

Travel Time Survey Data Supplement

US Route 460/11

West Main Street, Salem



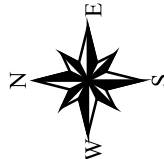
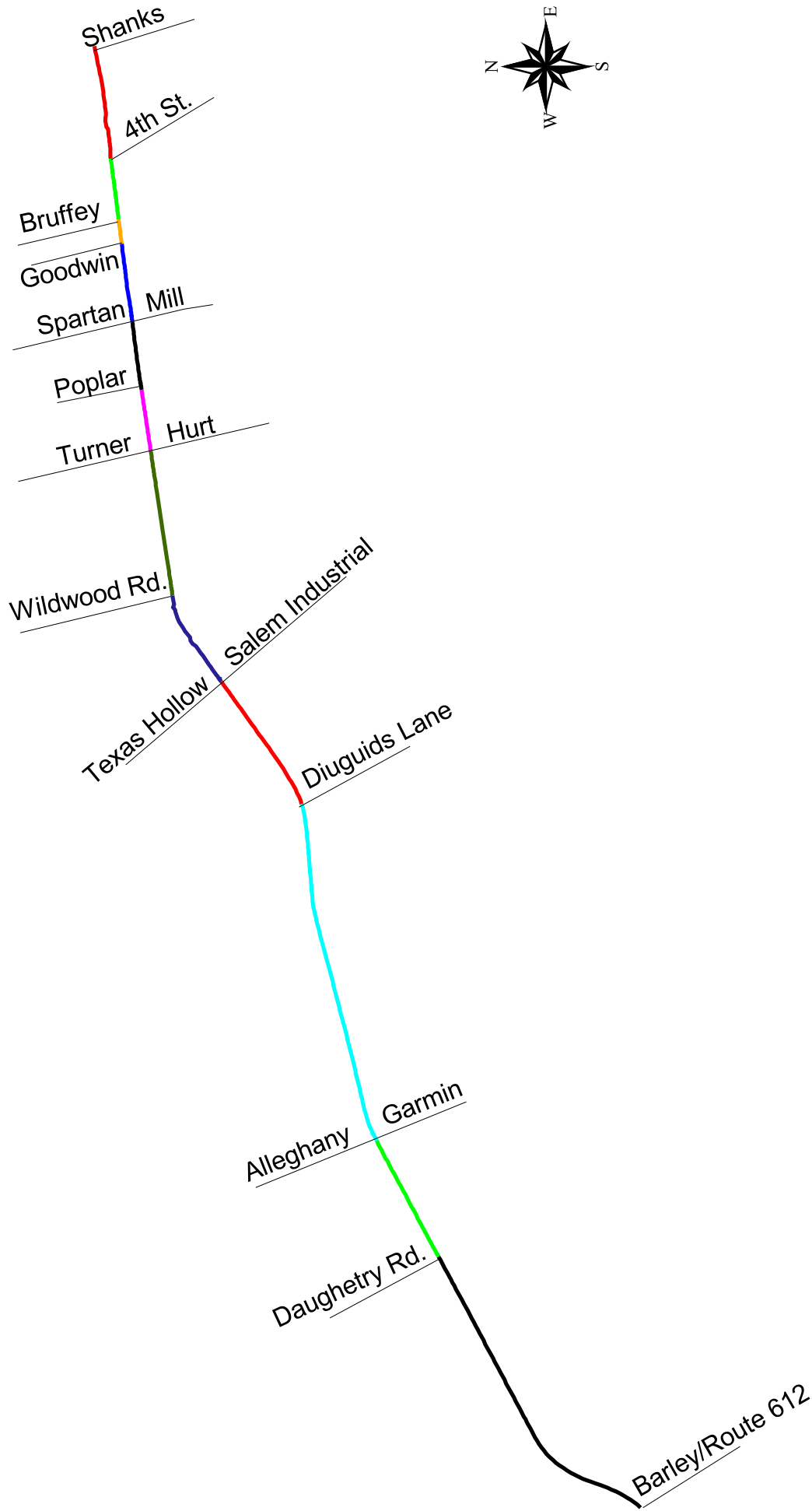
Prepared by the

