

## Public Engagement on the Roanoke Valley Transportation Plan

### Background

In the winter/spring of 2019, before initiating work on the Roanoke Valley Transportation Plan (RVTP), RVTP staff reviewed with the RVTP's Transportation Technical Committee (TTC) up to a possible seven decision points where the RVTP may consider public input during the RVTP planning process. Staff conducted a survey of TTC members and received 18 responses to the question "For which long-range plan decision points would public input be valuable?". As captured in a March 14, 2019 staff report, of the 18 respondents, the favorable responses were as follows.

- Set goals and objectives (9)
- Select broadly defined scenarios of future conditions (5)
- Identify transportation problems and needs (17)
- Generate possible solutions (9)
- Shape criteria used to prioritize projects (4)
- Prioritize projects (6)
- Adopt plan (9)

TTC discussion continued in April 2019 on four options:

- Option A – Consider public input on: 1-set goals & objectives, 3-identify transportation problems and needs, 4-generate possible solutions, and 7-adopt plan
- Option B – Consider public input on: 3-identify transportation problems and needs, and 7-adopt plan
- Option C – Consider public input on: 7-adopt plan; and
- Option D – Consider public input on all 7 decision points.

Ultimately, the TTC recommended Option B that the RVPTO Policy Board consider public input on identifying transportation problems and needs and adopting the plan. This recommendation shaped the course of public engagement on the RVTP through plan adoption in 2023.

### Utilization of Public Input on Transportation Needs Identification

The 2021 Roanoke Valley Transportation Needs Assessment was a response to a Board request in February 2017 that regional transportation priorities be based on a comprehensive regional needs assessment. Staff began this assessment in the summer of 2019 as the foundation to the update to the region's transportation plan. Public input on transportation needs as documented in 34 other regional and local plans/studies, from RVTP surveys since the last transportation plan

adoption in 2017, and from a unique survey conducted for the RVTP update itself in Fall 2020 greatly shaped the 2021 Transportation Needs Assessment. Each of these public input sources is summarized separately in that document.

### Fall 2020 Public Engagement Opportunity

As noted above, a unique survey was conducted to enable the public another opportunity to provide input to the Roanoke Valley Transportation Plan update. As this opportunity took place during the COVID-19 pandemic, only virtual opportunities were provided for engagement. A MetroQuest survey administered online and details of the survey results can be found in the 2021 Roanoke Valley Transportation Needs Assessment. The identified transportation needs have since been prioritized and some have been included in the RVTP, see the **Priority Regional Transportation Needs Attachment**, whereas others remain documented as part of the ongoing PBPP process as **Other Transportation Needs**. Both can be viewed on the <https://rvarc.org/transportation/rvtp> webpage.

### Fall 2022 Public Engagement Opportunity

Given the new Performance-Based Planning and Programming process being developed and implemented for the Roanoke Valley Transportation Plan, the FHWA/FTA granted an extension into January 2023 for plan approval. The time extension provided a month between the public comment period (October-November 2022)/public hearing (December 2022) and plan adoption (January 2023) for the members to consider any adjustments desired based on public input prior to approval.

For the second and final public engagement opportunity on the Roanoke Valley Transportation Plan, three surveys highlighted priority needs current and proposed future investments (roadway, pedestrian and bicyclist and transit projects). The comment period started October 27 and ended November 27, 2022. During that period, surveys and transportation plan materials were made available through social media, digital advertisements, sharing with community stakeholders and leaders, distributed at meetings, and in-person events. Survey materials were published online through the Roanoke Valley-Alleghany Regional Commission website and social media platforms.

### Public Engagement Outreach Strategies

Staff created three separate surveys that covered the roadway, pedestrian and bicyclist, and transit modes. The surveys were developed in English and translated in Spanish. The surveys included questions regarding the current transportation investments, locations with priority transportation needs, and the priority projects or services to pursue in the future. In the surveys, each slide offered more detailed information to review if desired including the details of currently funded projects, identified priority transportation needs and priority projects to pursue.

**Print Media**

An ad published in the Roanoke Times Classified section and in the Roanoke Tribune on October 27<sup>th</sup>, 2022.

**NOTICE FOR PUBLIC COMMENT PERIOD AND PUBLIC HEARING FOR DRAFT ROANOKE VALLEY TRANSPORTATION PLAN**

The Roanoke Valley Transportation Planning Organization (RVTPO) is accepting comments on the draft Roanoke Valley Transportation Plan, including FFY 24-27 Transportation Improvement Program (TIP). To participate and review the survey or plan, visit the website link below.

Comments will be accepted until November 27th, 2022, and a public hearing will be held at 1:00 pm on December 15th, 2022, at 313 Luck Avenue SW, Roanoke VA. For accommodations call (540) 343-4417 or E-mail: [bhill@rvarc.org](mailto:bhill@rvarc.org). Hearing impaired persons call 711 for access. The RVTPO strives to provide reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. The TIP development process satisfies the requirements for public participation and adoption of the Transit Program of Projects. The RVTPO fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities.

View the updated Roanoke Valley Transportation Plan, materials, and survey on our website [www.rvarc.org/draft-transportation-plan](http://www.rvarc.org/draft-transportation-plan)

**Digital Advertisements**

Online ads were published each week for four weeks that targeted different audiences to gain a greater representation of our Roanoke Valley community. The first two weeks advertised the full draft plan website. The third week the individual surveys for roadway, pedestrian and bicyclist and transit were promoted to increase participation rates. The last week of advertisements utilized individual survey advertisements and targeted equity emphasis areas to encourage participation from harder to reach populations. The blog post was published on the RVARC website on October 26, 2022.

**Notice For Public Comment Period and Public Hearing For Draft Roanoke Valley Transportation Plan**

[Leave a reply](#)

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[Vehicle and Roadway Survey](#)

[Pedestrian and Bicyclist Survey](#)

[Transit Survey](#)

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**Stakeholders**

A stakeholders list incorporated representatives in economic and community development, chambers of commerce, planning commissions, advisory and advocacy groups or committees, neighborhood organizations, schools, libraries and more. Three sets of emails were distributed, the original email on October 28<sup>th</sup>, second week follow-up on November 4<sup>th</sup>, and third week to equity emphasis areas on November 17<sup>th</sup>. A media tool kit was created and distributed to the stakeholders include a variety of advertising materials postcards, flyers, email templates, in English and Spanish. The purpose of this kit was to make it as easy as possible for our partners to share information. A conservative estimate is that 10,000 people likely saw or heard about the survey from all advertisements and outreach.

**In-Person Events**

Staff attended or distributed materials at a variety of events or locations. There were materials posted at the Main Branch Library and distributed to the other libraries. Staff distributed materials to several advisory committees or groups. Staff distributed printed materials to events including the Veterans Day Parade, Grandin Village Parade, Daleville Holiday Market and Roanoke Valley-Alleghany Regional Commission Legislative Luncheon.

**Engagement Results**

Four weeks of digital advertising on Facebook, Instagram and Facebook messenger saw an average reach of 6,423 per week. (Reach is defined as the number of accounts who saw our ads at least once.) This reach generated 647 clicks, or 73% of visits to the surveys. After the month of public comment, we had a total of 307 participants across the surveys. However, the surveys had 886 visitors, meaning that 34.54% of people who clicked on the surveys participated.

**Table 1:** The total number of participants across the three surveys equaled 307. There were 126 citizens who participated in the Roadway Survey, 114 in the Pedestrian and Bicycle Survey and 67 in the Transit Survey.

Survey	Participants
Roadway	126
Pedestrian & Bicycle	114
Transit	67
Total	307

**Demographics**

Demographics of those who participated and shared their information in our surveys, by age, household income, race or ethnicity and zip codes. The biggest age range for those who participated was the 65 and older category, household income predominately ranges from \$50,000 to \$149,999, and mostly white participants. The highest participating zip code was 24015. There were other high participating zip codes including 24018, 24012, and 24019. Overall, there was more representation by age, race, or ethnicity and geographical area compared to previous public comment efforts.

**Table 2:** Zip Code by percentage of the population that participated. The zip codes that were overrepresented by population included 24012, 24013, 24015, 24016, 24019. The zip codes underrepresented included 24017, 24153, 24175, 24179.

