
- Walkability & Bicyclability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the LDA
- Access to Transportation Networks beyond the LDA

**DISTRICT-WIDE NEEDS**

- Within RVTPO: I-81, I-581, US 11, US 220, US 460
- US 460 and US 220 corridors in Bedford County, between Roanoke, New River Valley and Lynchburg
- I-81 (north of RVTPO), US 460 and US 11 outside MPOs
- Greenway and Regional Trail system

**NEED TIER**

- Tier 1: Most critical District needs based on local input and data.
- Tier 2: Less critical District needs based on local input and data.
- Tier 3: Least critical District needs based on local input and data.

**IDENTIFIED NEED**

S.1 Within RVTPO, I-81, I-581, US 11, US 220, US 460 have congestion, reliability, and safety needs for regional freight and passenger movement.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
Widening on various sections of US 460, Salem City (VDOT SYIP)	<b>PIPELINE PROJECTS</b>
Route 11, 220, 220A, Access Management Project at I-81 Exit 150, Botetourt County (2015 - 2018 Transportation Improvement Plan)	SA29 Climbing / Auxiliary lane on SB I-81 between Exits 141 and 143, Roanoke County (SMART SCALE, Phase 2)
Route 220 Corridor Improvements, Botetourt County (2015 - 2018 Transportation Improvement Plan)	SA30 Climbing / Auxiliary lane on SB I-81 between Exits 150 and the truck scales, Botetourt County (SMART SCALE, Phase 2)
13th Street on Rte 460, City of Roanoke (2015 - 2018 Transportation Improvement Plan)	SA31 Climbing / Auxiliary lane on SB I-81 between Exits 140 and 141, Roanoke County (SMART SCALE, Phase 2)
I-81 Improvements to exit 150 interchange, Botetourt County (VDOT SYIP)	SA32 Climbing / Auxiliary lane on NB I-81 between Exits 140 and 141, Roanoke County (SMART SCALE, Phase 2)
Rte 11460 - Widening, Roanoke County (2015 - 2018 Transportation Improvement Plan)	SA33 Route 221 Widening, Roanoke County (2035 Long Range Plan)
ARRA RTE, 581 - at Elm Ave, Roanoke City (Design-Build) (VDOT SYIP)	
Rte 581 - Valley View Interchange Phase II, City of Roanoke (VDOT SYIP)	
	<b>NEW PROJECT IDEAS</b>
	SA01 US 460 Access Management & Safety Improvements, City of Roanoke
	SA03 Extend access/decoll lanes at I-81 Exits 132, 137, 140 and 143, Multi-jurisdictional
	SA05 Add auxiliary lane to NB I-81 from the truck scale to Exit 150, Montgomery County
	SA06 I-81 corridor Active Traffic Management System from Buchanan to Dublin
	SA11 US 11 corridor ITS and Signal Improvement and Safety Improvements in RVTPO, Multi-jurisdictional
	SA13 Study operational improvements from exit 137 to exit 143 on the I-81 corridor and along 581 in downtown Roanoke, Multi-jurisdictional
	SA19 Access management improvements in Bedford, Botetourt and Roanoke Counties

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

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- Corridor Reliability
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- Transportation Demand Management
- Redundancy & Mode Choice
- Walkability & Bicyclability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the LDA
- Access to Transportation Networks beyond the LDA

**DISTRICT-WIDE NEEDS**

- Within RVTPO: I-81, I-581, US 11, US 220, US 460
- US 460 and US 220 corridors in Bedford County, between Roanoke, New River Valley and Lynchburg
- I-81 (north of RVTPO), US 460 and US 11 outside MPOs
- Greenway and Regional Trail system

**NEED TIER**

- Tier 1: Most critical District needs based on local input and data.
- Tier 2: Less critical District needs based on local input and data.
- Tier 3: Least critical District needs based on local input and data.