Roanoke Valley Area Metropolitan Planning Organization

January 2003



US 460/11-West Main Street-Salem



Background

The data included in this report is part of an ongoing project conducted by the Roanoke Valley Area Metropolitan Planning Organization. For a complete overview of the project, including a methodology, please refer to the report *Travel Time Survey Pilot Study-Technical Report-GPS Travel Time Data Collection on the Route 419 Corridor*, which was published in August 2000 (revised December 2000).

No attempt has been made to extensively interpret the data in this report. The report merely attempts to record data to for use and comparison for later studies. The first few pages contain summary tables of selected data. The bulk of the document contains data on each of the travel surveys.

Summary

Thirteen travel time runs were conducted. They ranged from about eight minutes in length to 12 minutes in length. There seemed to be little difference in peak and non-peak times. One run, on May 8, 2002, was conducted while northbound Interstate 81 was closed due to an accident. It took 42 minutes to travel east on the 4.8 mile corridor. The average travel speed on this run was 6mph.

Table 1- West Main Street Travel Time Summary

Date	Period	Direction	Time (h:m:s)	Speed (mph)
5/19/2002	peak	east	0:07:52	36.6
5/19/2002	non-peak	west	0:08:34	33.6
5/1/2002	non-peak	east	0:08:40	33.2
5/16/2002	peak	east	0:08:45	32.9
4/26/2002	peak	east	0:09:55	29.0
4/26/2002	peak	west	0:09:58	28.9
4/18/2002	peak	east	0:10:04	28.6
4/17/2002	non-peak	east	0:10:02	28.7
5/16/2002	non-peak	west	0:11:21	25.4
4/18/2002	peak	west	0:11:21	25.4
4/17/2002	non-peak	west	0:11:22	25.3
5/1/2002	non-peak	west	0:11:25	25.2
5/8/2002	non-peak	east	0:42:47	6.7
Average			0:09:57	29.4

Table 2 - Longest Signal Stops

Travel Run	Intersection	Seconds
Westbound AM Peak	Spartan/Mill Lane	70
Westbound Non-Peak	Spartan/Mill Lane	51
Eastbound Peak	Spartan/Mill Lane	50
Westbound Non-Peak	Spartan/Mill Lane	44
Westbound Non-Peak	Poplar Avenue	32
Westbound Peak	Spartan/Mill Lane	29
Westbound Non-Peak	Wildwood Road	27
Eastbound Non-Peak	Fourth Street	27
Westbound Peak	Fourth Street	31

Table 3 - Overall Slowest Travel Segements*

Travel Run	From/To	MPH
Westbound Non-Peak	Goodwin/Spartan/Mill	6.9
Westbound Non-Peak	Goodwin/Spartan/Mill	8.5
Westbound Non-Peak	Bruffey/Goodwin	8.6
Eastbound Peak	Poplar/Spartan/Mill	9.5
Westbound Non-Peak	Goodwin/Spartan/Mill	10.5
Eastbound Non-Peak	Bruffey/Fourth	10.9
Westbound Non-Peak	Fourth/Bruffey	11.2

*includes running and stopped times

Table 4 - Slowest Running Travel Segments*

Travel Run	From/To	MPH	Speed Limit
Westbound AM Peak	Goodwin/Spartan/Mill	16.2	35
Westbound Peak	Poplar/Turner	17.8	35
Westbound Peak	Goodwin/Spartan/Mill	18.7	35
Westbound Non-Peak	Fourth/Bruffey	17.1	35
Westbound Non-Peak	Goodwin/Spartan/Mill	17.5	35
Eastbound Peak	Bruffey/Fourth	19.7	35

*includes running time only (does not include stopped delay time)