Zip Code	% population	% response
24012	11%	14%
24013	3%	4%
24014	7%	5%
24015	6%	27%
24016	3%	9%
24017	9%	4%
24018	14%	14%
24019	10%	13%
24153	14%	4%
24175	3%	1%
24179	7%	2%
Other zip codes	14%	3%

**Table 3:** Race/Ethnicity by percentage of the population that participated. There was high participation of white citizens, proportional representation from Hispanic citizens, and lower participation from black citizens compared with the regional population.

Race or Ethnicity	% population	% response
Black or African American	14%	3%
Hispanic or Latino	4%	6%
White or Caucasian	78%	83%
Other	4%	9%

**Table 4:** Age by percentage of the population that participated. The highest participated age ranged widely from 25 to 65 and older. This analysis shows higher participation for the age ranges from 25 to 44 years old based on the population size.

Age	% population	% response
18 to 24 years	10%	0%
25 to 34 years	15%	22%
35 to 44 years	14%	22%
45 to 54 years	16%	15%
55 to 64 years	17%	17%
65 years and over	28%	24%

**Table 5:** Household Income by percentage of the population that participated. The highest participating household income level ranges from \$50,000 to \$149,999.

Household Income	Participants
Less than \$25,000	6%
\$25,000 to \$49,999	15%
\$50,000 to \$99,999	33%
\$100,000 to \$149,999	33%
\$150,000 or more	11%



## Survey Content Results

### Public Input on Funded Projects

The second slide on each survey showed a map of the region and the current transportation projects based on the mode of transportation. Participants were able to gain greater understanding of the current projects shown on the map in the spreadsheet provided in the information section on the slide.

There was a total of 126 responses to the Vehicle and Roadway Survey, 114 to the Pedestrian and Bicyclist Survey, and 67 to the Transit Survey. There were fewer respondents to the funded projects question of each survey, with 115, 98, and 61 respondents respectively.

Concerning funded projects in the Draft Roanoke Valley Transportation Plan (RVTP), participants were asked questions about their belief that these investments would improve vehicle and roadway safety, pedestrian and bicyclist safety, and support people’s ability to access destinations using transit. The table below lists the responses to that question for each of the surveys.

Response	Vehicle & Roadway Survey		Pedestrian & Bicyclist Survey		Transit Survey	
	Number	Percent	Number	Percent	Number	Percent
Yes	77	67.0%	76	77.6%	35	57.4%
No	19	16.5%	12	12.2%	13	21.3%
Other	19	16.5%	10	10.2%	13	21.3%
<b>Total Responses</b>	<b>115</b>	<b>100.0%</b>	<b>98</b>	<b>100.0%</b>	<b>61</b>	<b>100.0%</b>

A summary of open-ended comments received on funded projects included the following:

#### **From the Vehicle and Roadway Survey**

- Especially looking forward to the widening of I-81 between MM 136 – 144.
- 116201 Roanoke County I-81 widening - MM 144 to Exit 150 \$322,157,080, I would like to ask if the residents that are adjacent to this project on 81 are anxious to have the sound barriers installed, can VDOT let our neighborhoods know when this will begin and let us know if the barriers will help reduce the dust that is residue from I-81? It would be nice to know when and how it will improve the lives of the property owners. We are also concerned with the watershed from under the interstate.
- 81 is probably needed but rail investment would reduce truck traffic drastically. Within cities pedestrian safety and access should be the priority even at the cost of slower vehicle traffic. Tired of not having access to public transport and seeing people walking in shoulders and having no way to walk to get to shops business throughout the valley.
- I do not believe street widening will make streets safer or less crowded. I think that we need less cars on the road and streets to be narrowed to allow other forms of transportation such

as protected bike lanes and bus lanes. There also need to be less turn offs into businesses and business centers should be consolidated to prevent congestion and improve safety on busy streets. the more cars turning into businesses, the more dangerous and slow.

- Yes - I think widening 81 will improve safety as trucks cause a lot of issues due to the hilly nature of the road and only having two lanes.
- Multimillion roadway projects that only focused on vehicle movement and efficiency do not improve vehicle safety, exacerbating the perception that driving is necessary. However, if these projects leverage investments in driver, and vulnerable users' safety, then my answer is yes. For every mile of 81 lanes, there should be an investment in local communities' transit and bike and ped safety access.
- Expanding highways, instead of focusing on reducing cars is always a flawed strategy. Look at LA, we should be making more walkable / bikeable cities.

#### **From the Pedestrian and Bicyclist Survey**

- Bicycle lanes are an under-utilized expensive program. I prefer wider sidewalks to accommodate walkers, cyclists, disabled, etc. with one multi-use walkway.
- Most neighborhoods in Roanoke (do) not have sidewalks that pedestrians and disabled people can use. I often end up walking in the ditch or in a bicycle lane or in a space where I fear cars hitting me. Pedestrians have been killed in Roanoke and I don't want to be one of them. In my neighborhood there is a crossing signal because I asked someone in the city to put one up there. So, people have to be really proactive to get their needs met as pedestrians and this is why most people don't walk.
- Continue to focus on building greenways. Riding on designated bike lanes is still hazardous - most operators of motorized vehicles do not understand the concept of 3' minimum clearance.
- There is a major need to get distracted drivers on the road. It's terrifying to ride bicycles around Roanoke because there has been little to no enforcement on distracted driving. Esp on the parkway where cyclists tend to ride the most.

#### **From the Transit Survey**

- We need transit access projects for the Hollins area of Roanoke County, especially for bus transportation and pedestrian access projects.
- Need sidewalks at bus stops as well as shelters from the weather.
- We need regular transit options to Bedford and Lynchburg.
- The transit system in Roanoke needs to be more of a Metro nature. We definitely need transit into Roanoke County where people without cars who live there can access employment. Roanoke county has so far been reticent to put funds into a metro transit system. This has to change so that people who live in the county who don't have a car can get to work and contribute to the economy and their families.
- Good to show Smartway bus route beyond confines of Roanoke Valley. Need to be planning now for commuter rail link to replace smartway.

- Prioritizing transit access throughout the region, including Roanoke County will enhance service and increase employment/employee access to workforce sites and essential services.

**Public Input on Regional Priority Needs**

The third slide on the survey showed a map of the region with the draft regional priority needs. Participants were able to identify locations they felt had needs that were important to spend time addressing. The already identified transportation needs from previous citizen comment periods were available by transportation mode in the information section.

Across all three surveys, 260 points were placed. Of the 260 points placed, 104 have been previously identified as needs through plan development, and 156 points were in new locations. The following table specifies whether needs were pre-existing or new by survey type.

	Roadway	Bike/Ped	Transit	Total
<b>Existing Locations</b>	23	78	3	104
<b>New Locations</b>	58	59	39	156
<b>Total Locations</b>	81	137	42	260

Points which were in the same location and discussed the same need type were consolidated into a single entry. A list of newly identified needs through this survey can be found in Attachment A: Public Participation-Additional Input on Regional Priority Needs. This input will be considered as part of the ongoing PBPP process and incorporated into a future Transportation Needs Assessment.



### Public Input on Regional Projects to Pursue

The fourth slide on the survey showed a map of the region and priority projects to pursue. The question presented on this slide was “*Do you believe these proposed projects are the best use of future taxpayer’s money to improve (specific survey type, Roadway, Pedestrian & Bicyclist, Transit) in the Roanoke Valley?*”. Participants could review and provide comments on the identified projects. The information that was provided for each project included original scope/description (if available), estimated cost, and length of the project presented on a map. Participants were able to respond to the projects they were more interested in, which led to an uneven number of participants across all projects presented. The response for one project ranges from 6 to 49 participants.

### **From the Vehicle and Roadway Survey**

The Roadway survey included 20 draft priority projects to pursue; of those 20 projects, a majority of participants were supportive of 14, less supportive of 5, and split on one 50/50. The table below includes the projects that were included in this slide and the raw data behind the respondents.

The undetermined project was Cove Road Streetscape from Hershberger Road to Peters Creek. There were around 30 comments on priority projects; the highest commented projects included Wiley Drive/Franklin Road Bridge Replacement and Williamson Road Multimodal Improvements. See all comments on draft priority projects starting on page 9.

