

March 10, 2021

**MEMORANDUM**

TO: Members, Transportation Technical Committee  
 FROM: Cristina Finch, AICP, LEED AP, Secretary to the Transportation Technical Committee  
 SUBJ: March 11, 2021 TTC Meeting/Agenda

**Pursuant to the City of Roanoke Emergency Ordinance adopted by the RVARC on April 23, 2020 and 2021 Virginia General Assembly legislation SB1271 passed February 27, 2021, the March meeting of the Transportation Technical Committee (TTC) will be held virtually on Thursday, March 11, 2021 at 1:30 p.m. via Zoom. Under the current State of Emergency, and until further notice, it has been deemed unsafe to assemble a quorum of a public body in one place. Any members of the public may view and participate in the meeting through electronic means. Meeting details are listed on the second page of the agenda. All materials made available to the Members will be made available to the public at the same time by posting on the RVARC website.**

**TTC AGENDA**

1. Welcome, Call to Order, Roll Call ..... *Chairman Tripp*
2. Approval of the Consent Agenda Items..... *Chairman Tripp*
  - A. Approval of the Agenda
  - B. Action on the February 11, 2021 TTC Minutes, pp. 3-9
  - C. Recommendation on 2021 Asset Condition Performance Measure: Percentage Of Deck Area of Bridges in Good Condition, pp. 9a
3. Chairman’s Remarks ..... *Chairman Tripp*
4. Continued Development of Roanoke Valley Transportation Plan
  - A. Regional Study on Transportation Project Prioritization for Economic.....*Eddie Wells*  
 Development and Growth, pp. 10-15
  - B. Consolidated Needs Assessment, pp. 16-58.....*Cristina Finch*
  - C. Future Factors and Next Steps .....*Cambridge Systematics*

**TPO POLICY BOARD:** Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation



- 5. Recommendation on Proposed Adjustment to Current Surface ..... *Cristina Finch*  
 Transportation Block Grant (STBG) Projects, pp. 59-64
- 6. Other Business
  - A. Draft Review Unified Work Program, p. 65 ..... *Cristina Finch*  
 Attachment #1: [RVTPO FY22 Unified Planning Work Program Draft 3-4-21](#)
- 7. Comments by Members and/or Citizens
- 8. Adjournment (by 3:00 p.m.)

*In accordance with adopted procedures, the Roanoke Valley-Alleghany Regional Commission (RVARC) Office Manager Virginia Mullen will provide public notice of this by posting it on the Commission’s website (<http://rvarc.org/meetings/agendas-and-minutes/>) and distribution via electronic mail to media. Bryan Hill, Regional Planner III, will be the host for the virtual meeting and will enable members of the public who wish to provide comments during agenda item #7 the opportunity to speak. Members of the Committee and the public will be able to access this meeting through Zoom, either by clicking on the web link below (preferable) or by dialing in using the phone number (for listen-only participation). Access information is as follows:*

**For computer and smartphone users, use the web link provided below for optimal engagement.**  
<https://us02web.zoom.us/j/87482181066?pwd=WFBvL1N3UndNdFJhTEFFQ05iYlJiZz09>  
 Meeting ID: 874 8218 1066  
 Passcode: 439135

**For dial-in access with limited ability to participate in the meeting, a phone number is provided.**  
 Phone: (929) 205-6099  
 Meeting ID: 874 8218 1066  
 Passcode: 439135

**TPO POLICY BOARD:** Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

## MINUTES

The February meeting of the Transportation Technical Committee was held virtually on Thursday, February 11, 2021 at 1:30 p.m. via Zoom.

### VOTING MEMBERS PRESENT

Mariel Fowler	County of Bedford
Peter Volosin	County of Botetourt
Cody Sexton	County of Botetourt
Dan Brugh	County of Montgomery
Megan Cronise	County of Roanoke
Will Crawford	County of Roanoke
Chris Chittum	City of Roanoke
Mark Jamison, <i>Vice Chair</i>	City of Roanoke
Anita McMillan	Town of Vinton
Nathan McClung	Town of Vinton
Dorian Allen	Greater Roanoke Transit Company (Valley Metro)
Liz Belcher	Roanoke Valley Greenway Commission
Daniel Sonenklar	Virginia Dept. of Rail & Public Transportation
Michael Gray	Virginia Dept. of Transportation

*Note: Peter Volosin and Daniel Sonenklar joined later.*

### VOTING MEMBERS ABSENT

Ben Tripp, <i>Chair</i>	City of Salem
Nathan Sanford	Unified Human Services Transp. System (RADAR)

### NON-VOTING MEMBERS PRESENT

Kevin Jones	Federal Highway Administration
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**Others Present:** Isaac Henry, Roanoke County; Wayne Leftwich, City of Roanoke; Carol Money maker, Virginia Department of Transportation – Salem District.

**RVARC Staff Present:** Cristina Finch, Bryan Hill, Rachel Ruhlen, Jeremy Holmes, and Virginia Mullen.

## 1. WELCOME, CALL TO ORDER, ROLL CALL

Vice Chair Jamison called the meeting to order at 1:31 p.m. A quorum was present.

Vice Chair Jamison read the following opening statement...” *Pursuant to the City of Roanoke Emergency Ordinance adopted by the RVTPO Policy Board on April 23, 2020 and 2020 Virginia General Assembly legislation H29 enacted April 24, 2020, the February meeting of the Transportation Technical Committee (TTC) will be held virtually on Thursday, February 11, 2021 at 1:30 p.m. via Zoom. Under the current State of Emergency, and until further notice, it*

*has been deemed unsafe to assemble a quorum of a public body in one place. Any members of the public may view and participate in the meeting through electronic means. Meeting details are listed on the second page of the agenda. All materials made available to the Members will be made available to the public at the same time by posting on the RVARC website.”*

## **2. APPROVAL OF CONSENT AGENDA ITEMS**

The following consent agenda items were distributed earlier:

- A. February 11, 2021 Transportation Technical Committee Meeting Agenda.
- B. January 14, 2021 Transportation Technical Committee Minutes.

**Motion:** by Chris Chittum to approve items A & B under the Consent Agenda, as distributed; seconded by Anita McMillan.

**Transportation Technical Committee Action:** Roll call vote – Ayes 12 (Fowler, Brugh, Sexton, Cronise, Crawford, Chittum, Jamison, McMillan, McClung, Allen, Belcher, Gray); Nays 0; and Abstentions 0. Motion carried unanimously.

## **3. CHAIRMAN’S REMARKS**

Vice Chair Jamison reported the RVTPO approved the 2021 safety performance measure targets and the public transportation agency safety plan performance measure targets, previously recommended by the TTC.

Vice Chair Jamison reminded members that the Regional Commission is in the process of developing their annual Work Program. The project submission deadline was February 5th. He asked members to contact Jeremy Holmes if they wish to submit a project request. The draft Unified Planning Work Program is scheduled to be shared with the TTC next month.

## **4. CONTINUED DEVELOPMENT OF THE FY22-27 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FINANCIAL PLAN**

Cristina Finch gave an update on the information known for the STBG financial plan update including a new request from Roanoke County for \$892,526 for the Orange Market Park and Ride/Parking Lot Improvements, seven of the nine projects with conditional commitment being included in the draft SMART SCALE funding scenario, and Roanoke County returning the conditionally committed STBG funds for the U.S. 460/U.S. 220 Alternate Intersection Improvements. Mr. Sexton shared that Botetourt County and VDOT were looking into how to break up the U.S. 220 Superstreet and Access Management project into smaller phases, and they would like to keep the committed funding and see what happens with the conditionally committed funding. Ms. Finch stated she was still waiting to receive adjustment information about a few current projects as well as the available funding updates from VDOT.

Vice Chair Jamison acknowledged there would need to be separate actions to consider the proposed adjustments individually and then recommend a financial plan to the Board. Vice Chair Jamison noted that if there were concerns on the additional funding requests, they should be brought forward before the next meeting; if there are no concerns, action could be taken at the March meeting.

**5. DRAFT UPDATE TO THE PUBLIC PARTICIPATION PLAN**

Rachel Ruhlen explained the proposed updates to the public participation plan and described how staff have improved public participation in response to experience. Highlights were the use of surveys during public comment periods, using public-friendly language and terminology to achieve meaningful public input, getting input from all the zip codes in the RVTPO, and increasing the number of responses from Blacks/African Americans. Staff requested any feedback on the draft before it is shared with the Policy Board and then the public for the required 45-day public comment period.

**6. OTHER BUSINESS**

**A. Update on FY21 FTA 5310 Funding Applications**

Bryan Hill updated the Committee on FTA 5310 funding and the RVTPO’s FY22 program of projects. By the February 1, 2021 deadline, the following project applications were submitted for FY22 5310 funds:

Applicant	Project Description	Total Request
enCircle (Lutheran Family Services of Virginia)	Purchase of one 5-passenger van with ramps	\$50,000
RADAR	Purchase of two (2) 9-passenger raise roof vans and annual operating assistance	\$377,700
Roanoke County	Operating assistance to run CORTRAN from 1/12/22 through 9/30/22	\$207,568

Mr. Hill noted that the annual federal apportionment of FTA 5310 funds to the RVTPO region is \$228,633. Additionally, \$40,018 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding was made available. While the 5310 monies require matching funds from the applicant, the CRRSAA does not. Mr. Hill added that a total of \$365,364 in 5310 funding was requested from the three applicants, with only \$268,651 available.

Mr. Hill outlined the remainder of the funding cycle and encouraged involvement of the TTC, conveying its priorities through support of applications to DRPT during the SYIP public comment period (April - May 2021). Hill also outlined the TTC’s role in the region’s transit project priorities through the TIP amendment process. Should Roanoke County’s application for funding be recommended by DRPT and approved by the CTB, the project would need to be added to the TIP.

(The PowerPoint presentation is included with the Minutes.)

No other business was discussed.

7. **COMMENTS BY MEMBERS AND / OR CITIZENS**

No comments were made.

**Adjournment**

The meeting was adjourned at 2:16 p.m.

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Cristina D. Finch, AICP, LEED AP, Secretary,  
Transportation Technical Committee



## Update on FTA 5310 Funding and the RVTPO's Program of Projects

TTC Meeting, Thursday, February 11, 2021

[www.RVTPO.org](http://www.RVTPO.org)



## FY22 RVTPO's 5310 Applications

Applicant	Project Description	Total Request
enCircle (Lutheran Family Services of Virginia)	Purchase of one 5-passenger van with ramps	\$50,000
RADAR	Purchase of two (2) 9-passenger raise roof vans and annual operating assistance	\$377,700
Roanoke County	Operating assistance to run CORTRAN from 1/12/22 through 9/30/22	\$207,568

Total available FTA 5310 funding for RVTPO region:

- \$228,633 – Annual federal apportionment
- \$40,018 – Coronavirus Response and Relief Supplemental Appropriations Act funding (no match required)

[www.RVTPO.org](http://www.RVTPO.org)

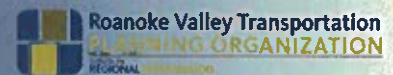


## FY22 FTA Section 5310 Capital Program Grants

Applicant	Equipment Description	Total Cost	Cost Each	Federal Funds	Local Funds
enCircle (Lutheran Family Services of Virginia)	Replacement Paratransit Vehicle	\$50,000	\$50,000	\$40,000	\$10,000

Applicant	Equipment Description	Total Cost	Cost Each	Federal Funds	Local Funds
RADAR	Replacement Paratransit Vehicles (2)	\$130,000	\$65,000	\$104,000	\$26,000

[www.RVTPO.org](http://www.RVTPO.org)



## FY22 FTA Section 5310 Program Operating Grants

Applicant	Project Cost	Revenues	FTA 5310 Operating Funds	State Paratransit Funds	Local Funds Required
RADAR	\$247,700	\$12,000	\$117,850	\$94,280	\$23,570

Applicant	Project Cost	FTA 5310 Operating Funds	State Paratransit Funds	Local Funds Required
Roanoke County	\$207,568	\$103,784	\$83,027	\$20,757

[www.RVTPO.org](http://www.RVTPO.org)





## Grant Application, Award, and Project Management Schedule

Schedule of required activities by the grant applicant/grantee:

Requirement	FY22 Schedule
Human Service and Mobility Providers Coordination Meetings	November 2020
TransAM Data Update	January 15, 2021
Five-Year Capital Budgets Due	February 1, 2021
DRPT reviews applications	February – March 2021
Draft allocations in SYIP and public comment	April – May 2021
CTB approval of SYIP	June 2021
RVTPO administrative modifications or amendments to TIP	Summer 2021

[www.RVTPO.org](http://www.RVTPO.org)



**STAFF REPORT**

**TTC Meeting March 11, 2021**

**SUBJ: Recommendation on 2021 Asset Condition Performance Measure:  
 Percentage of Deck Area of Bridges in Good Condition**

This week, staff was made aware by the Office of Intermodal Planning and Investment of the need for the RVTPO to adjust a previously adopted MAP-21 Asset Condition Performance Measure Target: Percentage of Deck Area of Bridges in Good Condition (National Bridge Inventory on National Highway System [NBI on NHS]). The Commonwealth Transportation Board (CTB) chose to make this adjustment of Asset Condition Performance Targets in a Mid Performance Period Progress Report to FHWA. To meet the state and federal timelines for adjusting targets, this must be recommended to and adopted by the RVTPO Policy Board on March 25th.

This subject target is one of a group of Asset Condition Performance Measures/Targets first adopted by the Policy Board on 10/25/18. The currently established four-year 2021 target of 33.0%, was adjusted by the CTB to 30.5%. Reasons for that adjustment were to:

1. Align the target with current performance
2. Account for corrected baseline condition data
3. Recognize influence of previous investment strategy to reduce number of bridges in poor condition

As with all previous MAP-21 performance measures and targets to date, staff recommends using those established by the State/VDOT. The target adjustment would be as follows:

<b>Asset Condition Performance Measure</b>	<b>Established 4-year Target 2021 (Current)</b>	<b>Adjusted 4-year Target 2021 (Proposed)</b>
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	33.0%	30.5%

**TTC Action:** Recommend to the RVTPO Policy Board adoption of the VDOT 2021 Asset Condition Performance Measure: Percentage of Deck Area of Bridges in Good Condition (NBI on NHS) as presented.

**STAFF REPORT**  
**TTC Meeting March 11, 2021**  
SUBJ: Regional Study on Transportation Project Prioritization for  
Economic Development and Growth

In 2018, the RVTPO adopted the Regional Study on Transportation Project Prioritization for Economic Development and Growth (TED Study). That effort was successful in that many of the goals and projects in that plan have already been addressed. As part of updating the TED Study as it relates to the development of the Roanoke Valley Transportation Plan, the RVTPO staff has gathered input from economic development and business stakeholders (Economic Development Stakeholder Group) to identify and then from their perspectives prioritize current and anticipated transportation needs that when addressed could better support existing businesses and grow the region's economy.

The following activities have taken place during the input gathering phase of the project.

- October 1 - ED Stakeholder Group meeting #1
- October/November - Online survey of businesses
- December 2 - CEDS Committee briefing
- December 3 - ED Stakeholder Group meeting #2
- December 10 - Update to Policy Board and TTC at joint meeting
- December 14-18 - individual meetings with ED Stakeholder Group members (8)
- January/February - review, clarification, and categorization of identified needs and priorities
- Feb 25 - ED Stakeholder Group final review of needs listing, Policy Board update
- March 3 - CEDS Committee briefing

Staff categorized the needs by type and added any ongoing solutions and solutions suggested by the Economic Development Committee. The Committee members were then asked to submit their "Top 10" priority needs back to staff. The full list of needs, ongoing solutions, and proposed solutions are shown on the following pages. Many of the needs identified by ED stakeholders overlap needs identified in the concurrent Roanoke Valley Transportation Plan's Needs Assessment and all have been reflected in it.

Options for Next Steps:

- A.) Ideally this process would take place within the Roanoke Valley Transportation Plan's process as economic development and growth is likely to be a major goal for the region and to avoid conducting concurrent project prioritization exercises.
- B.) If there is an urgency to identifying ten projects to pursue for economic development purposes that aren't already identified in the current Roanoke Valley Transportation Plan or 2018 TED Study and can't be addressed during the Roanoke Valley Transportation Plan's update schedule, then TTC members will be asked to nominate projects as an interim step before the full transportation project prioritization for economic development and growth can be conducted as part of the Roanoke Valley Transportation Plan process.