Table 5 - Fastest Travel and Running Segments

Travel Run	From/To	MPH	Speed Limit
Eastbound Non-Peak	Barley/Route 612/Daughy	48.3	45
Eastbound AM Peak	Barley/Route 612/Daughy	49	45
Eastbound Peak	Barley/Route 612/Daughy	49	45
Eastbound Peak	Barley/Route 612/Daughy	47	45
Westboard Non-Peak	Bdaughy/Barley/612	46.4	45
Eastboound Non-Peak	Barley/Route 612/Daughy	44.7	45

Table 6 Highest Number of Access Points Per Mile

Direction	Segment From	Segment To	Access/Per Mile
Westbound	Fourth	Bruffey	60.8
Westbound	Bruffey	Goodwin	54.1
Westbound	Wildwood	Texas Hollow/Salem Ind	46.2
Eastbound	Turner/Hurt	Poplar	43.6
Eastbound	Poplar	Spartan/Mill	44.3

Table 7 - Lowest Number of Access Points Per Mile

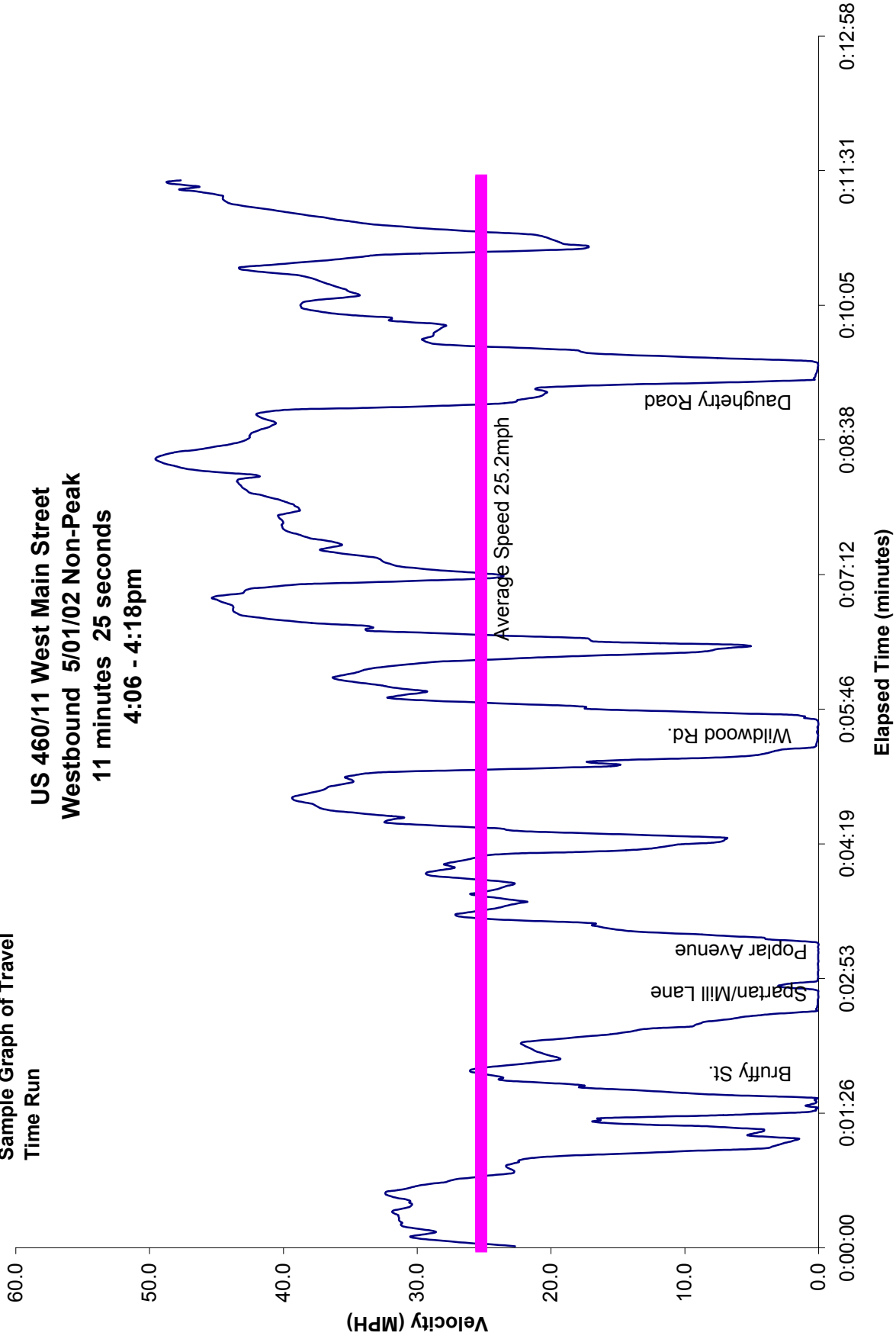
Direction	Segment From	Segment To	Access/Per Mile
Westbound	Alleghany/Garman	Daughetry	12.8
Eastbound	Daughetry	Alleghany/Garman	10.3
Westbound	Daughetry	Barley/Route 612	17.1
Westbound	Shanks	Fourth	17.6