Roadway Projects	No	Yes	Grand Total	
Cove Road Streetscape		17	17	34
East Main Street Phase II (Previous UPC 106710)		14	12	26
Hershberger Road		8	30	38
I-581 to Cove Road		26	14	40
I-581/U.S. 460/U.S. 11 Improvements		10	39	49
Jefferson Street		11	23	34
King Street		13	22	35
Main Street Bridge Replacement and Improvements Project		9	32	41
Orange Avenue		11	26	37
Orange Avenue - 11th to 24th Operational Intersection Improvements		16	24	40
Orange Avenue - Kimball - Plantation Road Improvements		17	22	39
Orange Avenue at I-581 Interchange Reconfiguration		0	7	7
Roundabout at Hardy Road and Bypass Road		15	16	31
Route 220 Access Management - Route 11 to Appalachian Trail		13	16	29
Route 220 in Daleville - Intersection Conversions to RCUTs		17	9	26
Rt 220 Access Management/Park & Ride - AT to Commons Pkwy		12	18	30
Texas Street Widening from Roanoke Boulevard to Electric Road		24	5	29
Virginia Tech Carilion Access Improvements		24	14	38
Wiley Drive over Roanoke River near Franklin Road Bridge Replacement		13	22	35
Williamson Road Multimodal Improvements		17	30	47
<b>Grand Total</b>		<b>287</b>	<b>398</b>	<b>685</b>

### From the Pedestrian and Bicyclist Survey

The Pedestrian and Bicycle survey had 27 draft priority projects to pursue. A majority of participants supported 24 draft projects and were split on 3. There were around 50 comments on the priority projects; the highest commented projects included Williamson Road Multimodal Improvements, Orange Avenue 11<sup>th</sup> to 24<sup>th</sup>, and Main Street Bridge Replacement. The 3 split projects included Orange Avenue at I-581 Interchange, Electric Road Safety Improvements Projects at Stoneybrook Road/Grandin Road Ext., and Grandin Road Ext./Keagy Road. Table to follow with raw data from respondents.

Bike and Pedestrian Projects	No	Yes	Grand Total
Brambleton Avenue Bicycle and Pedestrian Improvements	2	33	35
Campbell Avenue Bicycle and Pedestrian Improvements	3	34	37
Chaparral Drive Pedestrian Improvements	8	14	22
Church Avenue Streetscape	9	19	28
Cove Road Streetscape	4	21	25
East Main Street Phase II	8	18	26
East Roanoke River Greenway Gap, Phase 2	4	31	35
Electric Road Pedestrian Signal Improvements	6	19	25
Electric Road Safety Improvements	9	9	18
Electric Road Safety Improvements Selection	10	10	20
Hardy Road and Bypass Road Roundabout	8	18	26
Hershberger Road Streetscape	3	26	29
I-581/ U.S. 460/ U.S. 11 Improvements	5	23	28
Jefferson Street Multimodal Improvements	7	29	36
Liberty Road Multimodal Improvements	8	25	33
Lick Run Greenway Phase 4	5	24	29
Main Street Bridge Replacement and Intersection Reconstruction	5	28	33
Memorial Avenue Streetscape	10	19	29
Orange Avenue - Kimball - Plantation Road Improvements	12	13	25
Orange Avenue at I-581 Interchange Reconfiguration	3	3	6
Orange Avenue Operational Improvements	8	20	28
U.S. 220 Access Management and Park & Ride	7	13	20
Valley Road sidewalk under I-81	7	13	20
Walrond Drive Pedestrian Improvements	10	16	26
West Main Street Pedestrian Improvements, Phase 3	5	14	19
Williamson Road Multimodal Improvements	5	26	31
Williamson Road Sidewalk	5	26	31
<b>Grand Total</b>	<b>176</b>	<b>544</b>	<b>720</b>

**Citizen feedback received on draft priority projects to pursue from both the Vehicle and Roadway Survey and the Pedestrian Survey are shared on the following pages. Only projects with comments are listed.**

#### **Brambleton Avenue Bicycle and Pedestrian Improvements –**

1. This is a great idea. Please make them protected bike lanes because there are several hills/curves that limit visibility.
2. would love to see sidewalks here. bike lane would be best if there was some separation from traffic to make riders feel safe riding with kids.
3. Much needed.
4. I'd be more interested in an asphalt greenway through Fishburn park

#### **Church Avenue Bicycle Accommodations –**

1. No idea what this project would do. This is a pretty low priority imo

#### **Cove Road Streetscape –**

1. This is definitely needed.
2. Current bike lanes on Cove are better than nothing but still dangerous feeling

#### **Electric Road Safety Improvements, Stoneybrook to Grandin Rd. Ext. –**

1. Rather than focusing on limiting cars, there should be a stronger focus on what is best for pedestrian/biking commuting.

#### **Hardy Road and Bypass Road Roundabout –**

1. I think this is a good idea, but it will only marginally increase pedestrian/bicycle safety. It will also help traffic during busier times of the day, but what Vinton really needs regarding automobiles is to get the lights on Virginia Ave/Hardy Rd in a much, much better synchronization pattern. Vinton is getting a reputation as the worst place to drive in the Valley not because of actual traffic but because of the artificial traffic imposed by the traffic light system.

#### **Hershberger Road Streetscape –**

1. Bike lanes are not necessary in this very congested area.
2. This feels like a minimal bike lanes project that will not create a great biking experience.

#### **I-581 at Peters Creek Road Interchange Improvements –**

1. If you do this, please add bike lanes and pedestrian accommodations.
2. This project requires a very sensitive approach to community outreach. a multi-lane highway through Northwest Roanoke seems like going back to the past.

#### **I-581/U.S. 460/U.S. 11 Improvements –**

1. This is needed, but improved (grade separated) Pedestrian crossing of Orange Ave is needed as well in this area.
2. Operational improvements are a good way to improve roadway flow without adding more lanes.

#### **Jefferson Street Safety Improvements –**

1. Build tow-way cycle tracks along Jefferson Corridor. This road should be a two-lane road, where people can cross safely.
2. Plenty of room for a two-way protected bike lane. Maybe enough room for two one-way protected bike lanes. If this doesn't include protected bike lanes it is a huge mistake.

#### **Liberty Road Multimodal Improvements –**

1. no bike lanes.
2. I think it is a good idea, but there are other areas that are possibly more unsafe that I would prioritize.
3. Sounds like a transformative improvement. If the bridge over 581 needs reconstruction, consider a Reconnecting Communities grant application.

#### **Lick Run Greenway Phase 4 –**

1. Please prioritize Greenway build out
2. I think it is a good idea, but there are other areas that are possibly more unsafe that I would prioritize.
3. Will Bennington Street ever get sidewalks? the housing needs to be connected to the grocery store.

#### **Main Street Bridge Replacement and Intersection Reconstruction –**

1. Unsure about the safety of a roundabout at Ferdinand (I live on Day Ave between 8th and Ferdinand), as both a pedestrian and a driver. Really not looking forward to the bridge being closed but I understand the need for its replacement.
2. I believe the roadway improvements are needed, but the bicycle and pedestrian facilities that were shared with the public have now been removed from the plan. This would be a huge mistake.
3. This bridge connects the three most walkable neighborhoods of the City of Roanoke. this project is important and should be primarily focused to move pedestrians, and people on bikes safely. Let's think about it as the city's first Vision Zero infrastructure project. Build it from scratch but remove the focus on automobiles.
4. A roundabout at that area is a great idea. This would help a lot!
5. I like the idea of a round about for traffic calming. hoping the bike lane will be protected from traffic.
6. Please focused on moving pedestrians and people on bikes safely. not so much on the vehicle experience.

**Memorial Avenue Streetscape –**

1. safety and pedestrian access should come first

**Orange Avenue – 11<sup>th</sup> to 24<sup>th</sup> Operational Intersection Improvements –**

1. Let the suburbanites suffer.
2. This is a neighborhood arterial and should be treated as such. residents should be able to cross the street safely.
3. Unclear what this is.
4. This is a major traffic area! this project would be so helpful.

**Orange Avenue/Kimball/Plantation Road Improvements –**

1. Please focused on moving pedestrians and people on bikes safely. not so much on the vehicle experience.
2. Absolutely not. Nothing about this sounds safer for cyclists or pedestrians. It will just make the road more congested with people driving faster.

**Texas Street Widening –**

1. If you do this, please consider accommodations for pedestrians and cyclists too.
2. Investment in expanding roadways in urban corridors is irresponsible funding spending. These roads are dangerous and that has been proven.

**U.S. 220 Access Management –**

1. Not sure what this is. I know people have been killed while walking on this underpass, but removing their access is not a complete solution.