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In either case, TTC members will be asked to provide their transportation expertise on solutions for how to address the priority needs identified by the economic development stakeholders and ultimately identify 10 specific projects to pursue. The top 10 projects will be identified in a marketing document that conveys the projects' purpose and need to a broader audience.

**TTC Action:**

Advise on preferred option for how to continue with next steps.

**TPO POLICY BOARD:** Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

Identified Need	Number of Times Project Selected as a Priority
<b>GENERAL Problems affecting Economic Development</b>	
Congestion on all roads during rush hour	0
Travel times too long on public transportation	0
Travel times too long on air travel	2
Travel times too long on Walk from bus stops to work	0
Travel times too long on Emergency plumbing/drain cleaning vehicles need quicker mobility to emergency sites.	0
Unreliable Freight rail service	1
Limited destinations on public transportation beyond current network.	0
Limited destinations on air travel and high price.	4
Limited places to park to access transit / share rides.	0
Businesses have a hard time getting employees.	3
People who don't drive or own a car can't get to jobs where there is no public transp.	1
Employees have limited transportation options to access 2nd/3rd shift jobs.	1
People with disabilities have limited accessible transportation options.	0
Airport is not able to accommodate larger aircraft due to insufficient runway length.	3
Storage for freight arriving on rail.	0
Bus stops aren't accessible (no landing pad or sidewalk); don't connect to nearby places.	0
<b>Underutilized Assets / Transportation Infrastructure – Future Opportunities</b>	
Rail Infrastructure – tracks in general; Both CSX & NS have facilities in Botetourt County.	1
Public transit system due to inconveniences (long travel times, many stops, limited destinations, lack of pedestrian supportive infrastructure, inflexible schedule, system in Salem not suitable for some trips due to route structure)	0
Ride sharing and carpooling due to limited incentives	0
Freight rail service underutilized - tap into the rail freight industry that passes through Roanoke and increase manufacturing in the region.	1
Ride a bus to get onto a train.	0
Potential for rail spur to Southern States property in Vinton.	0
Figure out ways to reduce trucks on major corridors.	1
Increase geographical footprint of Valley Metro to include areas where county employers are located.	1
Another transportation option for people to get to the Mill Mountain Star	1
Another transportation option for people to get to the Blue Ridge Parkway	1
Increase trips made by bicycling and walking	1

Identified Need	Number of Times Project Selected as a Priority
<b>SPECIFIC Problems affecting Economic Development</b>	
<b>Congestion</b>	
Congestion on U.S. 220 North of Route 11	1
Congestion on U.S. 220 South of Route 419; can't go fast.	2
Congestion on Route 460 East of I-581; too many lights on 460.	3
Congestion on Yellow Mountain Road (Jefferson Street to U.S. 220) handles more traffic than it was built for.	0
Congestion on Exit 150 Park and Ride Lot – too small for use by commuters and AT users.	3
Congestion on U.S. 220/International Parkway	1
Congestion on Route 419 – limited number of entrances, cross access/secondary access to parcels.	3
Congestion on I-81/Rout 11/Route 460 – Ongoing issue with traffic on I-81 being rerouted onto Salem streets because of accidents. Salem's streets cannot handle the resulting traffic volumes during incidents. Two lane section between Broad Street and Route 419 is a bottleneck.	1
Congestion on Hard to develop/redevelop properties along major through corridors in Vinton (Bypass Road, Hardy Road, Virginia Avenue, Washington Avenue) and Bypass Road/Hardy Road/Virginia Avenue intersection.	1
Congestion on Route 24	0
Congestion on Too many trucks on I-81 and Route 220	0
Congestion on Insufficient truck parking near I-81	0
<b>Travel times too long</b>	
Travel times too long - Roanoke to west – Midwest, Chicago	0
Travel times too long - Roanoke to east – Port of Virginia	0
Travel times too long - Roanoke to south – Blacksburg, Radford	1
Travel times too long - Roanoke to south – North Carolina, Florida	2
Travel times too long - West Main Street in Salem takes a long time to get through.	0
<b>Unreliable</b>	
Long-term parking near Amtrak is not attractive, not well-signed, un-reliable.	2
Unreliable travel time on Route 460 east inhibits growth.	1
Accidents on I-81 delay deliveries.	0
Limited options/Access	
Only one road to get from Roanoke to Bedford (U.S. 460)	1
Only one road to get from Roanoke to Franklin County (U.S. 220)	3

Identified Need	Number of Times Project Selected as a Priority
Businesses in Salem, Clearbrook, Route 460 east and west in Roanoke County have a hard time getting employees.	1
People in the City of Roanoke who don't drive or own a car can't get to jobs where there is no public transportation.	0
People in Franklin County, Martinsville who don't drive or own a car can't get to jobs in the Roanoke Valley.	1
Amtrak and public transit schedules are not aligned.	0
Consumers have a hard time accessing primary commercial areas on U.S. 220 north of Exit 150 near the Howard Johnson.	0
The Hollins area has the highest concentration of employment in Roanoke County but there are limited options for people to get there and for employers to recruit employees who don't drive.	1
RR bridge over Lynchburg Turnpike is too low and restricts the ability of trucks through Salem.	0
Route 419/Texas Street – Trucks coming from east side of downtown (Carter Machinery) – no good way to get to Route 419. Hard to accommodate I-81 traffic. Not too many semi's unless there's a problem on I-81.	0
Additional access to Richfield (on Route 460 west) for people who don't drive would be helpful.	0
Tractor Trailers are not allowed in front of the Salem Civic Center on Roanoke Boulevard due to an agreement with the neighbors when the road was built that the road would not be turned into a commercial corridor.	0
Wise Avenue flooding issues at low water bridge. Railroad crossing prohibits the possibility of this road being a truck corridor.	1
Vinyard Road and intersection with Virginia Avenue – only road in/out to destinations along Vinyard Road	0
<b>Safety</b>	
Route 460 East of I-581	2
I-81	0
Woodhaven Road over I-581 appears and feels unsafe though it is structurally sound – this feeling is an impediment to some companies.	1
Downtown Salem, Roanoke, Vinton – pedestrian safety concerns.	0
U.S. 220 South safety concerns	3
<b>Maintenance</b>	
Major entrances to Botetourt County, City of Roanoke, Roanoke County, Salem, Town of Vinton could be more attractive and provide directional aid to visitors going to destinations.	2
Lack of character in Downtown Salem, Roanoke, Vinton results in people not wanting to be there.	0
<b>Operations</b>	
Amtrak and transit station are not well connected and people aren't sure where to go.	0
Left turn lane on Peters Creek Road eastbound to Valleypointe Parkway is too short for stacking vehicles.	2

Identified Need	Number of Times Project Selected as a Priority
Valleypointe Parkway does not align well with Woodhaven Road to allow for development of adjacent lands.	2
I-81/I-581 – too much traffic and demand on the interchange to have people doing weaving movements on I-81S to get to I-581S.	1
I-581/Orange Avenue interchange – merging on/off the interstate is terrible.	3
Traffic movements on Thirlane Road NW from Peters Creek Road to Woodhaven Road are not flowing right to provide good access to the adjacent developable properties, and there are safety concerns.	1
Improve traffic flow at Oak Grove and Keagy Village – turning movement and crossover issues.	1
I-81 Exit 140 - Turn radius issue.	0
Traffic generated by the Salem Civic Center could flow better (Lynchburg Turnpike and Texas Street).	0
Hard to turn left from River Park Shopping Center in Vinton onto Bypass Road.	0
3rd Street/Virginia Avenue - Very tight intersection for trucks to get to/from Vinton Industrial Park.	0
Kessler Mill Road – accommodate trucks from Mersen USA site.	0
<b>Future Land Development Opportunities</b>	
Parcels around Exit 150 area will need road access.	1
100-acre parcel owned by Ralph Smith in Botetourt County is difficult to access due to topography.	1
AT spur trail in Botetourt is blocking 170 acres of property that is prime for development but locked due to the spur trail.	1
Tanglewood Mall is getting denser with new commercial retail (no residential) coming including Carilion development. 1500 people/day coming from 100-mile radius.	1
Secondary roadway access to Macado's signal on Route 419 would create additional opportunities for land development.	1
Room for growth along the U.S. 220 corridor into Franklin County.	1
Land available for commercial development along Apperson Drive – build-out may overwhelm roadway with additional vehicle trips.	0
Parcels along Route 460 east corridor don't meet national chain/franchise site requirements (signalized intersections, turn movements in all four directions, crossover intersections, etc.). Additional growth towards Bedford.	1
Rail facilities – FreightCar America Plant in Roanoke City and old N&W railroad station in Salem.	0
Woodhaven Industrial Park is a new business development opportunity. Concerns over large vehicles being able to easily get to the site.	2
Increasing development along Vinyard Road	0
Connection of vacant properties between Downtown Vinton and Riverpark Shopping Center.	0



**STAFF REPORT**

**TTC Meeting March 11, 2021**

**SUBJ: Continued Development of the Roanoke Valley Transportation Plan and Consolidated Transportation Needs Assessment**

The update to the Roanoke Valley Transportation Plan is well underway. An updated schedule is attached. As mentioned at the joint RVTPO Policy Board/TTC meeting in December, staff pursued an OIPI GAP grant to provide technical assistance with this plan's performance-based process development and have received initial approval pending confirmation of scope and cost.

In the meantime, work has progressed on the Roanoke Valley Transportation Plan's first-ever needs assessment. The draft was shared with stakeholders in December with follow-up individual meetings to further consider current needs and identify any gaps. The goal of the Needs Assessment was to create as comprehensive as possible an inventory of current transportation needs expressed in the sources examined including the input received from Economic Development stakeholders. Staff endeavored to include any transportation need without judgment. The result may be comprehensive but is also an overwhelming amount of information. The full explanation of the needs assessment is attached along with a table of the needs; a map of the consolidated needs can be viewed here:

- RVTPO Consolidated Current Transportation Needs ([online map](#))

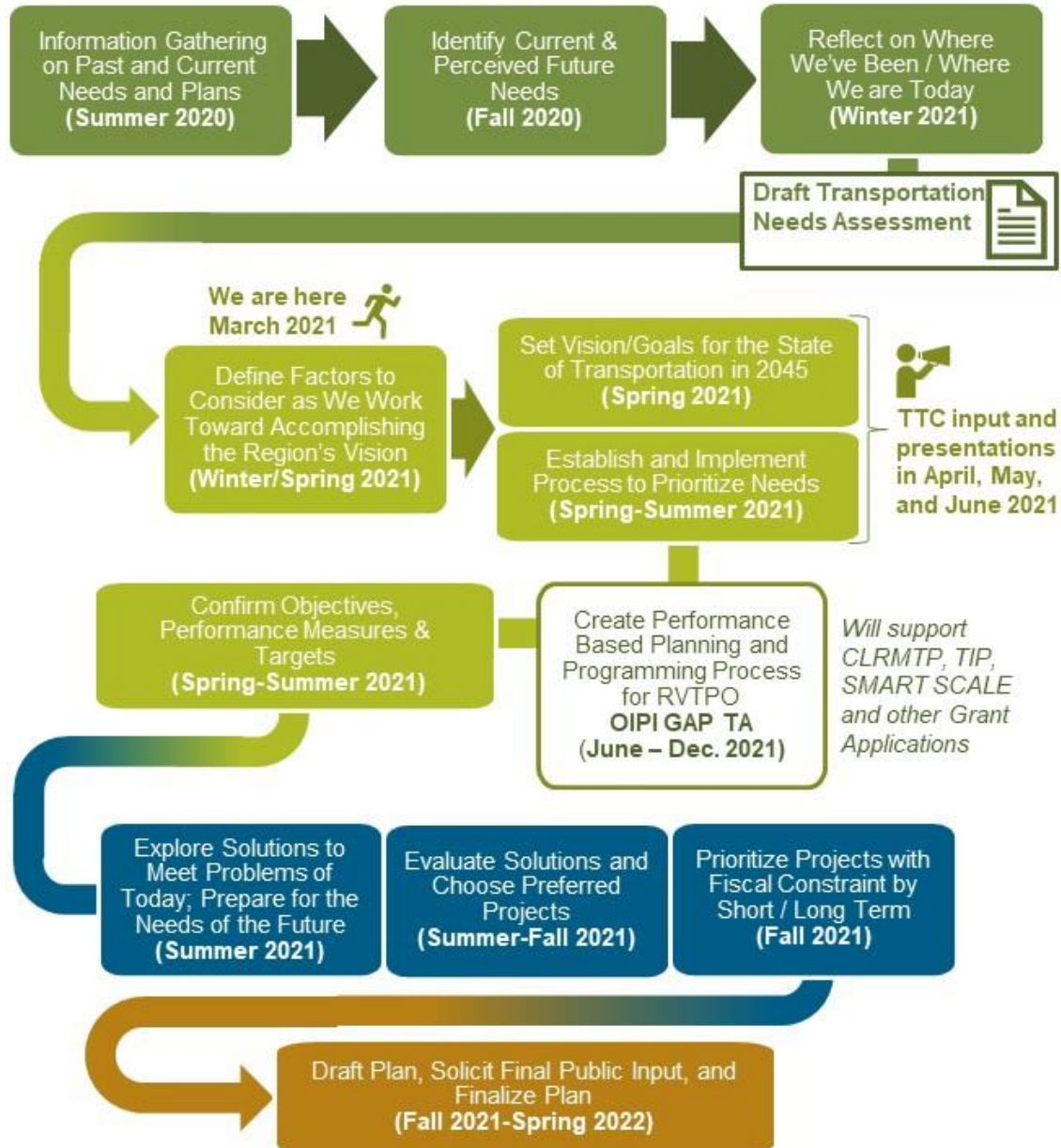
Staff from Cambridge Systematics was introduced at the December meeting and has been assisting with this planning effort. At the meeting they will share with members the next steps of the plan's development including future needs consideration and prioritization of needs. So as to continue with these steps, TTC members are asked to consider endorsing the current transportation needs assessment. These needs will also be shared with the Policy Board at the March meeting.

**TTC Action:**

Endorse the current transportation needs assessment.



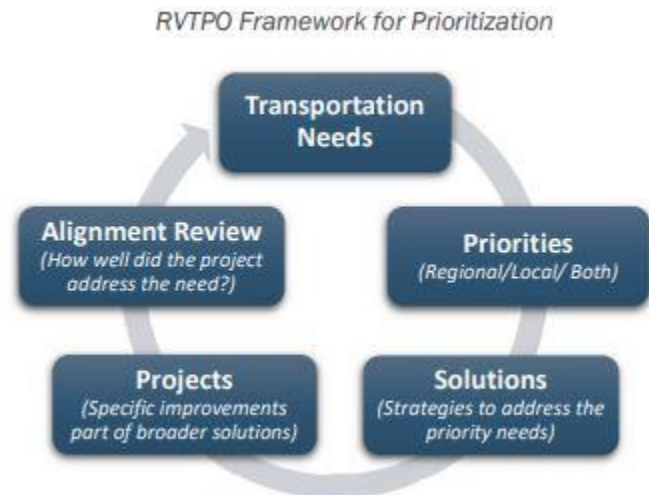
**Roanoke Valley Transportation Plan Update**  
*Major Elements and Development Process as of March 2021*



## Roanoke Valley Transportation Needs Assessment

March 3, 2021

In February 2017, the RVTPO Policy Board adopted a Framework for Prioritization to guide the development of regional transportation priorities based on a comprehensive regional needs assessment. Members saw value in assessing the transportation needs in the region and considering that information before working through the process to identify the priority needs that the region should be addressing, evaluating potential solutions, and ultimately pursuing priority projects to address those priority needs.



After conducting research to explain what constitutes a transportation need, staff shared the findings with the Policy Board and Transportation Technical Committee at Fall 2020 meetings. Transportation needs are not things such as a sidewalk, roadway or bus as these are examples of solutions to address needs. Rather, transportation needs describe the reasons why people or goods move from an origin to a destination and the impediments they encounter in trying to move. In essence, a transportation need is the problem people or businesses experience getting to where they are going or moving what they are selling/receiving while the transportation infrastructure/service/program is the solution to the need.

A transportation need:

- states a problem, not a specific solution, and
- could be solved by multiple possible solutions.