Table 8-VDOT Traffic Counts

Segment from	Segment to	Daily Volume
Dow Hollow Road (I-81, exit 132)	Daughtry	11,000
Daughtry (642)	Alleghany	15,000
Alleghany	west city limits	19,000
west city limits	SR 112	20,000
SR 112	4th Street, ALT US 460 W	25,000

Sample Graph of Travel
Time Run

US 460/11 West Main Street
Westbound 5/01/02 Non-Peak
11 minutes 25 seconds
4:06 - 4:18pm



Date: 4/17/02, 3:44pm-3:54pm, Eastbound Non-Peak

Intersections	Access Points		Speed Limit	Segment Length(mi)	Elapsed Time	Running Time		Stopped Delay Time	Overall Mean Speed(mph)
	Number	Per/Mile				Time in Motion(s)	Mean Speed (mph)		
Barley/Route 612	24	24.2	45	0.99	0:01:53	113	31.6	0	31.6
Daughetry Road	4	10.3	45	0.39	0:01:08	60	23.4	8	20.6
Alleghany/Garman	32	31.2	45	1.03	0:01:39	99	37.3	0	37.3
Diuguuids Lane	14	32.2	45	0.44	0:00:36	36	43.5	0	43.5
Texas Hollow/Salem Ind.	9	29.7	35	0.30	0:00:28	28	38.9	0	38.9
Wildwood Road	18	41.6	35	0.43	0:00:44	44	35.4	0	35.4
Turner/Hurt	8	43.6	35	0.18	0:00:20	20	33.0	0	33.0
Poplar Avenue	9	44.3	35	0.20	0:00:40	32	22.8	8	18.3
Spartan/Mill Lane	8	34.3	35	0.23	0:00:25	25	33.6	0	33.6
Goodwin Avenue	3	40.6	35	0.07	0:00:08	8	33.3	0	33.3
Bruffey Street	6	33.2	35	0.18	0:01:00	33	19.7	27	10.9
Fourth Street	13	38.2	25	0.34	0:01:01	55	22.3	5	20.1
Shanks Street									
Totals/Average	148	30.9	-	4.79	0:10:02	553	31.2	48	28.67