**U.S. 220 Access Management and Park & Ride –**

1. This one is my top for the area

**U.S. 220 in Daleville - Intersection Conversions to RCUTs –**

1. what is RCUT?
2. This seems expensive and I'm not aware of the proposed benefit.

**Valley Road sidewalk under I-81 –**

1. Walking under that bridge is not a hardship or danger for hikers.

**Valley View Boulevard Extension –**

1. If you do this, please add bike lanes and pedestrian accommodations.
2. This project requires a very sensitive approach to community outreach. a multi-lane highway through Northwest Roanoke seems like going back to the past.

#### **Walrond Drive Pedestrian Improvements –**

1. I don't know who this benefits! Please create sidewalks/bike lanes to connect the more residential sections of Plantation Rd (south of Williamson) to commercial areas.

#### **Wiley Drive over Roanoke River near Franklin Road Bridge Replacements –**

1. Please do not start this project until the Wasena Main Street bridge is complete. Also note to consider construction taking place outside of the early June IRONMAN race.
2. Bridge floods too much to be a reliable commuter connection.
3. I would like to see this and I would love to see a path wide enough that pedestrians and bike have their own lane each so that there is less conflict and it is easier to use for both parties

#### **Williamson Road Multimodal Improvements –**

1. Yes - and this should then be used as a best practice for other areas of the city. I would like it if Williamson became a place where people actually want to go and walk around instead of just drive through. More trees, sidewalks, green space, etc.
2. happy to see bike lanes and side walks added. I think that could really help business on this busy street, but I worry about anyone wanting to walk or bike on such a busy street with no protection from traffic. I would hope bike lanes are protected and some additional traffic calming measures.
3. It would be great to have a protected bike lane as Williamson Road is quite a dangerous st/road.

#### **Williamson Road Sidewalk –**

1. All of Williamson Rd needs contiguous sidewalks, curbs, guttering from Roanoke County to Roanoke City. Traffic is congested and pedestrians are in danger.

#### **From the Transit Survey**

The Transit survey highlighted maintaining current transit services as the priority noting there are no new identified services or projects are planned at this time. People agreed that the current transit services should be continued. There were many comments about transit priorities including expanding the service area, increased transit capacity on vehicles and frequency, better transit connectivity between destinations, and increased mobility access at bus stops.

1. Maintain current services if cost stays the same. If large sums are needed over what is currently spent or current service is not sustainable on its own, then it should be cut back
2. i81 widening is not a public transit project
3. It needs to be expanded. Why aren't there multiple bus stations to make traveling in the county accessible?
4. Yes. Maintaining is a priority; however, improvements to what exists is needed.



5. How is the public supposed to answer this question?? I am a big supporter of good government but you are making it REALLY hard to be a cheerleader here. Yes funding should maintain existing projects, AND funding should be increased to improve pedestrian access, increase traffic calming like roundabouts and lane narrowing, and increase mass transit options and bike lanes.
6. Add new services
7. Our bus system is NOT adequate! It needs to be much more frequent - like with 15 minute headways - if we are to fulfill our potential as a city. For most, it's not even a viable "plan b," let alone their primary mode of transportation. Substandard service harms the poor - how can they get to work without paying a "time tax" to deal with once-an-hour service? And so inequality deepens. Please fix it! A great city deserves great transit - worth every penny.
8. I voted YES here because I want you to fund transit but it's not enough - we need better transit! Like twice as good! Please!
9. Certainly I want current service maintained, but, as noted in previous screen, there are currently areas that are dangerously inaccessible for those of use without cars.
10. The most important project is to utilize the new state-owned rail line between Salem and the NRV for a fast, frequent, reliable light rail operation. This is its highest and best use. VRPA is focused on 2 Amtrak trains daily, which would do very little benefit alone.
11. Yes, we need to maintain our current transit investments, but we also need to improve ridership numbers by removing stigmas around using public transit in the Valley. It's true that lower-income persons are more likely to rely on transit than other income brackets, but there are benefits to be had by anyone. While highly unlikely, it would be phenomenal if we were able to increase ridership enough to increase bus frequency or add a different trolley line. But Roanoke is too spread out for that.
12. I think it needs to be improved and expanded. The times they run and the places they go seem inadequate.
13. buses take so long that it is sometimes faster to walk or bike but this is not accessible for people with mobility issues. There need to be more bus lines with shorter wait times. I would love to see some trams in neighborhoods to connect them to other parts of the city. (shorter routes but more so that one does not need to ride all over town and waste an hour before getting to their destination a ten minute ride away.)
14. Go beyond maintaining to building new and expanding existing transit capacity.
15. It is imperative that we vigorously pursue funding to support an overhaul of our bus system. Fixed popular routes that move us away from spoke and wheel system, higher driver pay that matches comparable cities, higher frequency of certain runs, and free rides are all very reasonable options that would increase access for all Roanokers. Buses should be for everyone, but in its current state, no one wants to ride. It is inconvenient at best.
16. I don't know that this question makes sense. Is the question "Do we want to keep maintaining the existing transit lines?" Because yes, and then more transit.
17. expanding transit into Roanoke County will help increase access for residents and employees seeking workforce development, employment and essential services

### General Comments

#### From the Roadway Survey

- The BUS is a solution to many of these. I see you are listing some Valley Metro routes as solutions to congestion, which is great. But that won't work if the bus only comes once an hour. Most people can't afford the "time tax" that such a schedule levies. Also with safety, if you want fewer crashes, put everyone in buses! Buses are 10x safer than cars in terms of crashes. But again, nobody will ride the bus unless service improves. Fund the bus!
- High congestion area, 2 lane Elm/Bullitt Ave with left lane straight and south 220. Right lane is north 220 only. Should allow right lane to go straight as well

#### From the Pedestrian and Bicycle Survey

- Old Garnes Mill Road most dangerous road for bike in Roanoke city and county
- I live between Melrose and Turnpike and there is no way to get out of my neighborhood without riding main thoroughfare--Melrose, 419, Turnpike, Peters Creek to Brandon. Peters Creek may be widest path, but the speed of cars terrifies me. Wish there was a connect between greenway behind GE and the Rotary Park without going onto 419.
- The Greenway is a big priority for me
- My main biking in Roanoke is related to the 460 corridors on the east side of town. Once you get to the fringes of the city, near the McDonalds, any bicycling space vanishes. I also often ride to the airport to pick up a rental car - I have to wend my way via back roads - then to Williamson Road - a major artery, yet with bike lanes only intermittently.
- Please fund ALL the bike and ped things before the car things. Bikes and Peds and Transit are the underdogs here. Can we have a little justice and prioritize the vulnerable over the powerful, for once?
- Doesn't make sense make improvement on road not used or minimal used by bikers
- I believe roadway improvements are used way less than off-road Greenways. Would rather see the pieces connected and to hire an engineer that realizes bikes have a long turning radius and those right angle turns back turns they throw in are too narrow.
- Finishing the Greenway is a priority for me. Also creating a bridge between SE and south Roanoke across the tracks and river. There is nothing crossing between 9th and Walnut

### Transit Survey

- Add to this a beltway connected to 460 at I 81 in Montgomery County in Christiansburg spanning around Floyd County behind Poor Mountain dropping into the south side of Clearbrook crossing 220 aerially with ramps everywhere. continuing in a wide circle into Bedford County near Fosters Knob and the Blue Ridge Parkway crossing it at some point and continuing through Coyness Mountain Tunnel with 6 lanes to I -81 junction and finish at rt 220 before Fincastle. Area sprawl demands this project.
- Good to show Smartway bus route beyond confines of Roanoke Valley. NEED TO BE PLANNING NOW FOR COMMUTER RAIL LINK TO REPLACE SMARTWAY.
- The metro buses need to serve residents and businesses in Roanoke County so people can get to work and services. Residents in Roanoke County don't have buses to use when their car breaks down
- Again, disappointed w the presentation here. A spreadsheet with better formatting to highlight the importance of the information being shared is required- maybe 3-4 extra hours of work? This makes your agency look very bad and unprofessional. You are leaders, and this was a chance for educating the public. Only bc I read interviews w candidates am I aware of the necessity to improve the hub and spoke system. I am in favor of better bus service in items like #2.
- Virginia's purchase of the former Virginian rail line between Salem and the New River Valley MAKES POSSIBLE A FAST, FREQUENT, RELIABLE PASSENGER RAIL LINK IF WE WORK TOGETHER TO MAKE IT HAPPEN.
- Our bus system is NOT adequate! It needs to be much more frequent - like with 15 minute headways - if we are to fulfill our potential as a city. For most, it's not even a viable "plan b," let alone their primary mode of transportation. Substandard service harms the poor - how can they get to work without paying a "time tax" to deal with once-an-hour service? And so inequality deepens. Please fix it! A great city deserves great transit - worth every penny.
- Certainly, I want current service maintained, but, as noted in previous screen, there are currently areas that are dangerously inaccessible for those of us without cars.
- The most important project is to utilize the new state-owned rail line between Salem and the NRV for a fast, frequent, reliable light rail operation. This is its highest and best use. VRPA is focused on 2 Amtrak trains daily, which would do very little benefit alone.
- It is imperative that we vigorously pursue funding to support an overhaul of our bus system. Fixed popular routes that move us away from spoke and wheel system, higher driver pay that matches comparable cities, higher frequency of certain runs, and free rides are all very reasonable options that would increase access for all Roanokers. Buses should be for everyone, but in its current state, no one wants to ride. It is inconvenient at best.