Thus, as part of the plan's 2045 update, staff reviewed several sources to provide a comprehensive assessment of the transportation needs in the region:

1. Existing plans – Previous RVTPO and other transportation-related regional/local plans/studies
2. RVTPO Surveys since Vision 2040 – Other public input on previous RVTPO plans/programs since the adoption of the Vision 2040 plan
3. 2020 Citizen Survey for the 2045 long-range plan
4. VTrans statewide approved needs from January 2020

The primary goal of the Needs Assessment is to inventory the transportation needs of the Roanoke Valley and a strength of the assessment is the quantity of information processed.

The content shared in each source sometimes referenced a transportation need directly and other times only referenced possible or preferred strategies, solutions or projects from which

staff extrapolated, not necessarily a defined need, but a need category. After reviewing the sources, staff identified four categories of transportation needs: Safety, Congestion/Reliability, Access, or System Management (Maintenance/Operations). Staff assigned need categories to projects that did not have defined needs described to assist in understanding the overall picture, but a limitation of the assessment is the subjective nature of the categorization some of which was also self-categorized by citizens. For some sources, staff comments were added to help explain the need category assignment.

Developing these need categories was an iterative process. The VTrans statewide approved need categories fit the regional and local needs expressed in plans and surveys imperfectly. In the 2020 Citizen Survey, the Priority Ranking screen allowed for six categories which were chosen to reflect similar goal areas from VTrans and the Vision 2040 plan whereas the Map Markers screen allowed four categories which were chosen to reflect what kind of transportation problems citizens would indicate. For existing plans and surveys since Vision 2040, staff was able to interpret one or more corresponding need categories where needs were not described. However, some possible solutions/projects were more difficult to assess and sometimes subjective.

The following summaries and ArcGIS online maps have been assembled to reflect the compiled transportation needs. The methodology is described in later sections.

- RTVPO Consolidated Transportation Needs ([online map](#) and attached table) shows:
  - Pertinent information from the information gathered from regional surveys and existing plans
  - See [Section 5, Consolidated Needs Assessment](#)
- RTVPO Transportation Needs ([online map](#))
  - Contains all the information shown in the following four maps with duplicate information consolidated into single points or lines
- RTVPO Safety Needs ([online map](#)) shows:
  - Top Crashes identified in the Roanoke Valley Regional Transportation Safety Study
  - Safety concerns noted in the Long-range plan survey
  - Safety concerns identified in surveys since the adoption of Vision 2040 (points and lines)
  - Safety concerns identified in existing plans (points and lines)
  - VTrans UDA safety needs and Pedestrian safety needs
  - Crashes from July 2015 – June 2020 (fatality, serious injury, moderate injury, minor injury, and property damage only)
- RTVPO Congestion/Reliability Needs ([online map](#)) shows:
  - Traffic concerns noted in the Long-range plan survey
  - Traffic concerns identified in surveys since the adoption of Vision 2040 (points and lines)
  - Traffic concerns identified in existing plans (points and lines)
  - VTrans Regional Network and Corridors of Statewide Significance Reliability and Congestion needs

- RTPO Access Needs ([online map](#)) shows:
  - Access concerns noted in the Long-range plan survey
  - Access concerns identified in surveys since the adoption of Vision 2040 (points and lines)
  - Access concerns identified in existing plans (points and lines)
  
- RTPO System Management Needs ([online map](#)) shows:
  - Maintenance (System Management) concerns noted in the Long-range plan survey
  - System Management concerns identified in surveys since the adoption of Vision 2040 (points and lines)
  - System Management concerns identified in existing plans (points and lines)
  - VTrans Regional Network and Corridors of Statewide Significance Capacity needs

## 1. Transportation Needs Summary from Existing Plans

For the 2045 update of the constrained multimodal long-range transportation plan, staff reviewed existing plans (which included plans, studies, and stand-alone surveys) to gather information on transportation needs. Staff compiled an initial list of 76 locality comprehensive plans, neighborhood and area plans, corridor plans and studies, surveys, and modal plans. Staff selected 34 for further review (Table 1-1) using the criteria:

- Year adopted (omitting older plans),
- Plans that addressed transportation primarily (omitting plans that may briefly mention transportation), and
- Plans that included transportation issues that have not already been addressed (omitting plans whose solutions have already been implemented).



Table 1-1. Plans (including studies and surveys) reviewed for transportation needs

<b>Plan</b>	<b>Locality</b>	<b>Year</b>
419 Town Center Plan	Roanoke County	2019
Hollins Center Plan	Roanoke County	2021
Oak Grove Plan	Roanoke County	2021
Hollins Area Plan	Roanoke County	2008
Glenvar Community Plan	Roanoke County	2012
Roanoke County Community Strategic Plan	Roanoke County	2016
Roanoke County Comprehensive Plan	Roanoke County	2005
Vinton Area Corridors Plan	Vinton	2010
Vinton Comprehensive Plan	Vinton	2004
Vinton Urban Development Areas	Vinton	2016
City Plan 2040	Roanoke City	2020
Senior Quality of Life Survey	Roanoke City	2018
City of Roanoke Downtown Plan	Roanoke City	2017
Downtown Intermodal Study	Roanoke City	2015
Age Friendly Community AARP Survey	Roanoke City	2019
Exit 150 Market Study	Botetourt	2015
Botetourt Comprehensive Plan	Botetourt	2017
Gateway Crossing Area Plan	Botetourt	2016
Salem Downtown Plan	Salem	2016
Salem Comprehensive Plan	Salem	2015
Vision 2040: Roanoke Valley Transportation Plan	Regional	2017
Community Health Assessment	Regional	2018
I-81 Corridor Improvement Plan	Regional	2018
81 & 581 Auxiliary Lane Study	Regional	2016
Route 11/460 Corridor Study	Regional	2013
Route 419 Corridor Study	Regional	2010
Route 460 Operational Improvement Study	Regional	In progress
Bus Stop Accessibility Study	Regional	2013
RADAR Transit Development Plan	Regional	2018
Valley Metro Transit Development Plan	Regional	2018
Valley Metro Comprehensive Operations Analysis	Regional	2018
Regional Transit Vision Plan	Regional	2016
Coordinated Human Services Mobility Plan	Regional	2013
Roanoke Valley Greenways Plan	Regional	2018
Regional Bikeway Plan	Regional	2012
Regional Pedestrian Vision Plan	Regional	2015
Traffic Congestion Management Process	Regional	2020
Roanoke Valley Regional Transportation Safety Study	Regional	2019

Many plans focused on projects and the need or justification for the project was not always directly stated. In these cases, staff used their judgment to assign a need based on the type of project or local knowledge. For example, if a proposed project was pedestrian or bicycle infrastructure, staff assigned the location a Safety Need; adding lanes, staff assigned Congestion/Reliability Need; parking, land access, transit service staff assigned Access Need; traffic signal, turn lanes, or streetscape, staff assigned System Management Need.

## Local Plans

Local plans cover a segment of the region and included:

- Comprehensive plans
- Neighborhood plans
- Downtown plans
- Area plans

The frequently cited desire in local plans for improvements to every mode of travel except motor vehicle highlights how well the region has done accommodating the automobile – so well, in fact, that other modes have suffered. All the plans reviewed called for improvements for walking, bicycling and transit. For walking and biking, the plans called for additional infrastructure so pedestrians and bicyclists can travel more safely and having more destinations walkable from each other. For transit, the plans identified the need for walkable environments to support transit service, additional destinations to access, and improved system operations such as increased service frequency or hours, and amenities at bus stops like shelters and benches.

Other road improvements were desired to create a more pleasant place to be, whether walking or living near the road, or to attract economic investment through improved beautification such as through streetscape and gateway projects. The impetus for these projects is not always a direct transportation need such as system upkeep and may have to do more with aspects of life other than travel affected by the road.

Local plans and studies often describe a vision or a goal rather than identifying a transportation problem. Typical aspirations are related to access, connections, economy, environment, multimodal, quality of life, reliability, safety, and traffic flow.

## Corridor Plans

Some corridor plans and studies share similarities to local plans regarding multimodal accommodations but also identify traffic congestion/reliability and system management (mainly operational) needs. They recommend operational improvements such as access management or traffic signal changes to reduce traffic congestion and improve traffic flow. Plans and studies of major corridors such as I-81, I-581, U.S. 460, and Route 419 recommend widening roads to reduce traffic congestion and mention freight movement.

## Modal Plans

Several regional plans focus on modes:

- Transit, including paratransit
- Walking and bicycling

Extensive public input was solicited during the development of modal plans. The input was mapped during those planning efforts and included in the needs assessment mapping. The visions that came out of the related plans reflect aspirational multimodal networks that offer many possible solutions to meet the needs and aspirations from a planning perspective that goes beyond citizen input.

### Transit needs

Transit needs are generally access or system management (maintenance and operations) needs. Few transit projects highlighted in plans address transit safety or transit congestion, although these issues may be incorporated into projects whose primary purpose is access or system management.

Examples of noted transit access needs:

- Destinations that cannot be reached by transit or paratransit, and
- Infrastructure deficiencies that prevent people (particularly people with disabilities) from getting to or using fixed-route transit.

Examples of noted transit system management (maintenance and operations) needs:

- Times when transit or paratransit can't be used because hours when transit doesn't operate,
- Infrequent service that makes using transit inconvenient or impractical
- Uncoordinated transit services for people with disabilities
- Maintaining the equipment to provide the service
- Making existing facilities and stops ADA compatible or function better

The Regional Transit Vision Plan, Valley Metro and RADAR Transit Development Plans, and Valley Metro Comprehensive Operations Analysis provide possible solutions for people who have identified access or system management needs. The Coordinated Human Services Mobility Plan and the Bus Stop Accessibility Study also provide more information and possible solutions to address the identified access needs from people with disabilities. Some needs related to transit system management as noted in the given examples are not mappable and are fully described in the individual plans.

### Walking and bicycling needs

Staff categorized walking and bicycling needs as safety needs. Walking and bicycling improvements are often thought of as providing access, but a person on foot or on a bicycle can



access a wide variety of terrain (if at extreme difficulty or danger). Examples of walking and bicycling safety needs:

- Travel which requires sharing space with high volumes of motor vehicle traffic,
- Travel which involves crossing roads with fast motor vehicle traffic.

People with disabilities who are walking, bicycling, or wheeling face access needs as well as safety needs. Disabilities may be mobility, visual, or cognitive. Examples of disability access needs are:

- Information access, such as being unable to see or comprehend signs,
- Terrain obstacles (such as curbs, broken sidewalk or lack of ADA-accessible infrastructure) that prohibit someone with a disability from being able to access a destination.

Citizen-identified locations obtained during the Regional Pedestrian Vision Plan and Roanoke Valley Greenways Plan processes were included as needs. The Regional Pedestrian Vision Plan, the Regional Bikeway Plan, and the Roanoke Valley Greenways Plan, and Bus Stop Accessibility Study provide recommendations suggesting possible solutions to address safety needs for walking and bicycling.

## Transportation studies

Two studies focus on transportation need areas:

- Roanoke Valley Regional Transportation Safety Study
- Traffic Congestion Management Process.

## Safety needs

The crash analysis identified intersections and segments that consistently had the greatest number of severe crashes (fatality or serious injury crashes) and those that had more crashes than typical for sites with similar traffic volumes and other characteristics (Potential for Safety Improvement). Those with both high numbers of severe crashes and high Potential for Safety Improvement are locations where improvements could have a pronounced effect on safety.

## Traffic congestion needs

The Traffic Congestion Management Process identified Priority Corridors for Congestion Management based on real-time data gathered from mobile devices and GPS-equipped vehicles. It identified Corridors of Concern based on public input.

## 2. Transportation Needs Summary from RVTPO Surveys since Vision 2040

As shown in the table below, the RVTPO has held twelve public comment periods, nine with surveys, since the adoption of the last constrained long-range multimodal transportation plan for the RVTPO, Vision 2040: Roanoke Valley Transportation.

<b>Comment period</b>	<b>Month public input period ended</b>	<b>Date adopted</b>	<b># of comments</b>
2018-2021 TIP Amendment #1	March 2018	3/22/2018	0
2018-2021 TIP Amendment #2	June 2018	6/28/2018	0
Vision 2040 Amendment 2018	June 2018	6/28/2018	1

<b>Survey</b>	<b>Month survey ended</b>	<b>Date adopted</b>	<b># of survey responses</b>
2018-2021 TIP Amendment #3	July 2019	8/22/2019	40
Vision 2040 Amendment 2019	July 2019	8/22/2019	45
Congestion Management Process	February 2020	10/22/2020	304
STBG Round 4	March 2020	6/27/2020	18
2018-2021 TIP Amendment #4	January 2020	1/23/2020	539
Vision 2040 Amendment 2020			
Federal Certification Review	April 2020	4/15/2020 (Date held)	65
2021-2024 TIP	April 2020	6/25/2020	114
STBG Out-of-Cycle Request	June 2020	6/25/2020	168
Interstate 81 Lighting	September 2020	9/24/2020	678

Staff analyzed the responses from these surveys:

- 596 comments
- 240 comments suggested a project or identified a transportation need beyond the topic of the survey
- 284 projects suggested
- 111 transportation needs identified

For projects and comments from surveys since Vision 2040, staff realized that assigned need categories to types of projects was not always accurate based on the context of the comment and that citizens may suggest projects that aren't appropriate to the needs they are expressing. For example, most suggestions for "more lanes on I-81" were in comments expressing concerns about traffic congestion, but some were in comments expressing concerns about safety. Therefore, staff refrained from assigning need categories to project suggestions from comments but assigned need categories based key words and other information (Table 2-2). Some Need Areas were assigned based on the content of the comment even when a key word was not

present. Two staff members independently assigned Need Areas to each comment and then met to resolve differences in their assignments.

Table 2-2. Key words to identify need

Need	Key words
Safety	Wreck(s), crash(es), danger, dangerous, accident(s), fatality/ies, can't see, hit, safety, safer, safe, unsafe, death trap, killed, killing, hazard, died, emergency
Congestion/Reliability	Traffic, congestion, flow, bottleneck, peak hours, backups, backing up, reliability, grows, growth, economic development
Access	Easier, option, amenable, getting to jobs, poverty, access, availability, connect(ing), expand(ed/ing), low-income, destination
System Management (Maintenance/Operations)	Potholes, maintain, maintenance, patching, lumpy road, sign(s), signage, attractive, landscape(d), eye sore, environment, climate change, visual appeal, confused, confusion, disgusting

Safety and congestion were the most commonly cited need (Figure 2-1).

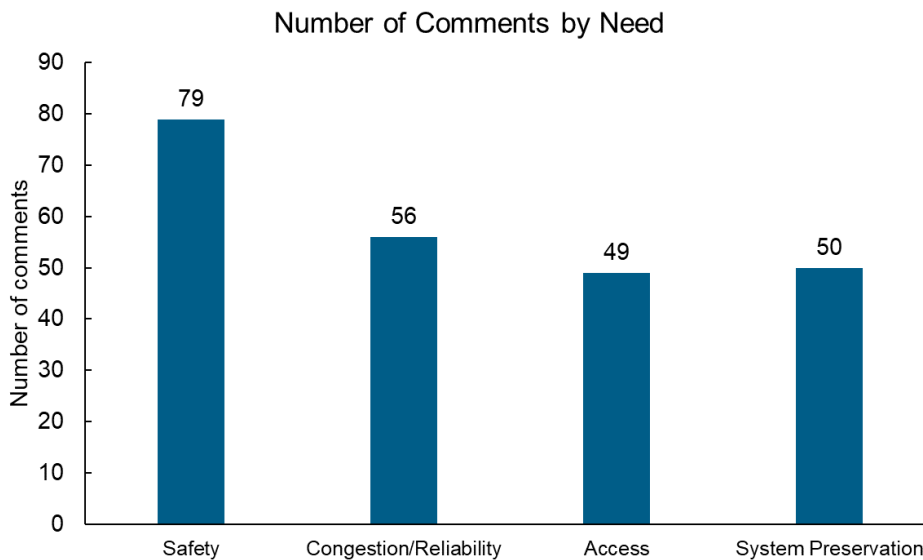


Figure 2-1. Number of comments by Need

### 3. Transportation Needs Summary from 2020 Citizen Survey for the 2045 Long-Range Transportation Plan

A MetroQuest survey to collect public input on the update of the RVTPO long-range transportation plan was available from October 5 to November 16, 2020. This summary focuses on the portions of the survey relevant to the needs assessment for the long-range transportation plan.