**IDENTIFIED NEED**

S.3 Within the RVTPO, regional activity centers and Urban Development Areas (UDAs) have bicycle and pedestrian needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
Two multimodal studies, City of Roanoke.	<b>PIPELINE PROJECTS</b>
Six bicycle/pedestrian projects, City of Roanoke. (VDOT SYIP)	SA20 Grade separation over railroad at 13th St. & Hollins Rd, City of Roanoke (SMART SCALE, Phase 2)
Six bicycle/pedestrian projects, County of Roanoke. (VDOT SYIP)	SA21 East Main St. Widening and Accessibility Improvements - Brand Rd. to Kessler Mill Rd, City of Salem (SMART SCALE, Phase 2)
Two multimodal studies, City of Roanoke. (VDOT SYIP)	SA22 Mason Creek Greenway Phase 3, City of Salem (SMART SCALE, Phase 2)
Three bicycle/pedestrian projects in Vinton, Roanoke County (VDOT SYIP)	SA23 Bike/Ped Improvements along Plantation Road, Roanoke County (2015 - 2018 Transportation Improvement Plan)
	SA24 Roanoke River Greenway - Blue Ridge Pkwy to Rutrough Point, Roanoke County (SMART SCALE, Phase 2)
	SA25 West Main Street Sidewalk, Roanoke County (SMART SCALE, Phase 2)
	<b>NEW PROJECT IDEAS</b>
	SA07 Roanoke Bike Improvements connecting Amtrak and Roanoke Greenway, City of Roanoke
	SA14 Study sidewalk and pedestrian ramp improvements along transit routes, City of Roanoke.

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

**NEED TYPE**

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
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- Walkability & Bicyclability
- Safety
- Bottlenecks
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- Circulation and Access within the LDA
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**DISTRICT-WIDE NEEDS**

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- US 460 and US 220 corridors in Bedford County, between Roanoke, New River Valley and Lynchburg
- I-81 (north of RVTPO), US 460 and US 11 outside MPOs
- Greenway and Regional Trail system

**NEED TIER**

- Tier 1: Most critical District needs based on local input and data.
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- Tier 3: Least critical District needs based on local input and data.

**IDENTIFIED NEED**

S.4 Within NRVMPO, US 11 and I-81 have TDM, safety and parallel redundancy needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
Intercity Passenger Bus Service from Blacksburg to Washington, D.C., Multi-jurisdictional	<b>PIPELINE PROJECTS</b>
	<b>NEW PROJECT IDEAS</b>
	SA02 I-81 Exit 114 Interchange Improvements, Montgomery County
	SA04 Irono Rest Area Climbing Lane, Montgomery County
	SA06 I-81 corridor Active Traffic Management System from Buchanan to Dublin
	SA09 Truck improvements to I-81 within NRVMPO from Exits 98 through Exit 108, Multi-jurisdictional
	SA10 US 11 corridor ITS and Signal Improvement from Christiansburg to Dublin
	SA12 Rte. 8 (River Rd.) Park-n-Ride near I-81 (Exit 114), Montgomery County

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

**NEED TYPE**

- Corridor Reliability
- Network Connectivity
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**DISTRICT-WIDE NEEDS**

- Within RVTPO: I-81, I-581, US 11, US 220, US 460
- US 460 and US 220 corridors in Bedford County, between Roanoke, New River Valley and Lynchburg
- I-81 (north of RVTPO), US 460 and US 11 outside MPOs
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**NEED TIER**

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**IDENTIFIED NEED**

S.7 Within NRVMPO, Pepper's Ferry Rd has connectivity, congestion, safety, and TDM needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
Safe Routes to School - Bellview ES, Montgomery County (VDOT SYIP)	<b>PIPELINE PROJECTS</b>
	SA28 Pepper's Ferry Road and N. Franklin St. Connector in the Town of Christiansburg, Montgomery County (SMART SCALE, Phase 2)
	<b>NEW PROJECT IDEAS</b>

**YOUR COMMENTS**  
**PLACE STICKIES HERE**  
 PLEASE REFERENCE THE PROJECT BY NUMBER

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

**NEED TYPE**

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
- Redundancy & Mode Choice
- Wakability & Bleedability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the UDA
- Access to Transportation Networks beyond the UDA

**NEED TIER**

- Tier 1: Most critical District needs based on local input and data.
- Tier 2: Less critical District needs based on local input and data.
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**IDENTIFIED NEED**