Date: 4/18/02, 5:26pm-5:36pm, Eastbound Peak

Intersections	Access Points		Speed Limit	Segment Length(mi)	Elapsed Time	Running Time		Stopped Delay Time	Overall Mean Speed(mph)
	Number	Per/Mile				Time in Motion(s)	Mean Speed (mph)		
Barley/Route 612	24	24.2	45	0.99	0:01:13	73	49.0	0	49.0
Daughetry Road	4	10.3	45	0.39	0:01:34	75	18.7	19	14.9
Alleghany/Garman	32	31.2	45	1.03	0:01:44	104	35.5	0	35.5
Diuguuids Lane	14	32.2	45	0.44	0:00:38	38	41.2	0	41.2
Texas Hollow/Salem Ind.	9	29.7	35	0.30	0:00:38	38	28.7	0	28.7
Wildwood Road	18	41.6	35	0.43	0:00:47	47	33.1	0	33.1
Turner/Hurt	8	43.6	35	0.18	0:00:22	22	30.0	0	30.0
Poplar Avenue	9	44.3	35	0.20	0:00:53	32	22.8	21	13.8
Spartan/Mill Lane	8	34.3	35	0.23	0:00:30	30	28.0	0	28.0
Goodwin Avenue	3	40.6	35	0.07	0:00:08	8	33.3	0	33.3
Bruffey Street	6	33.2	35	0.18	0:00:42	33	19.7	9	15.5
Fourth Street	13	38.2	25	0.34	0:00:55	55	22.3	0	22.3
Shanks Street									
Totals/Average	148	30.9	-	4.79	0:10:04	555	31.1	49	28.58

Date: 4/26/02, 5:51pm-6:01pm, Eastbound Peak

Intersections	Access Points		Speed Limit	Segment Length(mi)	Elapsed Time	Running Time		Stopped		Overall Mean Speed(mph)
	Number	Per/Mile				Time in Motion(s)	Mean Speed (mph)	Delay Time		
Barley/Route 612 Segment 1>	24	24.2	45	0.99	0:01:16	76	47.0	0	47.0	
Daugherty Road Segment 2>	4	10.3	45	0.39	0:00:34	34	41.3	0	41.3	
Alleghany/Garman Segment 3>	32	31.2	45	1.03	0:01:40	100	36.9	0	36.9	
Diuguuids Lane Segment 4>	14	32.2	45	0.44	0:00:39	39	40.2	0	40.2	
Texas Hollow/Salem Ind. Segment 5>	9	29.7	35	0.30	0:01:00	39	28.0	21	18.2	
Wildwood Road Segment 6>	18	41.6	35	0.43	0:01:14	54	28.9	20	21.1	
Turner/Hurt Segment 7>	8	43.6	35	0.18	0:00:26	26	25.4	0	25.4	
Poplar Avenue Segment 8>	9	44.3	35	0.20	0:01:17	27	27.1	50	9.5	
Spartan/Mill Lane Segment 9>	8	34.3	35	0.23	0:00:28	28	30.0	0	30.0	
Goodwin Avenue Segment 10>	3	40.6	35	0.07	0:00:07	7	38.0	0	38.0	
Bruffey Street Segment 11>	6	33.2	35	0.18	0:00:28	25	26.0	3	23.3	
Fourth Street Segment 12>	13	38.2	25	0.34	0:00:46	46	26.6	0	26.6	
Shanks Street										
Totals/Average	148	30.9	-	4.79	0:09:55	501	34.5	94	29.01	

Date: 5/01/02, 4:19pm-4:27pm , Eastbound Non-Peak

Intersections	Access Points		Speed Limit	Segment Length(mi)	Elapsed Time	Running Time		Stopped Delay Time	Overall Mean Speed(mph)
	Number	Per/Mile				Time in Motion(s)	Mean Speed (mph)		
Barley/Route 612	24	24.2	45	0.99	0:01:20	80	44.7	0	44.7
Daugherty Road	4	10.3	45	0.39	0:00:37	37	37.9	0	37.9
Alleghany/Garman	32	31.2	45	1.03	0:01:47	89	41.5	18	34.5
Diuguuids Lane	14	32.2	45	0.44	0:00:44	44	35.6	0	35.6
Texas Hollow/Salem Ind.	9	29.7	35	0.30	0:00:28	28	38.9	0	38.9
Wildwood Road	18	41.6	35	0.43	0:00:48	48	32.5	0	32.5
Turner/Hurt	8	43.6	35	0.18	0:00:22	22	30.0	0	30.0
Poplar Avenue	9	44.3	35	0.20	0:00:41	30	24.4	11	17.8
Spartan/Mill Lane	8	34.3	35	0.23	0:00:27	27	31.1	0	31.1
Goodwin Avenue	3	40.6	35	0.07	0:00:07	7	38.0	0	38.0
Bruffey Street	6	33.2	35	0.18	0:00:19	19	34.3	0	34.3
Fourth Street	13	38.2	25	0.34	0:01:00	60	20.4	0	20.4
Shanks Street									
Totals/Average	148	30.9	-	4.79	0:08:40	491	35.2	29	33.19