The survey was promoted through:

- Survey link on the RVARC blog (Transportation) and the RVARC Facebook page
- Emailed survey link to about 300 people who had taken an RVTPO survey, served on a committee, or participated in a workshop or meeting
- Survey link in the RVARC e-newsletter
- Facebook post on RVARC Facebook page
- Facebook post boosted to RVARC zip codes
- Facebook post boosted to RVARC zip codes that had lower responses than expected
- Five Transportation Equity Chats live-streamed to Facebook and boosted to RVTPO zip codes
- 1000 postcards with QR code and survey link distributed with 700 transportation resource pamphlets (Guide to Getting Around Roanoke Valley) to:
  - RADAR
  - Botetourt Van Service
  - Local Office on Aging
  - Virginia Career Works
  - Downtown Roanoke, Inc.
  - Participants at the Melrose Fall Festival

At the Melrose Fall Festival, an iPad was available for participants to take the survey. Otherwise, participants had to have their own computer or mobile device and internet connection.

The survey had a Welcome Screen (Figure 3-2), that provided information, and four activity screens:

- Priority Ranking (Figure 3-3) – 331 participants ranked at least one Need Area
- Budget Allocation – 441 participants allocated chips to at least one Need Area<sup>1</sup>
- Map Markers (Figure 3-5) – 306 participants dropped 1,176 markers on a map to show transportation problems
- Wrap Up (Figure 3-13) – 290 participants answered demographic questions.

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<sup>1</sup> Results from the Budget Allocation activity will be shared during a later phase of the long-range plan update.

486 participants completed at least one of the four activities.

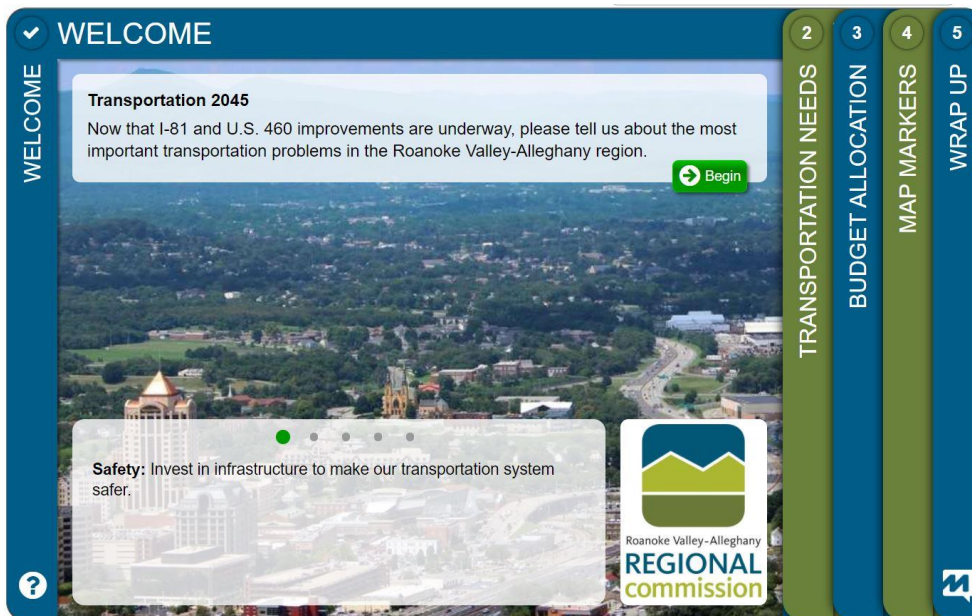


Figure 3-2. The Welcome Screen provided information about the survey.

## Priority Ranking

The purpose of the Priority Ranking activity (Figure 3-3) was to assess how important each need area is to citizens.

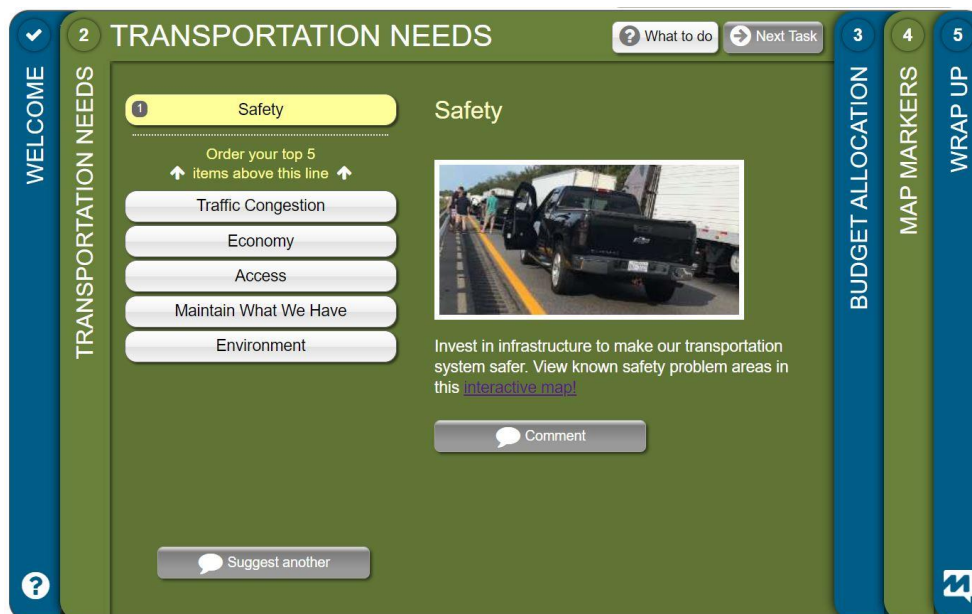


Figure 3-3. Participants dragged each Need Area above the line in order of priority.

Participants were asked to rank five of six Need Areas:

**Access** - Invest in infrastructure and services to improve people’s access to jobs, services, and activity centers especially when [riding the bus](#), [walking](#), or [biking](#).

**Economy** - Invest in infrastructure and services to improve business access to distribution hubs, their customers, and the workforce.

**Environment** - Invest in infrastructure that will preserve good air quality, minimize stormwater impacts, and support sustainable land development.

**Maintain What We Have** - From maintaining bridges, pavement, and buses to patching potholes, painting and upgrading traffic signals, invest in making sure the current infrastructure is working well.

**Safety** - Invest in infrastructure to make our transportation system safer. View known safety problem areas in this [interactive map](#)!

**Traffic Congestion** - Invest in keeping travel times reasonable and minimizing congestion. The Roanoke Valley doesn’t have much severe traffic congestion, and we want to keep it that way. View priority and other emerging congestion corridors in this [interactive map](#)!

The order of Need Areas was randomized for each participant, and 331 participants completed the ranking exercise.

Average rank was calculated by determining the number of ranks a Need Area received from all participants divided by the number of participants who ranked that particular Need Area. Safety ranked the highest (Table 3-3).

*Table 3-3. Average rank of Need Areas*

Need Area	Average Rank 1=most important
<b>Safety</b>	2.49
<b>Traffic</b>	2.51
<b>Access</b>	2.98
<b>Environment</b>	3.23
<b>Maintain What We Have</b>	3.26
<b>Economy</b>	3.49

The popularity of each Need Area was determined by how many participants selected it as one of the priorities (regardless of rank). Safety was selected most often (Figure 3-4).

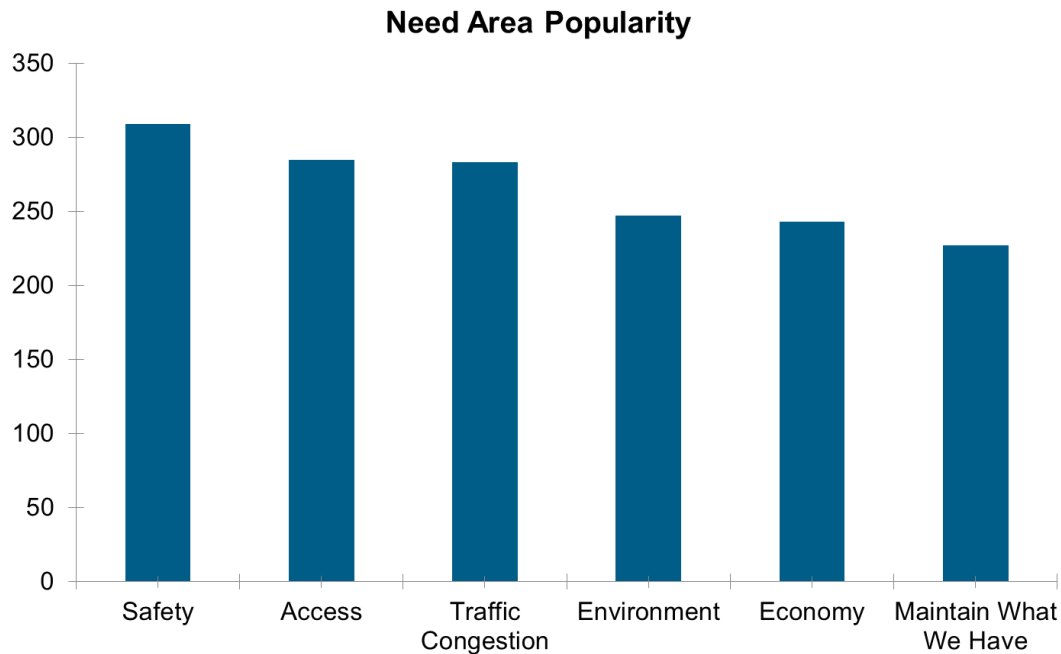


Figure 3-4. Need Area Popularity

Participants could comment on each Need Area or suggest another Need.

**Safety**

- Pedestrians, scooters, bicycles and motor vehicles are not working together well. A low budget pedestrian crossing safety campaign in 2020 was too minimal to be effective.
- Nothing else matters if you die or get hurt.

**Access**

- That all people can easily and safely access resources needed for healthy lives (food, healthcare, schools, workplaces, etc).
- Access means more than your definition implies. It is vital that people be able to go places and do things without driving, suggesting that the current transit void in the Roanoke Valley needs to be addressed.
- Low-income people need better public transportation to get to jobs.

**Traffic Congestion**

- I suppose eventually we'll all go to uber-type services or self-driving cars, but meanwhile I see a lot of issues with parking.
- Long distance Thru traffic and environmental pollution is causing bad air quality. Traffic congestion and people waiting in drive-in lines with their engines running is causing air pollution.
- Congestion areas match those noted for safety.



## Environment

- We need to care for the wonderful world, especially here we have been given. We all benefit from a great place to live and travel.
- Environmental concerns and future needs can and should be built into current and future transportation plans
- The disruption of transportation is coming at breath taking speed and we are not ready with changing [changing] infrastructure.
- Less automobiles = less pollution. 'Real' traffic separated bike trails into business, residential and government centers.
- The convenience store on 13th St SE and Jamison always has toxic cigarette butts lying around the store which can float into the stormwater drains during a downpour. There is also rusty metal drainage near the gas pumps and drains when it is raining.

## Economy

- I would include expanded public transportation to minimize traffic and cut emissions.
- We need [to] focus on area economy and how we can push that to support our people.
- The future is public transportation. Take a trip to Charlotte, NC and look at the development that followed light-rail services.
- We need to become much less car-dependent. More emphasis on pedestrian, bike and mass transit; less on roads.
- Undo the move away from rail. Connect passenger rail to Blacksburg as planned
- Enhance to bring businesses
- WRONG - A gas station is not synonymous with a vibrant economy. A multimodal transportation center that includes a one stop shop for URGENT CARE, mini mart, money exchange, ticket machines, library branch, social service office, central area for waiting area for shared AMTRAK, light rail, transit, which includes offices for Human services is economic development. If the Roanoke Valley is going to transform we can not continue to do things in the same way as we have been. VISION. Bring examples you have seen in other parts of the United States and other countries and implement them here. Elected officials should be leaders. Provide them a roadmap for future.
- Better bus routes, maybe even city-sponsored Uber?
- If we do well on the first 5 then the economy will be benefited.

## Maintain What We Have

- Roanoke is perfectly situated for funneling mass transit from each of the four directions. How can we incentive this, as climate change is bearing down on our world and personal car use is a main cause? Also, there are hardly any bike lanes once one is away from the city. I live on 460 - it already has broad shoulders, why not bike lanes?
- Well, it has to happen, so why list it as something we can prioritize.



- Stop replacing old plumbing wiring underground of roads. Lay these lines a rest of heavy traffic areas where construction concerns and repairs will not impede traffic conditions on all future repairs of primary and secondary roads and streets. More money is spent on saving of roads because of underground utilities that have problems causing patchwork all over making roads bumpy and uninviting for travel reducing property and Business values.
- Too much congestion
- Overall a pretty good job in this, but there were times when maintenance might have held higher priority. I remember thinking how bad roads looked in other states, one in the North in particular where more damage from ice and snow in winter. At the same time, our roads now tend to look more like those than once was the case.

### **Suggest another**

Most of the suggestions for additional Need Areas were modal (e.g. transit), which is relevant to solutions and will be considered after the needs assessment.

- Consideration of wildlife corridors is very important
- If you do not have a thriving community why is there a need for transportation. Job jobs and more jobs
- Social Justice

### **Map Markers**

The purpose of the Map Markers activity was to identify transportation needs and problems. Participants could drag and drop markers for Safety, Access, Traffic, or Maintenance, answer questions, and provide more information about the problem. The 306 participants who completed this activity dropped 1,052 markers relevant to the RVTPO study area. Most participants dropped multiple markers, with a median of 3 markers per participant. One industrious participant dropped 62 markers; the next highest number was 19 markers from a single participant.

The most common marker type was traffic (Table 3-4).

After dropping a marker on the map (Figure 3-6), participants could answer a multiple-choice question about the need (Table 3-4):

- Participants identified access problems where they did not feel comfortable biking or driving is not convenient (Figure 3-7).
- Participants identified maintenance problems where pavement needs repair (Figure 3-8).
- Participants identified safety problems where they do not feel safe driving (Figure 3-9).
- Participants identified traffic problems where trips take longer at rush hour (Figure 3-10).

The region has known transit and walking access deficiencies, but these choices were not often selected (Figure 3-7). People who utilize these modes may be underrepresented in this survey. The survey was advertised generally, primarily through Facebook, and not targeted to a specific mode.

Participants provided 707 comments about the locations which can be viewed in the Map of Transportation Needs by Source.

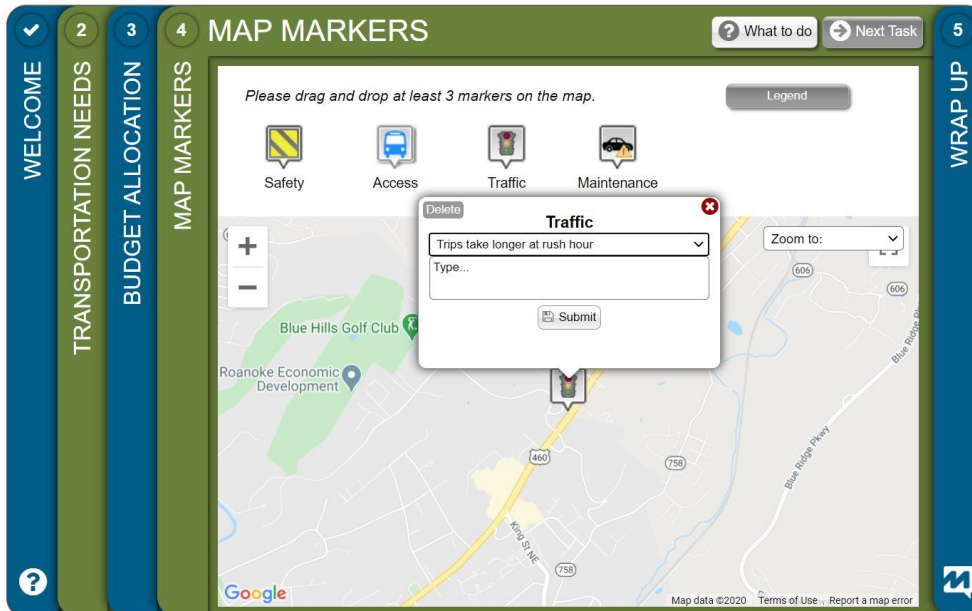


Figure 3-5. Participants dragged and dropped map markers to indicate where they experienced transportation problems.