# Public Participation - Additional Input on Regional Priority Needs

## Roanoke Valley Transportation Planning Organization



This document is attachment A of the Public Engagement Summary. Survey participants were able to identify locations they felt had needs that were important to spend time addressing. This is the list of new needs that survey participants identified, sorted by Need type and street/route name

Need Type	Simple Location	Detailed Location	Need
Access (Non-Transit)	Blue Ridge Parkway	Roanoke Mountain	# Why is this not fixed? It has been years. # This road needs to be replaced and managed.
Access (Non-Transit)	Brambleton Ave	Arlington Hills Dr	Improve transit along mayor regional connector corridors
Access (Non-Transit)	Brandon Ave	US 220 Overpass	Improve transit along amayor regional connectors
Access (Non-Transit)	Campbell Ave	Jefferson St	Downtown in general: remove surface parking lots
			In general, the walking / biking trail network should be increased. It should be easier for people to get anywhere in the city without having to drive or ride in a car.
Access (Non-Transit)	Hackley Ave NW	McDowell Ave to Rutherford Ave	Safe sidewalks should be added to every road where people may be walking. Peter's C
Access (Non-Transit)	Melrose Ave	Palm Ave	pedestrian signals and signal upgrades
Access (Non-Transit)	Melrose Ave	near Pilot St NW	Improve transit access long mayor regional corridors
Access (Non-Transit)	Norfolk Ave SE	12th to 14th St	Hollins Rd to 13th Street bridge over railroad crossing is highly needed for economic development of SE Roanoke.
Access (Non-Transit)	Old Mountain Rd NE	Tinker Creek	No bus route
Access (Non-Transit)	US 221	Webster Rd	Improve transit access along mayor regional connector corridors
Access (Transit)	Brambleton Ave	near Overland Rd	covered stops and more frequent transit
			# no access here # More transit needed
Access (Transit)	Brambleton Ave	Cave Springs	# transit access along mayor regional corridors
Access (Transit)	Carvins Cove		I don't have a car, and I cannot get here by public transit.
Access (Transit)	Challenger Ave/US 460	near Cloverdale Rd	I don't have a car, and I cannot get here by public transit. It is also not safely accessible biking or walking.
Access (Transit)	Challenger Ave/US 460	Hickory Woods Dr NE	transit access along mayor regional corridors
Access (Transit)	Eastern Bedford Co.	Near Hardy Rd/Windhurst Dr.	Access
Access (Transit)	Explore Park		I don't have a car, and I cannot get here by public transit.
Access (Transit)	Franklin Rd	near Marshall Ave SW	bus services should be improved to make Roanoke less car dependent
Access (Transit)	Gish Branch Park and Ride		No connection to downtown Roanoke

Access (Transit)	Grandin Rd	between Memorial and Westover	I often try to take a bus to downtown from the Grandin neighborhood and it often doesn't com enough or go directly to down town. Why is this? Shouldn't there be a frequent and efficient bus route from Grandin to downtown?
Access (Transit)	Hollins		I was appalled when I moved back to Roanoke County and discovered there is NO mass transit options in the county. Is this a form of discrimination??? The county needs to "get on board" with mass transit which is the future.
Access (Transit)	Hollins area		# need public transportation to North Roanoke County/Hollins area up to the Botetourt County line. # Access to public transit in the Hollins area should be an option #The entire Hollins area does not have adequate access to transit. There are people living in trailer parks in this region who are transportation-insecure. Also a site like Hollins U. should have transit access for the students.
Access (Transit)	Melrose Ave	between Peters Creek and Van Buren	ttransit access along mayor corridors in the region
Access (Transit)	Merriman Rd	near Blue Ridge Pkwy	
Access (Transit)	Ogden Rd	Honeywood Apartment Homes	Pebble Creek bus stop is unsafe and needs to be upgraded and add seating and a cover.
Access (Transit)	Roanoke Regional Aiport		Need an express bus from airport to downtown station on the half hour
Access (Transit)	Rocky Mount		Commuter rout please to ease traffic on 220 and increase access to rural people
Access (Transit)	US 220/Franklin Rd	near Southern In SW	I don't have a car, and I cannot get here by public transit. I tried taking the bus to Tanglewood and walking from there, but it was super dangerous,
Access (Transit)	US 220/Franklin Rd	Southern Hills Dr	Trasnit access along mayor regional connector roads
Access (Transit)	Valley View Walmart		Why is there no good bus from downtown to Valley View? I should not be able to bike from downtown faster than the bus.
Access (Transit)	Valleypointe Pkwy	Near DMV	I see that y'all are working on access to the DMV. That is very important!
Access (Transit)	W 4th St	McClelland St	
Access (Transit)	Williamson Rd	between Bowman and Liberty	
Access (Transit)	Williamson Rd	Hershberger Rd	transit access along mayor regional corridors
Congestion	Bellevue Ave SE	Linden St SE	Treated like a superhighway for Nurses
Congestion	Electric Rd	Cypress Park Rd	
Congestion	Elm Ave	4th St SW	People speeding
Congestion	Elm Ave	US 220 Interchange	# Too much traffic in this area on and off # Signal timing is atrocious # Lights on Elm Ave over 5-81 always highly congested. Better coronation is needed with them. 4th St crossover at Elm Ave should be closed off to reduce congestion.
Congestion	Franklin Rd	Albemarle Ave	Congestion/speeding
Congestion	Grandin Rd	Brandon Ave	# Concerned about future congestion on Grandin/Brandon roads when Wasena bridge is closed for construction and people have to take alternate routes. # light gets backed up , especially when school is in session or at rush hour
Congestion	Hollins Rd	Whiteside St NE	The turn onto Hollins and traffic is rough in the area

Congestion	I-81	Within RVTPO Boundary	Interstate 81 congestion. Do not assume current projects solve congestion.
Congestion	Laurel St SE	Walnut Ave SE	Treated as a cut thru
Congestion	Liberty Rd NE	Kennedy St NE	Curbside parking is constricting traffic and pedestrian safety. Cars on both sides of Kennedy St. reduce size of the roadway and visibility. It may even restrict access by firetrucks.
Congestion	Liberty Rd NE	Norton Ave NE	Traffic is rough in this area due to congestion
Congestion	Orange Ave	Williamson Rd near Tinker Creek Greenway, Hollins Trailhead	# Congestion issues on Orange Ave # Orange Ave congestion # Getting on to the interstate is hard to do with the short in between of south or north. Many people have issues and have to switch lanes last minute. Better advertising of directions and longer lanes possibly # Too many cars and people # Williamson/460 intersection and civic center events are traffic night nightmares. Civic center needs it's own 5-81 off ramps somehow. # Difficult to access Wmson Rd northbound from the end of ramp. # Inconsistent stoplight timing, esp for left onto Wmson north
Congestion	Plantation Rd	US 11	
Congestion	US 11	1900 Block	Congestion, especially when issues on I81
Congestion	US 11	Kinzie Rd	
Congestion	Virginia Ave/Hardy Rd	S Pollard St	# Vinton is getting a reputation as being the worst place to drive in the Valley. And it's not because of the actual amount of traffic, it's because of the artificial traffic created by the poor synchronization of traffic lights on Virginia Ave/Hardy Rd. I # Hardy Road is always congested. Better traffic signal coronation is needed
Congestion	William Fleming HS		Cove Road, in NW Roanoke, is becoming more and more crowded every day. The city has not addressed this concern at all.
Safety (auto)	6th St SW	Elm Ave	# Cars DO NOT STOP at this stop sign! # Used for cut thru traffic
Safety (auto)	Bennington St SE	Roanoker River Greenway Bennington St Parking	Perhaps add lights to the greenway parking lot here to help deter vehicle break-ins.
Safety (auto)	Brambleton Ave	Persinger Rd	This should be either a signalized intersection or at a minimum a stop sign. Current yield sign is placed on the wrong side of the intersection and encourages people to roll into the intersection.
Safety (auto)	Brandon Ave	Franklin Rd	The traffic lights are placed in such a way that you can not see the light if you pull up to the stop bar.
Safety (auto)	Campbell Ave	Patterson Ave	This high speed unprotected left turn is just trouble waiting to happen. A motorcyclist died at this intersection a few years ago
Safety (auto)	Challenger Ave/US 460	King St NE	# Turning lane from Orange Ave heading east turning onto King St not long enough to handle morning commute.