Date: 5/16/02, 7:54am-8:03am, Eastbound AM Peak

Intersections	Access Points		Speed Limit	Segment Length(mi)	Elapsed Time	Running Time		Stopped Delay Time	Overall Mean Speed(mph)
	Number	Per/Mile				Time in Motion(s)	Mean Speed (mph)		
Barley/Route 612	24	24.2	45	0.99	0:01:13	73	49.0	0	49.0
Daughetry Road	4	10.3	45	0.39	0:00:37	37	37.9	0	37.9
Alleghany/Garman	32	31.2	45	1.03	0:01:48	108	34.2	0	34.2
Diuguuids Lane	14	32.2	45	0.44	0:01:09	55	28.5	14	22.7
Texas Hollow/Salem Ind.	9	29.7	35	0.30	0:00:32	32	34.1	0	34.1
Wildwood Road	18	41.6	35	0.43	0:01:00	45	34.6	14	26.0
Turner/Hurt	8	43.6	35	0.18	0:00:23	23	28.7		28.7
Poplar Avenue	9	44.3	35	0.20	0:00:22	22	33.2	0	33.2
Spartan/Mill Lane	8	34.3	35	0.23	0:00:27	27	31.1	0	31.1
Goodwin Avenue	3	40.6	35	0.07	0:00:08	8	33.3	0	33.3
Bruffey Street	6	33.2	35	0.18	0:00:21	21	31.0	0	31.0
Fourth Street	13	38.2	25	0.34	0:00:45	45	27.2	0	27.2
Shanks Street									
Totals/Average	148	30.9	-	4.79	0:08:45	496	34.8	28	32.88

Date: 5/19/02, 7:54pm-8:02pm, Eastbound Non-Peak

Intersections	Access Points		Speed Limit	Segment Length(mi)	Elapsed Time	Running Time		Stopped Delay Time	Overall Mean Speed(mph)
	Number	Per/Mile				Time in Motion(s)	Mean Speed (mph)		
Barley/Route 612	24	24.2	45	0.99	0:01:14	74	48.3	0	48.3
Daugherty Road	4	10.3	45	0.39	0:00:33	33	42.5	0	42.5
Alleghany/Garman	32	31.2	45	1.03	0:01:26	86	43.0	0	43.0
Diuguuids Lane	14	32.2	45	0.44	0:00:44	44	35.6	0	35.6
Texas Hollow/Salem Ind.	9	29.7	35	0.30	0:00:31	31	35.2	0	35.2
Wildwood Road	18	41.6	35	0.43	0:00:42	42	37.1	0	37.1
Turner/Hurt	8	43.6	35	0.18	0:00:28	22	30.0	6	23.6
Poplar Avenue	9	44.3	35	0.20	0:00:48	27	27.1	21	15.2
Spartan/Mill Lane	8	34.3	35	0.23	0:00:25	25	33.6	0	33.6
Goodwin Avenue	3	40.6	35	0.07	0:00:07	7	38.0	0	38.0
Bruffey Street	6	33.2	35	0.18	0:00:17	17	38.3	0	38.3
Fourth Street	13	38.2	25	0.34	0:00:37	37	33.1	0	33.1
Shanks Street									
Totals/Average	148	30.9	-	4.79	0:07:52	445	38.8	27	36.57