Multiple choice options to answer these questions:

- Safety - What Safety concerns are here?
  - I do not feel safe driving here.
  - I do not feel safe walking here.
  - I do not feel safe biking here.
- Access - What is the Access problem here?
  - Driving here is not convenient.
  - No transit service.
  - Insufficient parking.
  - Do not feel comfortable walking.
  - Do not feel comfortable biking.
- Traffic – What is the congestion issue here?
  - Trips unpredictably take a long time.
  - Trips take longer at rush hour.
  - Trips always take too long or other.
- Maintenance – What is the maintenance issue here?
  - Pavement repair
  - Repainting/reflectivity
  - Traffic signal timing

For each, there was also the option to select “Other” and provide comments.

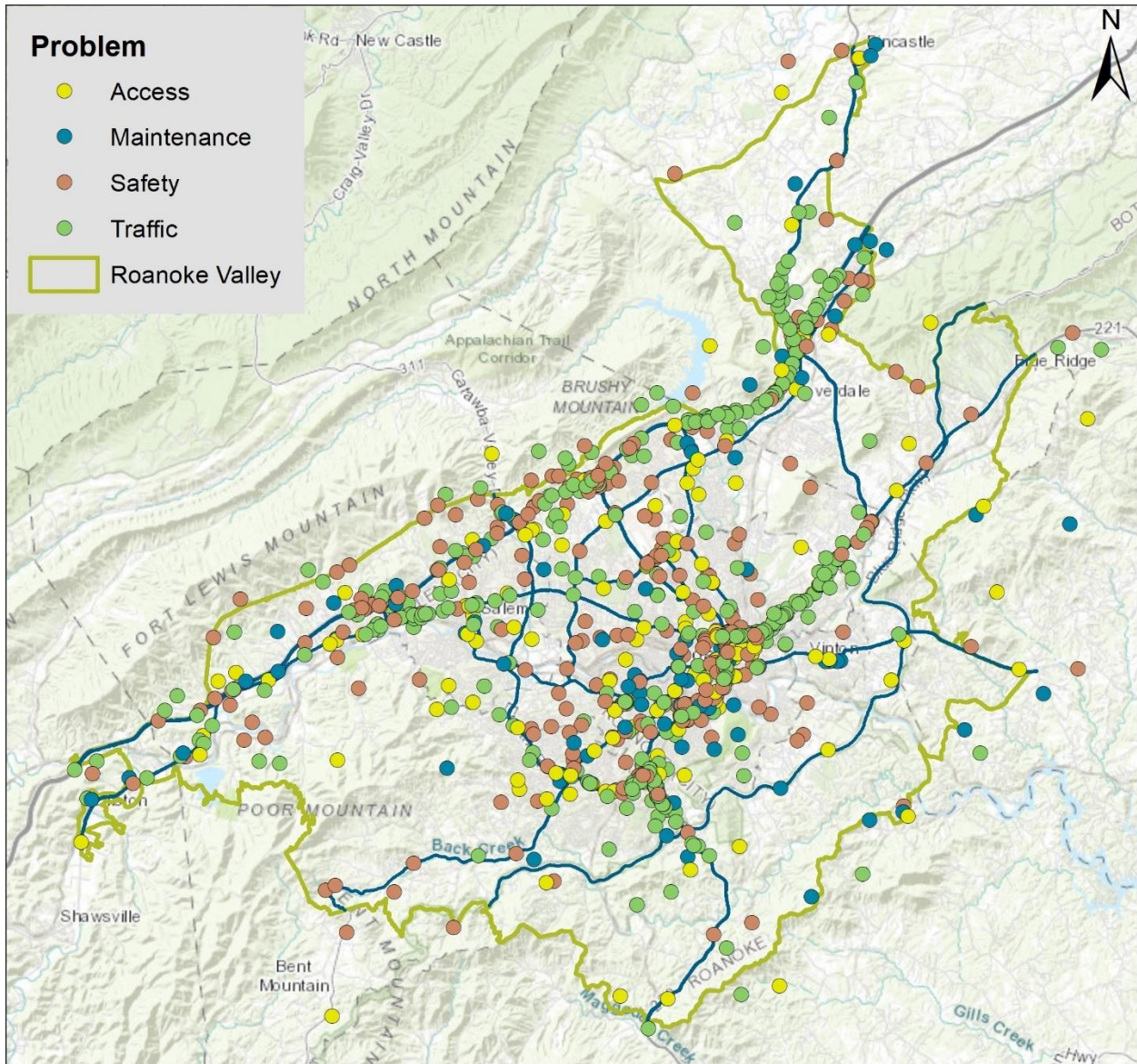


Figure 3-6. Locations of transportation problems

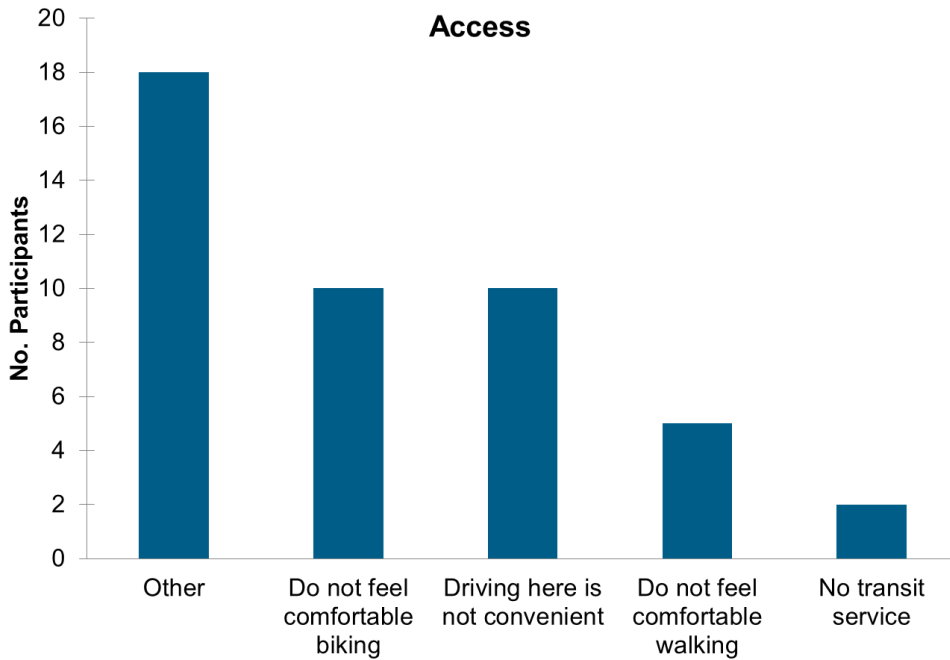


Figure 3-7. Access issues

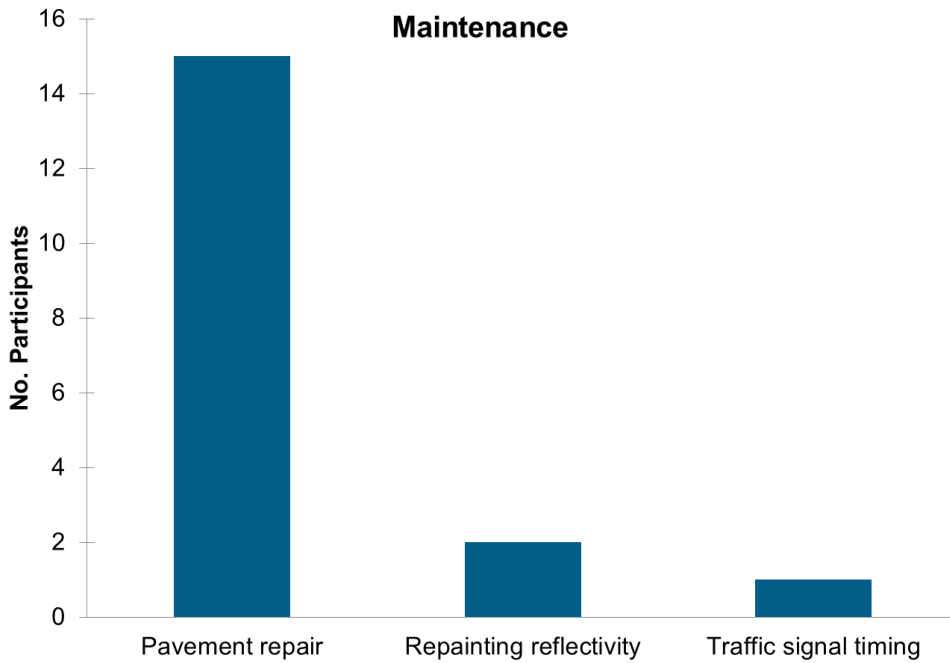


Figure 3-8. Maintenance issues

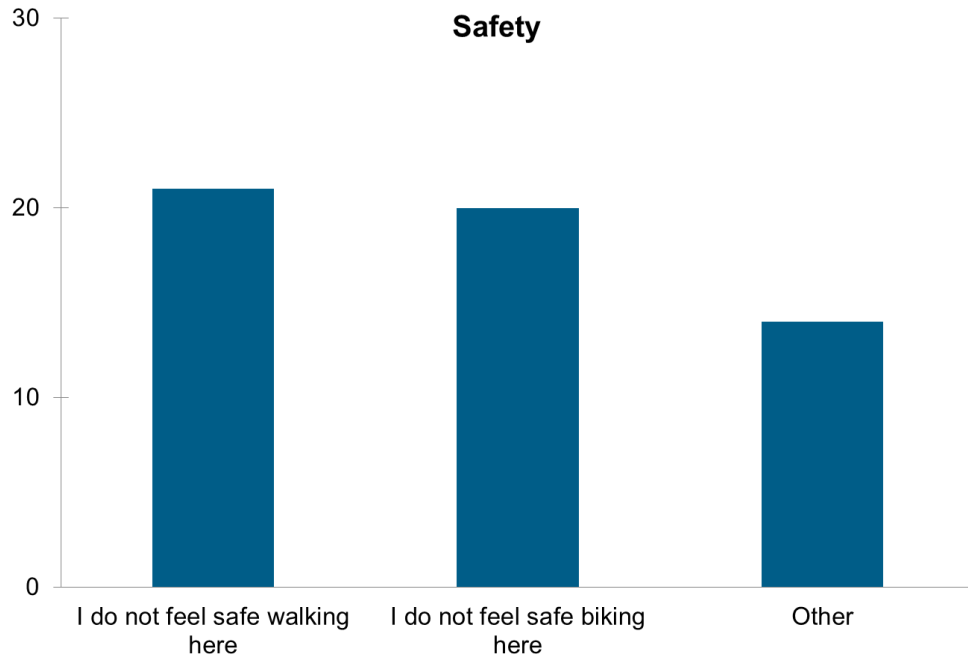


Figure 3-9. Safety issues

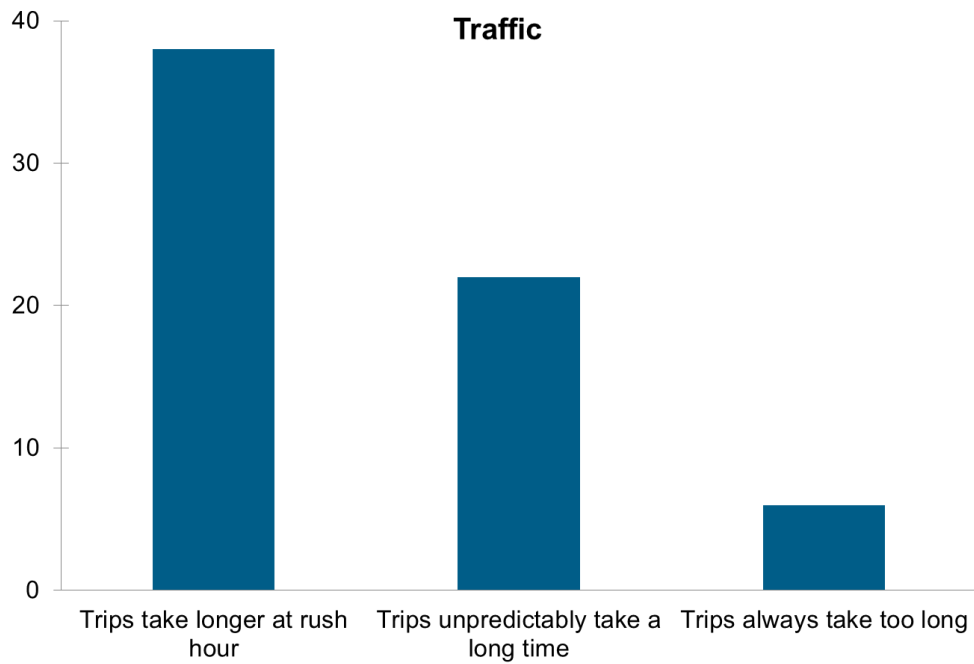


Figure 3-10. Traffic issues

Table 3-4. Map Marker exercise

<b>Need Area</b>	<b># markers</b>	<b>Most common response (#)</b>
<b>Access</b>	181	Do not feel comfortable biking (10) Driving here is not convenient (10)
<b>Maintenance</b>	116	Pavement repair (15)
<b>Safety</b>	393	I do not feel safe driving here (43)
<b>Traffic</b>	486	Trips take longer at rush hour (38)

When dropping a marker, participants could provide additional comment in addition to or instead of selecting an answer to the question. These comments are provided in the tables attached at the end of this document and can be viewed in their location on the Map of Transportation Needs by Source.

Safety and traffic markers were overlaid on safety and congestion maps. Safety concerns aligned with total crashes but not with severe crashes involving a fatality or serious injury (Figure 3-11). Traffic concerns aligned somewhat with real-time congestion data derived from GPS-equipped vehicles and mobile devices (Figure 3-12).



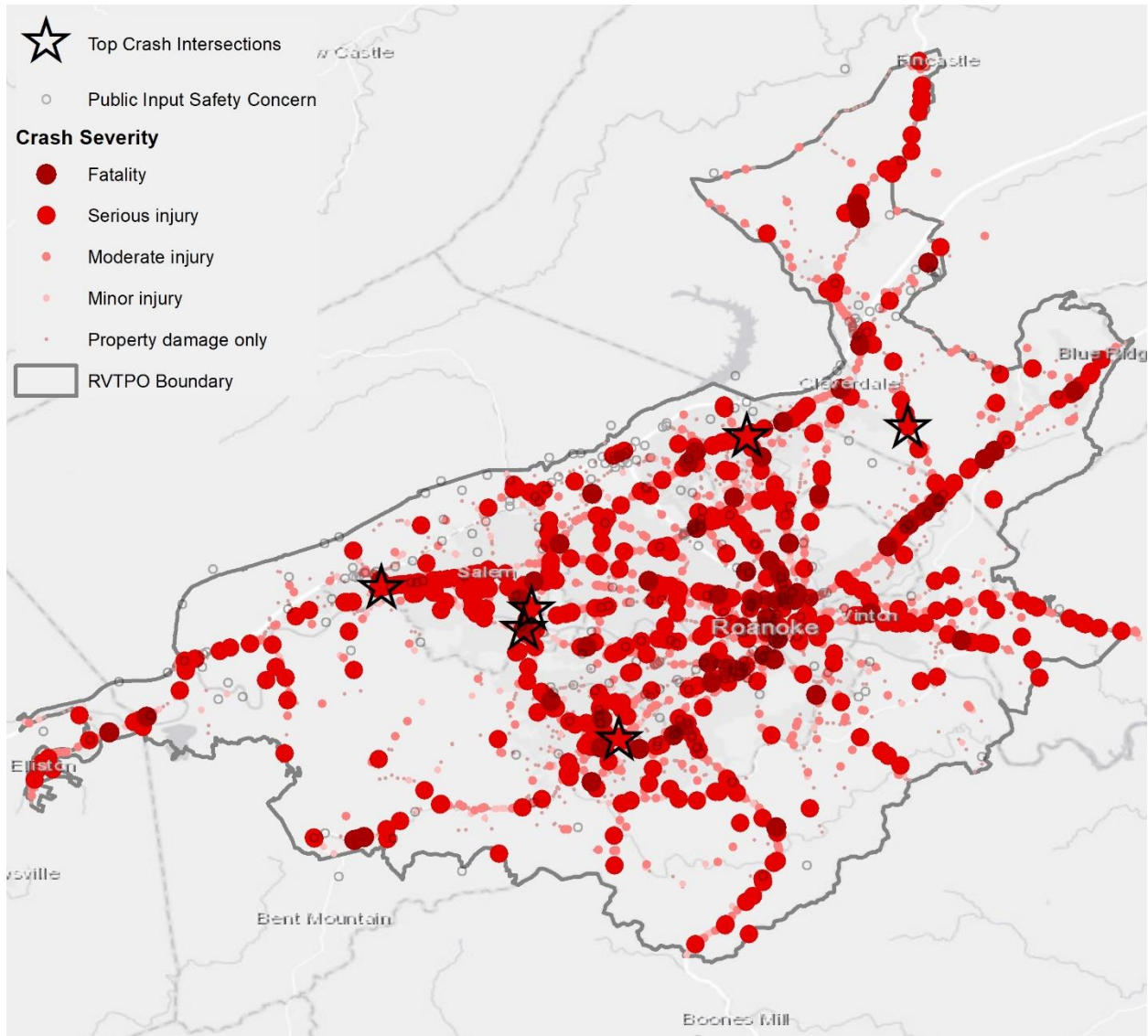


Figure 3-11. Safety concerns overlaid on crashes from July 2015 – June 2020. Top crash intersections were identified as having the most severe crashes relative to the region.