Safety (auto)	Electric Rd	US 220	Pedestrian safety should outweigh vehicle safety. There is no way to cross this area safely.
Safety (auto)	Elm Ave	Ferdinand/Main St intersection	# narrow turns with little shoulder. Confusing stopsign pattern # Sidewalks are narrow and underbuilt--safety concern. No bike lane, so difficult to connect to main roadway on a bike or by foot.
Safety (auto)	Franklin Rd	2nd St SW	Narrow turn lane going left from Franklin east onto 2nd north
Safety (auto)	Garden City Blvd	Riverland Rd	Severe speeding in this area and a lack of care for traffic laws. No shoulder for a large portion of this small two lane road so that people can pull over for emergency vehicles that are stationed at the round about. Causes near accidents nearly every ti
Safety (auto)	I-81	Within RVTPO Boundary	Interstate 81 general safety. Do not assume current projects solve safety issues. This is one of the most heavily travelled roads in the region and it seems to be missing from your Plan
Safety (auto)	I-81	Near Hollins	speed and trackstor trailor management
Safety (auto)	Main St	Brandon Ave	This intersection is awful for driving. This should be redesigned to allow for safer interaction between Brandon and Main. Possibly with a round about.
Safety (auto)	Memorial Ave	Wasena Ave	sight lines are not long enough, forcing vehicles to enter the roadway to see.
Safety (auto)	Merriman Rd	Starkey Rd	during certain times of the day, this intersection is nearly impossible to traverse in a safe manner. If any one of penn forest elementary letting out, P1 technologies shift change, soccer game, or church happen to align with each other, its very hard t
Safety (auto)	NA - Location near Wolfcreek, WV		
Safety (auto)	Orange Ave	Hollins Rd	Speeding cars to get by in ending lane
Safety (auto)	Shaffers Crossing		
Safety (auto)	US 11/Apperson Dr	Electric Rd	Vehicles leaving Sheetz often try to cross several lanes of traffic blindly. The volume of vehicles is too high for the intersection.
Safety (auto)	Walnut Ave	Bellevue Ave SE	Try riding a bike here. It's terrifying.
Safety (auto)	Westover Ave	between Edgewood and Grandin	# people drive incredibly fast down Westover to avoid Memorial. Have almost hit children many times. Drive fast down Brunswick Hill and often run stopsign here. # Needs a 4-way stopsign. People drive fast off Memorial and have almost hit pedestrians crossing many times
Safety (auto)	Williamson Rd	Oakland Blvd	Williamson Road is unsafe for everyone
Safety (auto)	Williamson Rd	Liberty Rd	Intersection is far too narrow and not straight enough for Liberty St travelers going straight. # Add a middle lane to Williamson. People turning left from the left lane causes a lot of potential accidents.
Safety (auto)	Williamson Rd	10th St NW	# pedestrian safety concerns on Williamson Rd
Safety (bike)	24th St NW	between Loudon Ave and Shenandoah Ave	Too many lanes, too little traffic, no bike infrastructure. Take a lane and make a two-way protected bike lane that connects to Shaffer's crossing
Safety (bike)	5th St NW	Shenandoah Ave NW	The 5th Street bridge has bike lanes that are not connected to any other bike lanes in 3 out of 4 directions. The one direction where there is a connection disappears within a few blocks. Take a lane from this bridge to make a better, safer, experience t

Safety (bike)	Arbor Ave SE	Piedmont St SE	
Safety (bike)	Bedford/Vinyard Rd	Cottage Ave	On a similar note to the pedestrian issues, there is no reasonable route for cyclists between Virginia Ave/Hardy Rd and Washington Ave or Pollard St. These are the two major thoroughfares of the town, and there's no way to safely navigate between them on
Safety (bike)	Brambleton Ave	Ranchcrest Dr	Lack of bicycle lanes extending out brambleton to 221
Safety (bike)	Brambleton Ave	Overland Rd SW	Bicycle accommodations between Brandon and at least Fishburn Park should be added. This would make it safer to access several schools and the bike lanes on Brandon and Brambleton.
Safety (bike)	Brandon Ave	near Colonial Ave	There is no easy way to get from the Green Way to Kroger here. This seems like something that should be at least looked at for convenient commuting to a grocery store via the Green Way.
Safety (bike)	Brandon Ave	between Franklin Rd and US 220 overpass	Road diet on Brandon Ave was not done to this section. Bike lanes are small and often in poor condition
Safety (bike)	Bullitt/Jamison	13th St SE	Bike lane suddenly ends, and it is too busy a road to ride on without a dedicated bike lane.
Safety (bike)	Bypass Rd	River Park Shopping Center	Too dangerous to get here safely by bike.
Safety (bike)	Campbell Ave	10th St SW	Need bike lane. Campbell is a very popular bike route with zero protection for bicyclists
Safety (bike)	Campbell Ave	between 8 1/2 st and 9th st	Saw the recommendation for bike lanes here. Please do it. This is how I commute to work on a bike. Make them wide. The cars do not give enough space when passing.
Safety (bike)	Challenger Ave/US 460	Cloverdale Rd	This road is not safe for cycling since it is busy and there is no bike lane or even shoulder. Unfortunately, there are not sufficient back road alternatives to get around the problem, and there is no public transit option either.
Safety (bike)	Challenger Ave/US 460	between 13th and Purcell	This corridor need a separated bicycle path
Safety (bike)	Chaparral Dr	Laurel Dr	35mph double yellow line road is very dangerous for bikes and pedestrian, better accommodations here would make connectivity to 419 town center much better
Safety (bike)	Colonial Ave	between Woodland and Robyn	There are no neighborhood streets to cut through around this area which forces you onto Colonial, which is a dangerous road for bikes
Safety (bike)	Cove Rd	Aspen St NW	The shoulder (bike lane?) gets extremely narrow and forces the cyclist into dangerously close proximity to cars.
Safety (bike)	Eastern Bedford Co.	Near US 24 and Chittum Ln	
Safety (bike)	Electric Rd	McVitty Forest Dr	Corridors should have bike lanes, pedestrian paths and more trees
Safety (bike)	Electric Rd	3000 Block	There is basically no safe way to access West Village by bike from any direction
Safety (bike)	Electric Rd	US 11/Apperson Dr	Bicyel safety projects are needed along roads conencting the County, the City and Salem
Safety (bike)	Elm Ave	US 220 Interchange	Poorly designed intersection for cars, bikes and pedestrians
Safety (bike)	Ferdinand Ave SW	Riverside Blvd SW	# Ferdinand is signed as a bicycle corridor, but it's pretty dicey. I rarely feel safe while riding on it. It's a narrow road, and it's quite busy for a road of its size and speed limit. # Busy intersection where car drivers do not care about peds