S.9 Within the Salem District, the US 460 and US 220 corridors in Bedford County between Roanoke, New River Valley and Lynchburg have intercity transit, interregional connectivity, reliability, congestion, airport access, and safety needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
<ul style="list-style-type: none"> <li>Rail improvements and acquisition from Lynchburg to Roanoke for Extension of Service, Multi-jurisdictional (DRPT SYIP)</li> <li>Intercity Passenger Bus Service from Blacksburg to Washington, D.C., Multi-jurisdictional</li> </ul>	<p><b>PIPELINE PROJECTS</b></p> <p>SA34 Feasibility study of passenger rail from Roanoke to Blacksburg, Multi-jurisdictional</p> <p><b>NEW PROJECT IDEAS</b></p> <p>SA01 US 460 Access Management &amp; Safety Improvements East of Roanoke, Multi-jurisdictional</p> <p>SA15 Study intercity bus service serving cities along the I-81 corridor within Salem District</p> <p>SA18 Second Amtrak Service from Lynchburg to Roanoke, Multi-jurisdictional</p>

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

**NEED TYPE**

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
- Redundancy & Mode Choice
- Wakability & Bleedability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the UDA
- Access to Transportation Networks beyond the UDA

**NEED TIER**

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- Tier 2: Less critical District needs based on local input and data.
- Tier 3: Least critical District needs based on local input and data.

**IDENTIFIED NEED**

S.11 Within the Salem District, I-81 (north of RVTPO), US 460, and US 11 have reliability, congestion, redundancy, mode choice and safety needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
<ul style="list-style-type: none"> <li>I-81 Exit 150 Improvement Project, Botetourt County (VDOT SYIP)</li> <li>I-81 Exit 140 Park and Ride Facility Expansion, Roanoke County (VDOT SYIP)</li> <li>Intercity Passenger Bus Service from Blacksburg to Washington, D.C., Multi-jurisdictional</li> </ul>	<p><b>PIPELINE PROJECTS</b></p> <p>SA27 Exit 150 Park and Ride Improvement and Expansion, Botetourt County (SMART SCALE, Phase 2)</p> <p><b>NEW PROJECT IDEAS</b></p> <p>SA06 I-81 corridor Active Traffic Management System from Buchanan to Dublin</p> <p>SA16 Access management improvements on US 460/US 11 west of the City of Roanoke to Christiansburg, Multi-jurisdictional</p> <p>SA17 Multi-jurisdictional communication and coordination incident management plan for I-81 corridor within the Salem District, Multi-jurisdictional</p>

**DRAFT VMTP 2025 Recommendations - Tier 1 Needs - SALEM DISTRICT**

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**IDENTIFIED NEED**

S.12 Within the Salem District, US 220 and US 58 between Martinsville, Ridgeway, and Rocky Mount have safety, congestion, and reliability needs. The Rocky Mount UDA and UDAs within this corridor have circulation, safety and access needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
<ul style="list-style-type: none"> <li>Route 220 Safety Improvements, Henry County (VDOT SYIP)</li> <li>US 58 East Turn Lane at US 58/220 Bypass, Henry County (VDOT SYIP)</li> <li>Rt 220 - Bridge over Back Creek, Roanoke County (2015 - 2018 Transportation Improvement Plan)</li> </ul>	<p><b>PIPELINE PROJECTS</b></p> <p>SA26 Intersection Re-alignment of 220-Bus and Rte. 40 in the Town of Rocky Mount (SMART SCALE, Phase 2)</p> <p><b>NEW PROJECT IDEAS</b></p> <p>SA08 Rte. 220 Safety Improvements, Franklin County</p> <p>SA35 Rte. 220 Access Management Strategy in Henry and Franklin Counties</p>

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**NEED TIER**

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- Tier 3: Least critical District needs based on local input and data.

**IDENTIFIED NEED**

S.17 Within the Salem District, the Greenway and Regional Trail system have network connectivity and mode choice needs.

**ADDRESSING THE NEED**

FUNDED PROJECTS	RECOMMENDATIONS
<ul style="list-style-type: none"> <li>Roanoke River Greenway, Multi-jurisdictional (2015 - 2018 Transportation Improvement Plan)</li> </ul>	<p><b>PIPELINE PROJECTS</b></p> <p>SA23 Plantation Rd Bike, Pedestrian and Streetscape Improvements, Roanoke County (2015 - 2018 Transportation Improvement Plan)</p> <p><b>NEW PROJECT IDEAS</b></p> <p>SA07 Roanoke Bike Improvements connecting Amtrak and Roanoke Greenway, City of Roanoke</p> <p>SA14 Study sidewalk and pedestrian ramp improvements along transit routes, City of Roanoke.</p> <p>SA36 Roanoke River Greenway Continual Development and Improvements, Multi-jurisdictional</p>