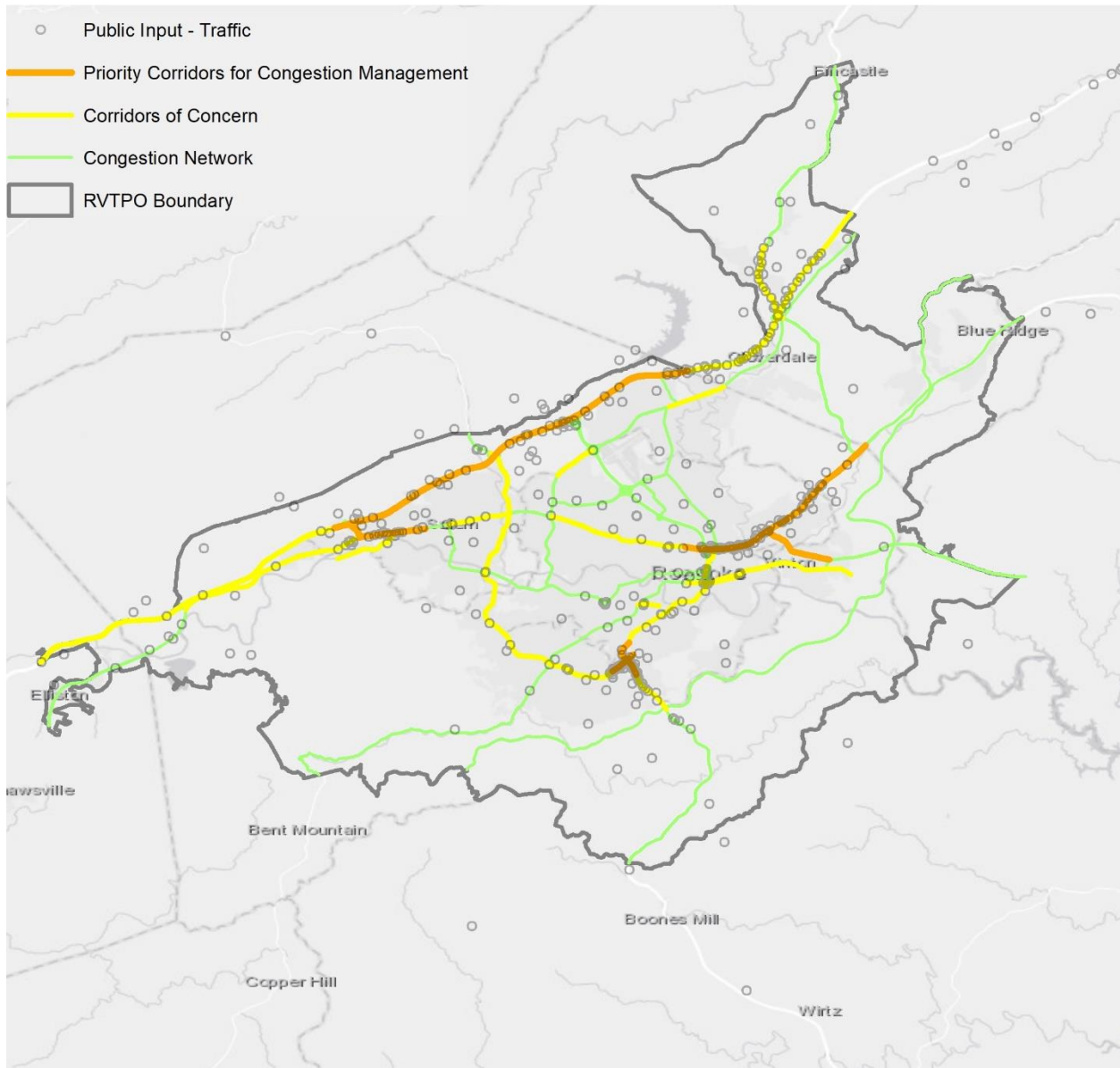


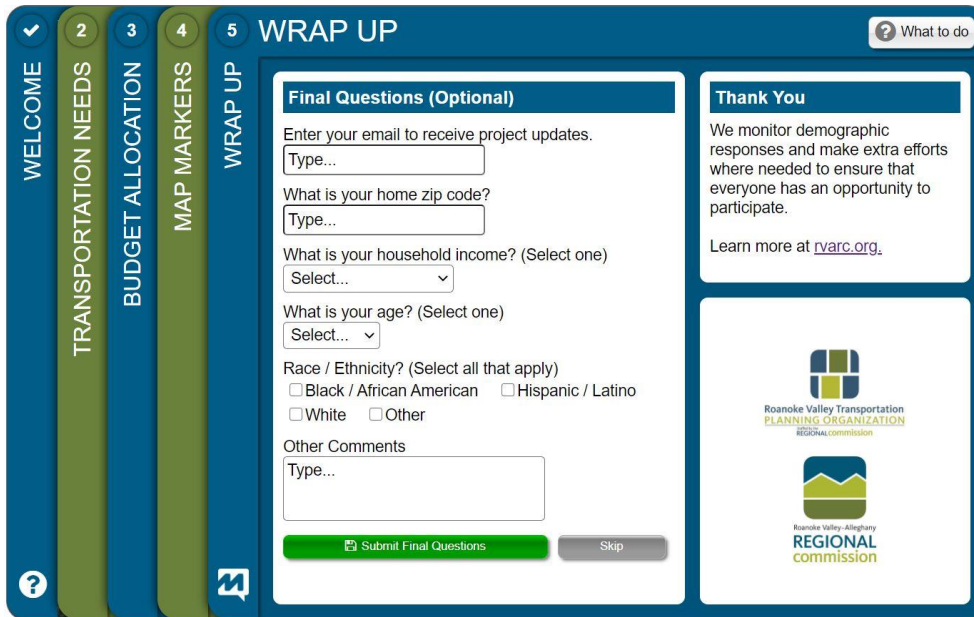
Figure 3-12. Traffic concerns overlaid on corridors for congestion management.

## Wrap Up

The purpose of the Wrap Up screen was to collect demographic information on zip code, income, age, and race/ethnicity to determine if the participants' demographic characteristics are similar to those of the region. Participants could provide their email in order to receive project updates and could provide any additional comments.

Demographic information was provided by 60% of participants. In previous surveys, 80% or more of participants provided this information. The lower response is due to a known issue with the format of MetroQuest surveys which will be addressed in the next version of MetroQuest.





The screenshot shows a web-based survey interface. On the left is a vertical navigation menu with five items: WELCOME, TRANSPORTATION NEEDS, BUDGET ALLOCATION, MAP MARKERS, and WRAP UP. The 'WRAP UP' item is highlighted. The main content area is titled 'WRAP UP' and contains two columns. The left column is titled 'Final Questions (Optional)' and includes:
 

- A text input field for an email address with the prompt 'Enter your email to receive project updates.' and a 'Type...' placeholder.
- A text input field for a home zip code with the prompt 'What is your home zip code?' and a 'Type...' placeholder.
- A dropdown menu for household income with the prompt 'What is your household income? (Select one)' and a 'Select...' placeholder.
- A dropdown menu for age with the prompt 'What is your age? (Select one)' and a 'Select...' placeholder.
- Radio button options for race/ethnicity: 'Black / African American', 'Hispanic / Latino', 'White', and 'Other'. The prompt is 'Race / Ethnicity? (Select all that apply)'.
- A text input field for 'Other Comments' with a 'Type...' placeholder.
- Two buttons at the bottom: a green 'Submit Final Questions' button and a grey 'Skip' button.

 The right column is titled 'Thank You' and contains:
 

- A paragraph: 'We monitor demographic responses and make extra efforts where needed to ensure that everyone has an opportunity to participate.'
- A link: 'Learn more at [rvarc.org](http://rvarc.org).'
- Two logos at the bottom: the 'Roanoke Valley Transportation PLANNING ORGANIZATION' logo and the 'Roanoke Valley Allegheny REGIONAL commission' logo.

 A 'What to do' help icon is in the top right corner of the survey frame.

Figure 3-13. Participants answered demographic questions in the Wrap Up screen

Zip code was provided by 290 participants or 60% of participants. This information was used during the survey period to adjust advertising to reach zip codes that were under-responding relative to their proportion of the regional population. More responses came from the more populous southern zip codes (Figure 3-14). With this strategy, all zip codes were within 5% of their population proportion and all but two zip codes were within 3% (Table 3-5). Therefore, the geographic distribution of survey participants is similar to the population of the region.

**Zip code (Number of responses)**

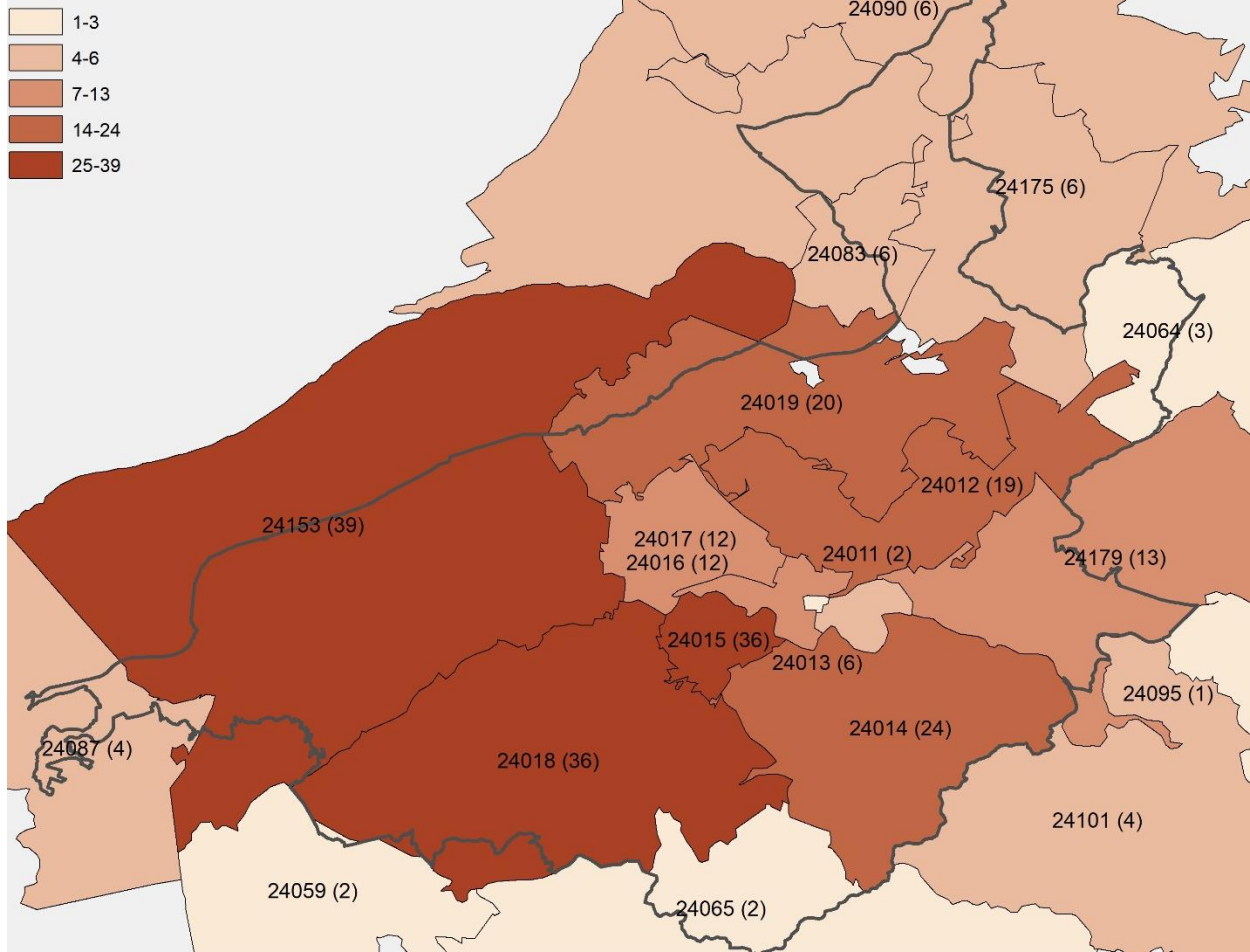


Figure 3-14. Zip code responses

Table 3-5. Zip code responses compared to population

Zip code	% population	% response	Difference
24012	11%	7%	4% under
24013	3%	2%	1% under
24014	7%	9%	2% over
24015	6%	13%	7% over
24016	3%	4%	1% under
24017	9%	4%	5% under
24018	14%	13%	1% under
24019	10%	7%	3% under
24153	14%	14%	0% under
24175	3%	2%	1% under
24179	7%	5%	2% under

Household income was provided by 260 or 53% of participants (Table 3-6). Low-income households cannot be selectively targeted through Facebook advertising. Five percent of

participants have a household income of less than \$20,000, and the RVTPO region has a poverty rate of 12%. It is likely that people in poverty are under-represented in this survey.

Table 3-6. Annual household income of survey participants

Annual household income	% response
Less than \$20,000	5%
\$20,000 to \$44,999	16%
\$45,000 to \$139,999	60%
\$140,000 or more	19%

Age was provided by 269 or 55% of participants (Table 3-7). Age categories from 25 to 64 years old are represented at the same proportion or above as the population. People 65 years of age or older and 18 to 24 years old are underrepresented relative to the proportion of the population.

Table 3-7. Age of survey participants

Age	% population	% response	Difference from population
18 to 24 years	10%	6%	4% under
25 to 34 years	15%	15%	Same as population
35 to 44 years	14%	22%	8% over
45 to 54 years	16%	20%	4% over
55 to 64 years	17%	19%	1% over
65 years and over	28%	18%	10% under

Race/ethnicity was provided by 271 or 56% of participants (Table 3-8). Black or African American and Hispanic or Latino are underrepresented relative to the proportion of the population. With 13 survey participants identifying as Black or African American and 6 as Hispanic or Latino, the survey set two records for 2018-2020 RVTPO surveys that collected race/ethnicity. RVTPO staff continue to pursue strategies to improve the number of survey participants who identify as Black, including the Transportation Equity Chats used to promote this survey, asking people who identify as Black to join the email list to be notified of surveys, and selecting locations or events in Black neighborhoods for pop-up booths. This is the first RVTPO survey that found underrepresentation of people who identify as Hispanic.

Table 3-8. Race/ethnicity of participants

Race/ethnicity	% population	% response	Difference from population
White	78%	86.2%	8.2% over
Black or African American	14%	4.7%	9.3% under
Hispanic or Latino	4%	2.2%	1.8% under
Other	4%	6.9%	2.9% over

Participants had a final opportunity for additional comments. There were 46 comments, of which 33 were on the topic of transportation, 6 comments on the survey itself, and 7 other comments.