Appendix A

GPS Logsheet

Surveyor's Name MM

Date 5/08/02

File Name NA

Estimated Start Time 8 - 842 AM (PM)

Corridor or Route Name 11/460 West Salem

Beginning Intersection 612

Ending Intersection Shunk's

Direction of Travel eastbound

Weather drizzle

Special Conditions Accident blocked I-81 and
bumper-bumper traffic on US 11/460

Approximate Ending Time 8:47 AM PM

Manual stopwatch - no GPS used so
no stop or ~~start~~ running times
available.

Office Use Only

<input type="checkbox"/> Transferred to PC	<input type="checkbox"/> Post Processed	<input type="checkbox"/> Complete Intersections	<input type="checkbox"/> Done
Associated Filenames _____			
Processed by _____			

Virginia Tech students Brandy Stigler (left) and Monica Castro-Simmons sit in the median of Interstate 81 while traffic was at a standstill for more than two hours Wednesday afternoon following a 40-vehicle wreck in the southbound lanes. The two were on their way back to Blacksburg.

Driver of tandem tractor-trailer managed to maneuver big truck in

40-vehicle accident snarls traffic on I-81

Treatment for the injured ranged from Band-Aids to advanced life support, an official said, adding that one person suffered life-threatening injuries.

By LINDSEY NAIR
THE ROANOKE TIMES

A colossal rush-hour accident involving 40 vehicles on Interstate 81 sent eight people to the hospital Wednesday and backed up traffic in both directions for hours, officials said.

Some drivers involved in the 5:20 p.m. pileup blamed a combination of pounding rain and blinding sun for slick roads and poor visibility.

"It was bad. It was raining hard," said Von Lewis, a track coach at Christiansburg High School who was involved in the wreck. "The guy in front of me kept tapping his

brakes." In all, three separate accidents occurred within a 1,000-foot stretch of southbound I-81 between mile markers 138 and 139, said Roanoke County Fire and Rescue Capt. Rodney Ferguson.

Ferguson said the 40 vehicles damaged included a tandem FedEx tractor-trailer, an Asplundh tree-trimming truck and a small fuel truck. He said the fuel truck overturned, spilling 20 to 25 gallons of diesel fuel.

Roanoke County firefighters had to cut two people from their cars, Ferguson said. Within 55 minutes of their arrival, rescuers had transported five people to Carilion Roanoke Memorial Hospital and three to Carilion Roanoke Community Hospital, he said. Names and conditions of the injured were not available Wednesday night.

Treatment ranged from Band-Aids to advanced life support, Ferguson said. One

PLEASE SEE ACCIDENT/B6



JOSH MELTZER

Roanoke County firefighters inspected a tractor-trailer that had overturned on its side in a 40-vehicle accident Wednesday afternoon.

Virginia Western honors Roanoke

The honorary degree Gordon Willis Sr. will receive is a way to recognize his commitment to Roanoke Valley education.

By ISAK HOWELL
THE ROANOKE TIMES

As Virginia Western Community College's new president Robert Sandel made his way around the Roanoke Valley over the past 11 months, he kept running across a guy named Gordon Willis Sr.

Sandel, who has worked feverishly to change the college's image from

well-kept secret to well-known economic pillar, began to notice Willis was more than a local business figure.

"He said, 'You want to know about community colleges? I'll tell you something about community colleges,'" Sandel said. "Gordon Willis Sr. made a distinct impression on me right away."

Sandel recognized Willis as an

invaluable resource with a strong connection to community colleges. Sandel decided Willis should be the first to receive an honorary degree from Virginia Western.

"He's quite a guy and I think good people should be recognized."

Willis, who will receive the degree at tonight's graduation ceremony at the Salem Civic Center,



Willis

WHO IS NOT A CURRENT OFFICER OF A corporation to file termination papers, he said.