Safety (bike)	Franklin Rd	Brandon Ave	# The lack of connected bike lanes through this intersection, coupled with sight lines and poor traffic signal placement makes this a dangerous intersection. # It is nearly impossible to tell when you have the right of way to cross at this intersection. # Big confusing intersection with difficult to see traffic lights, complicated signal phasing, and no pedestrian signals
Safety (bike)	Franklin Rd	between Beechwood and Avenham	# This could be a great cycling corridor for the south side of the city # Franklin Road, a 4 lane highway has an unprotected bike lane and no sidewalk. This could be a much safer thoroughfare but it is currently hostile to anyone outside of a car.
Safety (bike)	Garst Mill Rd	4000 Block	Multiuse path would be helpful here. Blind turns 2 lane road through here that is a good secondary access
Safety (bike)	Grandin Rd	Garst Mill Rd	While there are bike lanes on some of Grandin Rd, which is a popular place for cyclists, the road becomes extremely dangerous when it forks into Garst Mill Rd. There are no safe or viable paths for cyclists attempting to get into the neighborhoods in the
Safety (bike)	Hardy Rd	Bypass Rd	Being anywhere near Virginia Ave/Hardy Rd is dangerous for a cyclist aside from the orphaned bike lanes in front of Cundiff. Those lanes can get you to/from Wolf Creek, but then they feed you into a hostile 35mph By-Pass Rd.
Safety (bike)	Hershberger Rd	Valley View Blvd	There should be a safe way to get between the shopping plaza on the east of 220 (Lowe's, Aldi's, etc.) and the shopping plaza to the west of it (Home Depot, Big Lots, etc.). We should not have to go miles out of our way to make a safe route for points in
Safety (bike)	Hollins Rd	Plantation Rd	Hollins Road is a comfortable road to bike on until it approaches the intersection with Plantation. Adding bike lanes and signage would help eliminate the danger at the signal.
Safety (bike)	Jefferson St	Maple Ave SW	Need protected bike lane on Jefferson.
Safety (bike)	Jefferson St	Highland Ave	Unnecessary to have 4 lanes of traffic. Could better accommodate cyclists
Safety (bike)	Main St	Floyd Ave SW	# People park in the bike lane # People park across the sidewalk
Safety (bike)	Memorial Ave	Winborne St SW	Bike lane suddenly ends
Safety (bike)	Memorial Bridge		# Need protected bike lane. Cars veer into bike lane. This is true throughout the city. Have been hit by vehicle while in unprotected bike lane. # Heading Southwest, wanting to turn in to Vic Thomas Park, it's almost impossible to have adequate visibility. # This intersection is just weird; difficult to see and hard to cross Memorial. People go too fast on Memorial. # There is not a safe way to get from the greenway to the bike lane. It incentivizes riding on the sidewalk for the sake of keeping safe.
Safety (bike)	MLK JR Memorial Bridge		This bridge needs to be replaced with one that is more accommodating to bikes and peds
Safety (bike)	NA - Eastern Bedford Co.	near Beaverdam Reservoir	Bike lane on read mtn rd
Safety (bike)	Ogden Rd	Winding Way Rd SW	In my opinion Ogden road should be the highest priority in the area for getting bike and pedestrian infrastructure due to its currently dangerous nature and the amount of people it could serve

Safety (bike)	Orange Ave	Gainsboro Rd/Burrell St	# There needs to be a grade separated crossing for Lick Run Greenway. # There is no pedestrian signal to indicate when it is safe to cross. # Lick Run greenway crosses 460 at grade, without pedestrian signals. A bridge over 460 would really be for the best to provide a safer and more continuous greenway experience. # No pedestrian crossing on a busy intersection
Safety (bike)	Penn Forest Blvd	Near NS Railroad underpass	Penn Forest Blvd could be a great connection from many neighborhoods to 419 town center with good bike infrastructure
Safety (bike)	Pocahontas Ave NE	800 Block	
Safety (bike)	Preston Ave NW	between Winsloe and Hazelridge	I think this road has plenty of room for bike lanes
Safety (bike)	Riverland Rd SE	Mill Mountain Star Trailhead	It is difficult to get to the trailhead safely on a bike from the greenway.
Safety (bike)	Riverside Blvd SW	Wasena Terrace SW	Intersection improvements are needed on this signed bike route. It is difficult to understand who has right of way at many of these intersections and the yield signs don't help.
Safety (bike)	Shaffers Crossing		The bike lanes at Patterson end before Shaffers Crossing. The underpass is far too narrow and vehicle speed is too high for a cyclist to use the lanes. This is one of the few crossings of the NS lines and should be a priority.
Safety (bike)	Shenandoah Ave	between 36th and Old Stevens Rd	A curb protected on-road greenway, like the Mill Mountain Greenway, would benefit both people biking and walking along Shenandoah. Current bike lanes are of poor quality. Sidewalks are missing. Greenway would improve both
Safety (bike)	Starkey Rd	Eden Ave	Starkey Rd would be a great connector for many neighborhoods if it had good bike infrastructure. Currently the nature of the road makes it very unappealing to ride for most
Safety (bike)	Tinker Creek Greenway	Walnut Ave parking lot	More lighting at trailheads and signage not to leave valuables in car
Safety (bike)	US 11/Apperson Dr	Keagy Rd	Apperson in Salem should have bike lanes that continue from Roanoke City.
Safety (bike)	US 220	Southern Ln SW	This area is very unfriendly to anything but cars
Safety (bike)	US 220/Roanoke Rd	near Daleville Town Center	
Safety (bike)	US 311		# 311 should be widened to include 3ft shoulders. This would dramatically improve the sense of safety for cyclists and would increase the sight lines for motorists trying to turn onto the road. # New roundabout was not designed for bike use despite 311 being a well known bike route for recreational riders. It'll probably be fine, but a missed opportunity on a well known route is disappointing # 311 between the Hanging Rock Battlefield trail and Bradshaw Road is a well known recreational cycling route. However, the speed limit is high and shoulders are minimal. Wider shoulders would likely be the most cost effective way to improve bicyclist safe
Safety (bike)	Valley View Blvd	entrance to Target	Please give me a way to get off the greenway before this intersection. Put a ramp into the parking lot so that I don't have to hop off my bike or come to this intersection and mix with high volume traffic.
Safety (bike)	Virginia Ave/Hardy Rd	S Maple St	Not a safe road for biking.

Safety (bike)	Walnut Ave	8th St	This intersection is dangerous for everyone. It's dangerous for cars who don't understand the yield pattern, it's dangerous for bicycles watching for cars, and it's dangerous for pedestrians. I know the town is working on pedestrian improvements, which i
Safety (bike)	Wells Ave NE	Lick Run Greenway	Crossing to and from the greenway can be a little dicey since opposing traffic does not have to slow or stop.
Safety (bike)	Williamson Rd	Shenandoah Ave NE	It would be nice if this section of Williamson between the greenway and downtown were safe for biking so cyclists heading east do not have to go out of their way up and down hills following the greenway path west and then back east. And the Market Stree
Safety (bike)	Williamson Rd	Wayne St SE	Classic STROAD with little to no support for bike riding
Safety (bike)	Williamson Rd	near Walnut Ave underpass	Mill mountain greenway just kind of disappears here
Safety (bike)	Williamson Rd	Hershberger Rd	# Poor intersection
Safety (ped)	5th St SW	Salem Ave SW	Signal needs upgrades
Safety (ped)	5th St SW	Campbell Ave	No PED signal
Safety (ped)	Bedford/Vinyard Rd	E Cleveland Ave	Pedestrians have to cross the road in the middle of a blind curve here to stay on the sidewalk. Many people use Bedford Rd to access Kroger and Lake Drive Plaza on foot. It is a dangerous design for pedestrians and cyclists as things stand.
Safety (ped)	Brambleton Ave	between Brandon and Persinger	Pedestrian access from Wasena to the middle school
Safety (ped)	Brambleton Ave	4300 Block	# No cross walks along brambletons length trying to access shoping and business
Safety (ped)	Campbell Ave	10th St SW	# No safe ways for pedestrians to cross here or anywhere along electric road
Safety (ped)	Challenger Ave/US 460	Huntridge Rd	The sidewalks along here are not well kept. Also people drive too fast along Campbell Ave.
Safety (ped)	Cresthill Dr	near Cedarwood Apartments	Not pedestrian-friendly thoroughfare due to major lack in sidewalks
Safety (ped)	E Washington Ave	near S Blair St	There are several apartments to the north of Cave Spring Corners that cannot walk efficiently to the Cave Spring Corners shopping center. There should be an easy walking/biking path from this neighborhood to the Kroger.
Safety (ped)	Electric Rd	Grandin Rd SW	major througafare crossing Vinton downtwon is not good for pedestrians
Safety (ped)	Electric Rd	US 220 Interchange	Fairington apartments need a better way to access the Food Lion on foot. People are constantly trying to cross Grandin Rd to do their weekly shopping.
Safety (ped)	Electric Rd	Tanglewood	# No access # Bike lane suddenly ends and cyclists find themselves in a merge lane. # Bike lane suddenly ends and cyclist ends up in a very active merge lane # No sidewalk access. Not safe to walk. # There is no safe and efficient way as a pedestrian to get from Tanglewood to shops on Franklin like Lowe's and Home Depot.
Safety (ped)	Electric Rd	Tanglewood	# Pedestrian crossing and safety should be prioritized. There are alost zero ways to safely cross this area even with the newest work # Electric Road, a 6 lane highway has an unprotected bike lane and small sidewalk. This could be a much safer thoroughfare but it is currently hostile to anyone outside of a car. # No safe place to cross from apartments (Fox Croft) to the mall