**Transportation (33 comments):**

- SE Roanoke and Vinton need better access as routes in and out are limited and all are highly congested.
- Please look for creative solutions to improving what we have - stop paving green areas and adding lanes.
- Need more rural bike lanes in Roanoke valley
- I hope we can think big to redefine transportation in our area with the long term health of the planet as our main consideration. And getting us out of our cars and onto bikes or public transit will improve human health as well.
- A light rail system between the NRV and the Tech/Carilion complex using the former Virginian Railway mainline needs serious feasibility analysis to determine financial, environmental, and operational parameters.
- please expand airport flights
- Add proper lanes and noise barriers to i81 throughout Salem. Project as being developed is skimpy and will not solve congestion or safety probs.
- Please put Americold and Pheasant Ridge on the Bus Route
- You have to focus on transportation and housing needs, for people with disabilities.
- Your rural focus here is the perfect opportunity to visit seriously the light rail connection between Roanoke and the NRV, Neither MPO will do this on its own because of higher priority SmartScale projects, so it requires vision to look beyond the city and beyond our current needs.
- Hardy Rd in Bedford and Vinton needs the lines painted bad. If it drizzled or is foggy you can't see the lines on the rds. Very poor maintenance. And all the signals on Hardy Rd. in Vinton keep calling to side streets when no one is there.
- We have lived here 45 years with no complaints until these issues
- Motels on Peters Creek have become mission rooms for various types of people. Thus creating foot traffic along the side of Peters Creek from 581 to Cove Road. No sidewalk or crosswalk. Dangerous to them and Northside High School kids going to the store and cross-country runners.
- I-77, build it *Staff comment: I-73?*
- Need many more police every single day on I81&581 until they can get widened
- Lived here most of my life and I just want to see people getting the most out our public transportation and roadways. Also, why the heck do we only have bike lanes in upper-middle class or upper class roads? Poor people need to be able to get around as well.
- Please invest in making our communities environmentally friendly by putting in sidewalks so people can walk safely, especially in the county. My neighborhood is not too far from stores and I would like to walk to destinations or even walk my dog but I can't because walking isn't safe in main roads like Electric Road or Buck Mountain Road, etc.
- Greater focus on mass transit and novel solutions is needed, as opposed to widening highways and more traffic lights.
- I would like to comment on the traffic congestion issue. Have you ever tried to travel 11/460 through Salem or Riverside Drive when there has been an incident on 81 from, say Dixie Caverns to exit 141?
- I would like to comment on the traffic congestion issue. Have you ever tried to travel 11/460 through Salem or Riverside Drive when there has been an incident on 81 from, say Dixie Caverns to exit 141? Come to Salem sometime on a Friday afternoon or when there is an incident on 81!



- We need to get the middle class, professionals, school kids and mom and pop onto the bus and train services. Failure to build the Wendell 2015 Transportation Center at Amtrak will be a 50 year mistake.
- Also can we do something about the very dangerous exit/entrance at Hershberger / mall exit? The very quick on/off where people getting off of 581 South to go to Valley View, coupled with the on ramp from Hershberger is very hazardous
- Generally, traffic is not bad in Roanoke. Would like to see a lot more public and green transportation alternatives. Huge fan of Ride Solutions!
- Rural areas need access as not everyone owns cars or has neighbors or family that can help.
- In our region there are areas where access prevents industry. We have enough difficulty with that in the Roanoke Valley and need to take action to make our valley sought as an employment environment. Areas like Craig and Alleghany and other nearby communities are impacted greatly by the lack of suitable roadways. This limits industry likely to be available to the next generation except work that can be accomplished anywhere. In our current environment we might want to focus on what will bring opportunities to our communities to work from home and necessary training and support including in transportation for those options.
- We want to walk everywhere!
- Like anything will ever be done except in 20-50 years or whenever yall get around to it. I feel like since I'm a citizen of Virginia, that people's taxes aren't being used effectively which totally sucks! As much money as we pay out yearly, I feel that the government, VDOT etc needs to do a better job at fixing things. Its a shame that I can travel to another state and those roads are in better shape then here! Roanoke area and Salem areas roads are horrible!
- Bikes > cars
- I'm still waiting for my sidewalk to be repaired
- I was hoping this was about 460 East. There are many problems, and the most recently added one is Kroger traffic light that defies any logic when it comes to synchronization. You get a red at the CVS and then another read 5 seconds later at the Kroger. Who even comes up with that?
- I would love to see more use of permeable paving, and lighting that minimizes light pollution. Darksky.org has information on the latter. I believe permeable paving helps minimize flooding, as it increases the surface area available for water to soak into the ground. I moved up here a couple years ago, and am still learning the area. I do love the lack of congestion!
- The bus should run on Sundays
- I am used to driving in urban areas like Chicago, so my issue is that most folks haven't acclimated to dodging large trucks. The plethora of SUVs makes it difficult for smaller vehicles to see, hence traffic gets miserable. The lack of public transportation regionally also contributes to the problem.

#### **Survey** (6 comments)

- The budget allocation game only let me total \$87, and it would not let me move some of the coins. *Staff comment: This happened during survey development and was discovered too late to correct.*

- RAIL Solution is a 501(c)(3) advocacy group promoting the energy, economic, and environmental benefits of rail. We do not have a home zip code, an age, or an ethnicity.
- Mixed, but mostly white. *Staff comment: This seems to be a response to the race/ethnicity question.*
- That question is irrelevant
- Race and income have no part in this survey.
- Native American *Staff comment: This seems to be a response to the race/ethnicity question.*

**Other** (7 comments)

- Thank you
- thanks
- good luck
- traffic aint easy - keep at it!
- appreciate you asking for input!
- Thanks.
- Thanks for your hard work in making the region better!

#### 4. VTrans statewide approved needs from January 2020

The VA Office of Intermodal Planning and Investment completed the statewide mid-term needs assessment in January 2020 when the Commonwealth Transportation Board adopted the needs. These are the identified transportation needs for the next 7-10 years and are used in three ways:

- To screen the eligibility of projects for SMART SCALE funds
- To receive priority consideration for Revenue Sharing funds
- To inform VDOT/DRPT project planning and development activities

VTrans needs reflect problems or intent (aspirations) and were identified by category via data analysis or by stakeholder input according to three networks: Corridors of Statewide Significance (CoSS), Regional Networks (RN), and Urban Development Areas (UDAs) and Industrial and Economic Development Sites (IEDAs) or Safety needs on any roadway.

#### 5. Consolidated Needs Assessment

In creating as comprehensive as possible an inventory of transportation needs expressed in the sources examined, staff endeavored to include any transportation need without judgment. The result was comprehensive but also overwhelming with over 700 lines and almost 2,000 points.

Many individual lines or points were substantially the same. For example, concerns about the left-merge at the Interstate 81 Exit 143 (I-581) appeared more than twenty times across the various sources. Some locations appeared more than once with different needs or concerns. To make it easier to understand the overall picture of transportation needs, staff consolidated these duplicates geographically, retaining as much information as possible about the needs. Individual comments were summarized as needs or projects. Information from points was added to lines or new lines were created with the same information when the information seemed relevant to a segment.



FID	Bedford	Botetourt	Montgomery	RoanokeCit	RoanokeCou	Salem	Vinton	SimpleLoc	Desc Locat	Need	Safety	Traffic	Access	SysMgmt	Motor_Vehi	Transit	Bike	Ped	Freight	Comment1	Comment2	Comment3	Sources
0					Yes			Electric Road	Various locations include along railroad		Yes			Yes									419 Town Center Plan
1							Yes	Pollard Street	Washington Avenue to Virginia Avenue	Current & future congestion, difficult left turn onto Lee St; speeding traffic	Yes	Yes	Yes	Yes	Yes		Yes			Post office-Main source of traffic	Projected to be LOS F by 2035, delays due to on-street parking, difficult left turn onto Lee St	Traffic speed too high; on street parking dangerous & inadequate; poor downtown traffic flow	Vinton Area Corridors Plan, Vinton Comprehensive Plan
2							Yes	Hardy Road	Chestnut Street to Bypass Road	Future traffic, current high traffic/slow flow; speed; not safe for bicyclists & pedestrians		Yes			Yes		Yes			High traffic volume passing thru town			Vinton Area Corridors Plan; Economic Development Stakeholders
3							Yes	Pollard Street	Virginia Avenue to Cedar Avenue	Deficiency sidewalk condition				Yes				Yes					Vinton Area Corridors Plan
4							Yes	Washington Avenue	S. Pollard Street to Roanoke County Line	Future traffic, not safe for bicyclists, traffic volume, congestion	Yes	Yes			Yes		Yes			High traffic volume passing thru town			Vinton Area Corridors Plan; Economic Development Stakeholders
5							Yes	Washington Avenue	Pollard Street to Roanoke County limit	Access to businesses; transportation for elderly; speeding, congestion	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.; High traffic volume passing thru town	Schools cause congestion and speeding	Transportation for the elderly; Schools cause congestion and speeding; signage for safety only; Turning movements slow traffic	Vinton Area Corridors Plan, Pedestrian Vision Plan, Vinton Urban Development Areas, Vinton Comprehensive Plan, Long range plan survey; Economic Development Stakeholders
6	Yes							Old Tinker Mtn Road	U.S. 220 to Railroad		Yes			Yes				Yes					Exit 150 Market Study
7					Yes			Electric Road	Route 311 to I-81		Yes							Yes					Route 419 Corridor Study
8				Yes	Yes			U.S. 220/Franklin Rd	Route 419 to TPO study area boundary	Movement of goods; Speeding traffic; congestion; frequent stoplights; Short merge lane	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Extend I-581, U.S. 220 Expressway	Turning movements back up traffic	Innovative intersections, median closure, northbound left turn lane; lighting.	Route 220 Preservation and Improvement Plan, RVTPD surveys since 2040, Roanoke County Comprehensive Plan; Long range plan survey; Bikeway Plan public input; Economic Development Stakeholders
9					Yes			Williamson Road	Peters Creek Road to Hollins University		Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Hollins Center Plan, Pedestrian Vision Plan; Bikeway Plan public input
10	Yes							U.S. 11	Humbert Road to Railroad		Yes			Yes	Yes			Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Gateway Crossing Area Plan, Pedestrian Vision Plan
11				Yes	Yes	Yes		Peters Creek Road	Longwood Avenue to Williamson Road		Yes		Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Route 419 Corridor Study, Pedestrian Vision Plan, RVTPD surveys since 2040; Long range plan survey; Hollins Center Plan
12				Yes	Yes			Williamson Road	Elm Avenue to Peters Creek Road	Many pedestrians, local small businesses need bicyclists & pedestrians; study	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, RVTPD surveys since 2040; Long range plan survey; Hollins Center Plan; Bikeway Plan public input
13				Yes				Valleypark Drive	N. Concourse Dr. to Valleypointe Pkwy.		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
14				Yes				U.S. 460/Orange Ave	24th St. NE to Blue Hills Drive NE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
15				Yes				Blue Hills Drive NE	Orange Avenue to the last business at the end of Blue Hills Drive		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
16				Yes	Yes			U.S. 220/Franklin Rd	south of Pheasant Ridge Road SW to north of Valley Avenue		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
17				Yes				Colonial Avenue	Colonial Avenue to Winding Way Road (VWCC)		Yes				Yes		Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
18					Yes			Brambleton Avenue	Red Rock Road SW to Arlington Hills Drive	Crime; pedestrian access to schools, transit; bike/ped connection; speeding traffic; visibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Long range plan survey, 2018 Greenway Plan Public Input, Pedestrian Vision Plan; Bikeway Plan public input
19				Yes				Brambleton Avenue	Brandon Avenue to Red Rock Road SW	Crime; pedestrian access to schools, transit; bike/ped connection; speeding traffic; visibility	Yes	Yes	Yes	Yes				Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Long range plan survey, 2018 Greenway Plan Public Input, Pedestrian Vision Plan
20				Yes				Bellevue Avenue SE	Carilion area from Crystal Spring Ave. SW along Weller Lane SE to Bellevue Avenue SE garage		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
21					Yes			Garst Mill Road	Brambleton Avenue to Grandin Road SW	Speeding traffic, distracted drivers; Flooding	Yes			Yes	Yes		Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
22				Yes				Franklin Road	US 220 to south of Beechwood Drive SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
23					Yes			Chapparral Drive	Merriman Road to Electric Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
24					Yes			Plantation Road	I-81 to Williamson Road and on Williamson from Plantation to Hollins University		Yes			Yes			Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey; Hollins Center Plan
25	Yes							U.S. 220/Roanoke Rd	U.S. 11 to RVTPD Boundary	Hikers, high school students, apartment dwellers; access businesses	Yes	Yes	Yes		Yes			Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Botetourt Comprehensive Plan; Economic Development Stakeholders
26							Yes	Pollard Street	north of Jefferson Avenue to W Jackson Avenue		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
27							Yes	Cleveland Avenue	3rd Street to S. Pollard Street		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
28							Yes	ByPass Road	Hardy Road to Washington Avenue	Accessibility of businesses, High traffic/slow flow; speed; ped saf	Yes	Yes		Yes	Yes		Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.; High traffic volume passing thru town			Vinton Comprehensive Plan, Vinton Area Corridors Plan, Pedestrian Vision Plan; Economic Development Stakeholders
29				Yes				Edgewood Street	Brandon Avenue to Memorial Avenue		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
30				Yes				Brandon Avenue	Colonial Avenue to Peters Creek Road	Speeding traffic, distracted, visibility, turning movements, ped/bike safety, nonmotorist access	Yes	Yes		Yes	Yes		Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, RVTPD surveys since 2040, Long range plan survey
31					Yes	Yes		Wildwood Road	Loop from West Main Street near Exit 137 to Academy Street at West Main Street in Downtown Salem		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
32					Yes			U.S. 460/Challenger	east of W Ruritan Road to west of Carson Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
33					Yes			U.S. 460/Challenger	Huntridge Road through intersection w/US 220B, north on US220B to Crumpacker Drive		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
34				Yes				U.S. 460/Orange Ave	Kimball Avenue NE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan



FID	Bedford	Botetourt	Montgomery	RoanokeCit	RoanokeCou	Salem	Vinton	SimpleLoc	Desc_Locat	Need	Safety	Traffic	Access	SysMgmt	Motor_Vehi	Transit	Bike	Ped	Freight	Comment1	Comment2	Comment3	Sources
35				Yes				Shenandoah Avenue	Westside Boulevard NW to 5th Street NW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
36				Yes		Yes		Roanoke Boulevard	Electric Road to Peters Creek Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
37				Yes				10th Street	Ferdinand Avenue SW to Williamson Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
38					Yes			Buck Mountain Road	Railroad tracks to US 220S		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
39				Yes				Merriman Road	Brambleton Avenue to Starkey Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
40				Yes				Hershberger Road	Peters Creek Road to Plantation Road		Yes	Yes						Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
41				Yes				Franklin Road	Avenham Drive to Market Street SE		Yes	Yes	Yes		Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey
42				Yes	Yes	Yes		Cove Road	Lafayette Blvd. to Peters Creek Road		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Route 419 Corridor Study, Pedestrian Vision Plan, RVTPO surveys since 2040, Long range plan survey
43	Yes							U.S. 11	Mountain Pass Road to Maple Avenue		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
44				Yes				Riverland Road	Dollar General at Garden City Blvd to Bennington south of Pike Lane SE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
45				Yes				Brandon Avenue	Franklin Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
46					Yes			Feather Road	Washington Avenue to Hardy Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
47							Yes	Mountain View Road	Washington Avenue to Blue Ridge Parkway		Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations; Access for people not driving, walking or biking to get here.			Pedestrian Vision Plan, Vinton Comprehensive Plan; Transit Vision Plan
48				Yes				Towne Square Blvd	Aviation Drive to Airport Road	Long wait for a break in traffic to turn	Yes		Yes		Yes			Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey
49				Yes				Rutgers Street	Hershberger Road to Towne Square Boulevard		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
50					Yes			Starkey Road	Ogden Road to shopping center south of Electric Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
51				Yes	Yes			Grandin Road SW	Ashley Lane SW to Hackney Lane		Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Oak Grove Center Plan
52				Yes				Jefferson Street	McClanahan Street SW to Bullitt Avenue SW	Late night bus service, Sunday bus service	Yes	Yes	Yes			Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
53				Yes				Grandin Road SW	Garst Mill Road to Brandon Avenue		Yes		Yes	Yes				Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
54				Yes				Patterson Avenue SW	12th Street to 13th Street		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
55				Yes				Ring Road NW	Valley View Blvd to Valley View Avenue (btwn Smokey Bones and Chick Fil A)		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
56				Yes				Deyerle Road	Brandon Avenue to Mudlick Road	Speeding traffic, distracted drivers	Yes				Yes			Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey, AARP Survey; Bikeway Plan public input
57				Yes				Mudlick Road	Brandon Avenue to Grandin Road	Speeding traffic, distracted drivers	Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey; Bikeway Plan public input
58				Yes				Wasena Avenue	Westover Avenue to 8th Street		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
59				Yes				9th Street SE	Tazewell Avenue SE to Buena Vista Boulevard SE		Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey; Bikeway Plan public input
60					Yes			Plantation Circle NE	Plantation Road to Hollins University		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
61				Yes				12th Street SW	Riverside Boulevard SW to Campbell Avenue SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
62				Yes				King Street	Orange Avenue to west of Clyde Street NE (city limit)		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
63				Yes				Garden City Blvd	Rose Avenue SE to Riverland Road SE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
64				Yes				Granby/Siebel Drive	Orange Avenue to Nicholas Avenue NE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
65				Yes				Salem Turnpike	Electric Road to 5th Street	Pedestrians walk in the road	Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey
66				Yes				2nd Street/Day Ave	Franklin Road to 3rd Street		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
67				Yes				Market Square	Market Square, Wall St, Market St, Campbell Ave	Sidewalks are too narrow for wheelchairs	Yes		Yes					Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, AARP Survey
68				Yes				Market Street SE	Campbell Avenue to Elmwood Park		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
69				Yes				Persinger Road SW	Grandin Road to Blenheim Road SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
70				Yes				Wonju Street	Franklin Road to Colonial Avenue	Speeding traffic, distracted drivers	Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey
71				Yes				Wiley Drive	Franklin Road to Crystal Spring Avenue; Rivers Edge	Speeding traffic, distracted drivers	Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey; Bikeway Plan public input
72				Yes				5th Street SW	Orange Avenue to Janette Avenue SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
73				Yes				Memorial Avenue	Edgewood Street to Campbell Avenue	Speeding traffic, distracted drivers	Yes							Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey
74				Yes				U.S. 460/Orange Ave	Melrose Avenue to Gainsboro Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
75				Yes				U.S. 460	Salem Turnpike to Thompson Memorial Drive		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
76						Yes		Roanoke Boulevard	Pearl Street to Texas Street	Tractor trailers not allowed	Yes	Yes	Yes					Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey; Economic Development Stakeholders
77				Yes			Yes	Dale Avenue	Bullitt/Dale/Virginia Avenue from 4th St. SE to Pollard Street	Bumpouts cause damage to vehicles that hit them	Yes	Yes	Yes		Yes			Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey; Economic Development Stakeholders