Reid, a Baptist minister who founded the state SCLC chapter in 1961, has maintained that the

FROM B1

Accident

person's injuries were life-threatening, he said.

It was still unclear Wednesday night what happened to spark the chain-reaction crashes. Many drivers who waited at the scene for their cars to be towed said they had seen brake lights ahead and tried unsuccessfully to avoid a crash.

"I just stood on the brakes," said Ernie Caldwell of Salem. "I just kept sliding. There were cars on either side of me."

Caldwell, who was in the right lane, said some cars swerved to the right shoulder, trying to avoid a collision. Caldwell rear-ended a car in front of him.

One driver who was able to avoid a serious collision was Buddy Crane, a 20-year veteran trucker driving the FedEx truck.

"I just saw cars spinning everywhere," Crane said. "When I saw them spinning, I just went to the middle, trying to avoid hitting everyone."

Crane managed to maneuver the huge rig into a ditch in the median, much to the relief of some other drivers.

"It was scary seeing the FedEx truck in my rearview mirror," said Mike Wade of Narrows. "It just kind of looked like it was in slow

insist that they stop using our name and give us our money back," Mills said.

Jay Conley can be reached at 981-3114 or jayc@roanoke.com.

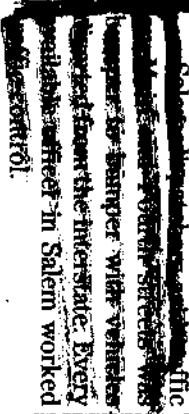
motion — one of those surreal moments in your life."

Crane may have clipped one pickup truck as he passed it to hit the ditch. The pickup's driver, Tom Capizzi of Massachusetts, still praised Crane's quick thinking.

"He came sliding past us on the left and made it past us," Capizzi said. "He came around us, thank God, instead of over us."

While tow truck drivers hauled away mangled vehicles, traffic was at a standstill on southbound I-81, where both lanes were closed for hours.

The left northbound lane was closed until 8 p.m. for emergency vehicle access. At that time, southbound traffic was still backed up almost to Exit 148, at Hollins. Many drivers got out of their cars, talking in groups or sitting in the grass in the median.



Virginia State Police finally opened both southbound lanes of I-81 about 9:45 p.m.

Trooper T.W. Chaney was still piecing together information hours after the wreck and could not yet comment on what charges, if any, would result.

Lindsey Nair can be reached at 981-3349 or lindseyn@roanoke.com.

fighter pilot and son of a state senator. He was an early supporter of North Cross School in Roanoke County, where the upper school

It shows definitively that individuals can make a difference in a community, and Gordon Willis Sr. has done that.

ROBERT SANDEL
VIRGINIA WESTERN
COMMUNITY COLLEGE
PRESIDENT

bears his name. In the 1980s, he served as chairman of the State Council of Higher Education for Virginia. He heads Rockysdale Quarries in Roanoke County and is president of Old Heritage Corp., the developer of Hunting Hills.

He has been given the Noel C. Taylor Humanitarian Award from Total Action Against Poverty and the Cultural Laureate of Virginia.

"I always keep busy. I like to meet people. I have a little streak of trying to help people," Willis said in a 2001 interview with The Roanoke Times. He was not available for comment Wednesday.

Sandel said the honorary degree is a way to recognize commitment to Roanoke Valley education that will likely become a regular event during his tenure.

"It shows definitively that individuals can make a difference in a community, and Gordon Willis Sr. has done that," he said.

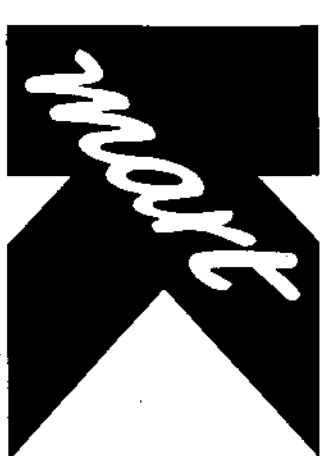
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