			# Need pedestrian walk signal # Supposed to be a part of a designated "neighborhood center" in the City. Not prioritized with crosswalks or signals. # Speeding cars due to straight road, no traffic calming measures. # Cars speeding and not honoring peds in crosswalk. Redesign Elm for pedestrian friendliness
Safety (ped)	Elm Ave	Ferdinand/Main St intersection	
Safety (ped)	Franklin Rd	Walnut Ave SW	No pedestrian signal
Safety (ped)	Franklin Rd	Highland Ave	Very difficult to cross on foot due to fast traffic
Safety (ped)	Franklin Rd	Near Broadway Ave	Franklin Road
			# While Grandin Road is a slower, neighborhood Road, it is a main thoroughfare for cars that never feels safe for me to bike on. The only possible bike line is a parking lane that is constantly full. Something needs to be done for a safer biking experien # Grandin Rd needs wider side walks and raised pedestrian crossings. # This signal priorities car movements over pedestrian movements at a busy intersection for pedestrians including lots of children
Safety (ped)	Grandin Rd	near Memorial	
Safety (ped)	Hollins Rd	5600 Block	It is not safe to walk or bicycle on Plantation Road anywhere south of Williamson Rd.
			In general, I wouldn't feel safe walking or biking on many roads in Roanoke. Outside of downtown and the older suburbs (Raleigh Ct, Wasena, etc.), walking and biking seems like a nightmare as cars are clearly prioritized. I'd like to see people prioritiz
Safety (ped)	King George Ave SW	Franklin Rd	
			# Speeding and lack of traffic calming # Cars drive to fast through here # Cars drive to fast on Wasena Ave
Safety (ped)	Main St	near Winona	
Safety (ped)	McClanahan St	Broadway Ave	Poor intersection
Safety (ped)	McClanahan St	Stephenson Ave	Poor sidewalk infrastructure
			This intersection is super awkward and has big setbacks for vehicles which lets them go through at higher speeds. Could be a good place to implement a "peanut" roundabout design
Safety (ped)	Melrose Ave	Salem Turnpike NW	
Safety (ped)	Memorial Ave	Cambridge Ave	Need speedometer or anti permanent speeding device. Have almost been hit by speeding vehicles here
Safety (ped)	Memorial Ave	Cambridge Ave	Need antispeeding measures taken. People drive way too fast on cambridge. Maybe install protected bike lane on one side to narrow street
Safety (ped)	Orange Ave	I-581 Interchange	The merge lanes from 581 are potentially unsafe for pedestrians because the bend creates a limited view.
Safety (ped)	Roanoke Ave SW	between James St and Ashlawn St	Poor sidewalk infrastructure
Safety (ped)	Rutgers St NW	5000 Block	There are pedestrians that walk along Rutgers Street from Hershberger to the Sams' Store area, this street is busy and needs sidewalks.
Safety (ped)	S Maple St	E Lee Ave	Missing sidewalks in many areas.
Safety (ped)	Salem Turnpike NW	Delta Dr NW (east side)	There should really be a crosswalk here and a sidewalk on the north side of the street
Safety (ped)	Shaffers Crossing		The sidewalk under Shaffer Crossing is dangerous and should be upgraded.
Safety (ped)	US 11/Apperson Dr	Roanoke River	Replacement of this bridge needs to be prioritized.



Safety (ped)	US 220	Valley Ave between S Maple St and Chestnut St	This area is not at all pedestrian friendly. There are no sidewalks, no pedestrian signals, and no safe route from nearby bus stops.
Safety (ped)	Virginia Ave/Hardy Rd	S Pollard St	Sidewalk is too sporadic.
Safety (ped)	Virginia Ave/Hardy Rd	near River's Edge tennis courts	There are no pedestrian crosswalks or signals for quite a long stretch on E. Virginia, which forces people to dash across whenever they get a chance.
Safety (ped)	Wiley Dr	near river's edge baseball diamonds (south side)	There are two crossing of Willey Dr that are not respected by drivers. These should at least be raised crossings to help encourage drivers to slow down on this road since it is right next to the Green Way.
Safety (ped)	Williamson Rd	Orange Ave	There are two crossing of Willey Dr that are not respected by drivers. These should at least be raised crossings to help encourage drivers to slow down on this road since it is right next to the Green Way.
Safety (ped)	Williamson Rd	Orange Ave	This intersection is dicey for pedestrians, especially at the right turning lanes.
Safety (ped)	Williamson Rd	Orange Ave	Williamson Road everywhere is pretty dangerous for pedestrians and bicyclists. Proposed intersections improvements do not seem to improve safety for people biking and walking due to priority on high speeds and traffic throughput. If you're prioritizing h
Safety (ped)	Williamson Rd	between 10th and Huntington	# Williamson Rd # STROAD - re-design to accommodate cyclists and pedestrians! # Terrible infrastructure for peds
Safety (ped)	Wise Ave SE	Indian Village Lane SE (east side)	Please include more crosswalks here. Drivers are terrible about slowing down
System Management (operations, assets)	Elm Ave	1st St SW	# Lane changes to access I581 and local streets is confusing. # This part of Elm is used as a major pass through. Yet it is a narrow road that connects two larger roads. It cannot handle the flow of traffic and often backs up both here on this narrow street and the streets that feed into it.
System Management (operations, assets)	Greenbrier Ave	2000 Block	Greenbrier Ave has needed to be replaced for years. But never gets done. It's in horrible shape.
System Management (operations, assets)	Hershberger Rd	between I-581 and Valley View	# Lane changes to access I581 and local exits are confusing. # The amount of traffic - regular plus traffic entering from 581. Congested plus cars trying to move over for exit to the mall or moving over for the overpass to airport. # pedestrian signal needed
System Management (operations, assets)	I-81	Wildwood to 311	Interstate construction management is not adequate. Speed limit should be 45 due to narrowed lanes and traffic volume.
System Management (operations, assets)	Memorial Ave	Riverside Blvd SW	There is a narrow lip at the stopsign that creates a bottleneck when trying to turn here. It's also a schoolbus stop. Could use more space for cars since they tend to jump the curb by accident.
System Management (operations, assets)	Williamson Rd	Peters Creek Rd	This intersection is congested and accessing Kroger is difficult.
System Management (Transit)	12 1/2 St SW	Jackson Ave SW	Frequency remains an issue.

System Management (Transit)	13th St SE	Montrose Ave SE	Bus shelters! Salem does well but roanoke city doesn't!
System Management (Transit)	3rd St Station		Make the 3rd Street transit Hub a cool palce to hange out. Imporve marketing efforts. The tranSPORTation Museum is acool palce to visit by bus!
System Management (Transit)	3rd St Station		# We need buses more than 1 time an hour and later that the last outbound leaving at 8:15 wi everyone off the streets by 8:45 # Poor headways, poor routes, and poor hours of operation
System Management (Transit)	Day Ave	Between 6th and 8th	model bus system after BT in Blacksburg
System Management (Transit)	Electric Rd	Tanglewood	# there should be multiple covered stops along electric road and increased transit frequency # The bus stop is too far from the Kroger - how are you supposed to walk 0.4 miles with grocery bags just to access the stop? Especially hard for someone with limited mobility.
System Management (Transit)	I-81	near Troutville	Hollins students need adequate transportation. Residents from Hollins and Troutville need transportation. After all everyone doesn't have a car! What a great way to increase more transit cocerns.
System Management (Transit)	Main St/US 460	between Electric Rd and Peters Creek Rd	I ride the 91/92 and it is frequently full. This and a few other routes need to shift to a greater frequency of service.
System Management (Transit)	Peters Creek Blvd	1300 Block	# No close stop for patients to come to clinic. # Bus stop needed.