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78				Yes				Plantation Road	Orange Avenue to Hollins Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
79				Yes				Campbell Avenue SW	Railroad crossing to 13th St SW		Yes	Yes			Yes			Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Long range plan survey, Pedestrian Vision Plan
80				Yes				Grandview Avenue NW	Hershberger Road to Oakland Boulevard NW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan, Long range plan survey
81				Yes				Valley View Blvd	I-581 to Valley View Avenue		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
82				Yes				Valley View Avenue	Ring Road - All around Valley View Mall		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
83				Yes				Valley View Blvd N	Hershberger Road to Valley View Avenue NW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
84				Yes				13th Street SE	north of Dale Avenue SE to south of Jamison Avenue SE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
85				Yes				Jamison Avenue SE	Bullit Avenue SE to 13th Street SE		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
86					Yes			Brambleton Avenue	Cotton Hill Road to Arlington Hills Drive		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
87				Yes			Yes	Wise Avenue	Norfolk Avenue SE to 8th Street		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
88					Yes	Yes		U.S. 460/Main St	Alleghany Drive to Green Hill Park		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.	Prime parking spots are congested - 50% of spaces are generally occupied	New pavement; more frequent bus, extend routes, finish Greenway; Bypass from Exit 137 to Electric Road; marked crosswalks, wide sidewalks, more crosswalks	Pedestrian Vision Plan; Downtown Salem Plan; Long range plan survey
89				Yes	Yes			Airport Road NW	Curtis Avenue NW to Peters Creek Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
90				Yes				Salem Avenue SE	S Jefferson Street to Williamson Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
91				Yes				Shenandoah Avenue	N Jefferson Street to Williamson Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
92				Yes				Wells Avenue NW	Gainsboro Road to Williamson Road, Wells Ave to Shenandoah Avenue		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
93				Yes				Jefferson Street	Shenandoah Avenue NW to Wells Avenue NW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
94							Yes	Washington Avenue	Maple Street to Bypass Road		Yes	Yes						Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.; High traffic volume passing thru town			Pedestrian Vision Plan; Economic Development Stakeholders
95					Yes	Yes		Thompson Memorial	Mountain Heights Drive to Penguin Lane		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
96					Yes			Penn Forest Blvd	Chaparral Drive to Starkey Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
97				Yes				Main Street SW	Winona Avenue SW to Ferdinand Avenue SW	Bridge closes with no detour signs; Bike lanes covered in debris and glass; Infrequent bus service	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan; Long range plan survey; Bikeway Plan public input
98				Yes				Liberty Road NW	Gainsboro Road to Williamson Road		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
99				Yes				Church Avenue	2nd Street SW to 3rd Street SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
100				Yes				2nd Street	Campbell Ave. SW to Church Ave. SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
101				Yes				3rd St. SW	Campbell Ave. SW to Church Ave. SW		Yes							Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Pedestrian Vision Plan
102				Yes				Showalter Road NW	Barnett Road NW to Peachtree Drive NW		Yes							Yes					AARP Survey
103				Yes	Yes			Ogden Road	Colonial Avenue to Electric Road	Speeding traffic, distracted drivers	Yes					Yes	Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			AARP Survey, 419 Town Center Plan, Pedestrian Vision Plan; Long range plan survey
104							Yes	Walnut Avenue	Roanoke City Limit to Pollard Street	Development requiring rail access	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Vinton Area Corridors Plan, Pedestrian Vision Plan, Vinton Urban Development Areas, Vinton Comprehensive Plan; Economic Development Stakeholders
105							Yes	Berkeley Road NE	RR tracks at Vinyard Park to N. Blair Street		Yes							Yes					Vinton Comprehensive Plan
106							Yes	Gus Nicks Boulevard	Pollard Street to Gearhart Park		Yes							Yes					Vinton Comprehensive Plan
107					Yes		Yes	Hardy Road	ByPass Road to Blue Ridge Parkway		Yes			Yes	Yes		Yes	Yes		Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			Vinton Urban Development Areas, Pedestrian Vision Plan
108							Yes	Virginia Avenue	City Limit to Niagara Road	Worn pedestrian path, not safe for bicyclists	Yes	Yes		Yes	Yes		Yes	Yes					Vinton Urban Development Areas, Vinton Area Corridors Plan, Vinton Comprehensive Plan; Long range plan survey; Economic Development Stakeholders
109				Yes				13th Street SE		Unattractive		Yes	Yes	Yes	Yes			Yes					RVTPo surveys since 2040, Long range plan survey
110				Yes				I-581	I-81 to U.S. 220	Communicate Star, goods movements; Speeding traffic, slow traffic, reckless driving, rough pavement	Yes	Yes	Yes	Yes	Yes			Yes					RVTPo surveys since 2040, Roanoke County Comprehensive Plan, Long range plan survey
111	Yes				Yes			U.S. 11	Peters Creek Road to RVTPo Boundary	Uncontrolled turning movements, future traffic; Access to Troutville & Botetourt	Yes	Yes	Yes	Yes	Yes					Safer accom. for pedestrians to walk along this corridor/access adjacent destinations.			RVTPo surveys since 2040, Botetourt Comprehensive Plan; 2018 Greenway Plan Public Input; Transit Vision Plan; Gateway Crossing Area Plan; Long range plan survey; Pedestrian Vision Plan; Economic Development Stakeholders
112	Yes	Yes			Yes			U.S. 460/Blue Ridge	Cloverdale Road to RVTPo Boundary	Access for people not in a car	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.			RVTPo surveys since 2040; 2018 Greenway Plan Public Input; Transit Vision Plan; Long range plan survey; Economic Development Stakeholders
113				Yes				U.S. 460/Orange Ave				Yes			Yes								RVTPo surveys since 2040
114	Yes	Yes	Yes	Yes	Yes	Yes		U.S. 460			Yes				Yes		Yes	Yes					RVTPo surveys since 2040
115				Yes				U.S. 220/Franklin Rd		Speeding traffic	Yes	Yes	Yes		Yes								RVTPo surveys since 2040; Long range plan survey; Economic Development Stakeholders

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116				Yes				Colonial Avenue	Colonial Ave. to Ogden Dr.				Yes										RVTP0 surveys since 2040
117				Yes				Elm Avenue	Ferdinand Avenue to S. Jefferson Street	Unattractive	Yes			Yes	Yes					Yes	Yes		RVTP0 surveys since 2040, Pedestrian Vision Plan
118				Yes		Yes		U.S. 460/Orange Ave										Yes	Yes				RVTP0 surveys since 2040
119				Yes		Yes		Peters Creek Road					Yes	Yes	Yes								RVTP0 surveys since 2040; Long range plan survey
120				Yes	Yes	Yes		U.S. 460/Orange Ave			Yes		Yes			Yes	Yes	Yes		Yes	Yes		Route 419 Corridor Study, Pedestrian Vision Plan, RVTP0 surveys since 2040
121				Yes	Yes	Yes		Electric Road		public transportation, sidewalks; Distracted driving; Speeding; development	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Oak Grove crosswalks, ped signals; inter-parcel connections, access management	Route 419 Corridor Study, Pedestrian Vision Plan, RVTP0 surveys since 2040, 419 Town Center Plan, Route 419 Corridor Study, Long range plan survey; Oak Grove Center Plan; Economic Development Stakeholders
122	Yes	Yes			Yes	Yes		I-81	RVTP0 boundary to RVTP0 boundary	Amtrak access, truck parking, future congestion; Speeding, short ramps, visibility, slow trucks	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Add lanes; wider lanes; wider shoulders; wider road; HOV lane; truck lane; restrict trucks to right lanes; left lane passing only; extend merge lanes; longer ramps	Enforce speed limit; texting & driving; abolish speed limit; raise speed limit; lower speed limit; automated speed cameras; more signage for exits; variable messaging with information about truck parking; weather, or dynamic speed limits	Reverse entrance/exit ramp order; replace bridge; alternate routes; create bypass; add lighting; landscaping; sound barriers; heat roads; lower height of berms at entrance ramps; more park & rides; truck parking; rest stops; light rail	I-81 Corridor Improvement Plan, Botetourt Comprehensive Plan, RVTP0 surveys since 2040; Economic Development Stakeholders
123	Yes							U.S. 220/Roanoke Rd	Commons Parkway to Gateway Crossing	AT users access to hotels/restaurants, Spacing between crossovers does not meet VDOT standards	Yes			Yes	Yes			Yes					Exit 150 Market Study, Gateway Crossing Area Plan
124				Yes				23rd Street	All around - 23rd St. SW, Colonial Ave., Brandon Ave.		Yes									Yes	Yes		Pedestrian Vision Plan
125				Yes		Yes		U.S. 11															RVTP0 surveys since 2040
126				Yes	Yes			U.S. 220		Goods movements between the port of Charleston, SC-Sault Ste. Marie, Michigan				Yes	Yes				Yes				Roanoke County Comprehensive Plan, RVTP0 surveys since 2040
127				Yes				11th Street SW	Riverside Blvd to Jackson Ave					Yes									Long range plan survey
128				Yes				12th Street NW			Yes		Yes			Yes	Yes						Long range plan survey
129				Yes				1st Street			Yes												Long range plan survey
130							Yes	8th Street				Yes		Yes									Long range plan survey
131				Yes		Yes		Apperson Drive	Peters Creek Road to Colorado Street		Yes				Yes			Yes		Yes	Yes		Pedestrian Vision Plan, RVTP0 surveys since 2040; Long range plan survey; Economic Development Stakeholders
132				Yes				Avenham Avenue			Yes			Yes									Long range plan survey; Bikeway Plan public input
133						Yes		Vinyard Road	Bedford Road to Hardy Road		Yes												Long range plan survey
134					Yes			Bent Mountain Road	RVTP0 Boundary to Brambleton Avenue	Visibility, Crime	Yes	Yes	Yes		Yes	Yes	Yes						Long range plan survey
135	Yes							Blacksburg Road			Yes												Long range plan survey
136	Yes				Yes			Blue Ridge Parkway	Visitors discouraged by confusing detours	Parkway maintenance; Another transportation option for people to get to the Blue Ridge Parkway			Yes	Yes	Yes								Long range plan survey; Economic Development stakeholders
137	Yes							Blue Ridge Turnpike	Main Street to RVTP0 boundary				Yes	Yes	Yes								Long range plan survey
138				Yes				Brunswick Street					Yes	Yes									Long range plan survey
139					Yes			Canter Drive	Roselawn Road to dead end	Speeding traffic	Yes				Yes								Long range plan survey
140				Yes				Carlton Road	Grandin Road to Brandon Road	Speeding traffic	Yes							Yes					Long range plan survey
141				Yes				Church Avenue	Jefferson St to 2nd St	Lack of free parking			Yes		Yes								Long range plan survey
142					Yes			Cotton Hill Road	Brambleton Avenue to Merriman Road		Yes	Yes	Yes		Yes								Long range plan survey
143					Yes			Fairway Ridge Road	Hidden Woods Drive to end of road			Yes											Long range plan survey
144						Yes		Gates Lane	Mountain View Road to end of road		Yes			Yes									Long range plan survey
145				Yes				Glen Heather Drive	Electric Road to Grandin Road	Speeding traffic, distracted drivers	Yes							Yes	Yes				Long range plan survey
146				Yes				Highland Avenue SW	Franklin Road to end of road					Yes									Long range plan survey
147				Yes				Industry Avenue	Star City School of Ballet to 9th Street SE		Yes												Long range plan survey
148					Yes			Keffield Street	Ardmore Drive to Biscayne Road					Yes	Yes								Long range plan survey
149				Yes				Kimball Avenue	Williamson Road to Orange Avenue				Yes										Long range plan survey
150				Yes				Kirk Avenue	2nd Street to Williamson Road		Yes								Yes				Long range plan survey
151						Yes		U.S. 11/Colorado	East Riverside Drive to Shank's Cross Road	Bicycle access between Salem and Roanoke	Yes								Yes				Long range plan survey
152				Yes				U.S. 460/Melrose Ave	Peters Creek Road to 24th Street NW			Yes		Yes									RVTP0 surveys since 2040; Long range plan survey
153				Yes				Tazewell Avenue	13th Street SE to 3rd Street SE	Speeding traffic	Yes	Yes			Yes				Yes				Long range plan survey
154				Yes				U.S. 460/Orange Ave	24th Street NW to Challenger Avenue	Illegal U-turns; Short turn lanes; Speeding, hard to merge; Access to services; unmarked lane end	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Long range plan survey; RVTP0 surveys since 2040
155				Yes				Shenandoah Avenue	Williamson Road to 24th Street NW	Crime; Unsafe to cross the road; Visibility, slow bicycling; drivers fail to signal; Speeding	Yes		Yes	Yes	Yes	Yes	Yes	Yes					Long range plan survey
156		Yes			Yes	Yes		U.S. 460/Main St	RVTP0 Boundary to Peters Creek Road	Congestion; emergency vehicle access; speeding, access to jobs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Left turn lane is used as an on ramp			Long range plan survey; Economic Development Stakeholders
157				Yes				Rugby Boulevard	10th Street to Syracuse Avenue						Yes								Long range plan survey
158				Yes				Luck Avenue	1st Street to 6th Street			Yes											Long range plan survey
159					Yes			Route 311	Electric Road to RVTP0 Boundary	Speeding traffic, many bicyclists	Yes	Yes			Yes			Yes					Long range plan survey
160				Yes				Melrose Avenue	10th Street to Peters Creek Road		Yes		Yes		Yes	Yes	Yes						Long range plan survey
161				Yes				Persinger Road						Yes	Yes								Long range plan survey
162					Yes			U.S. 460/Challenger	Blue Hills Drive to Cloverdale Road	Additional routes in/out of Vinton; Hard to judge oncoming traffic when turning; Distracted driving	Yes	Yes	Yes		Yes								Long range plan survey; RVTP0 surveys since 2040
163				Yes				Reserve Avenue	Jefferson Street to Franklin Road					Yes	Yes								Long range plan survey
164				Yes	Yes	Yes		Roanoke River Gwy	Roanoke River Greenway		Yes							Yes	Yes				Long range plan survey; 2018 Greenway Plan public input
165				Yes				Sherwood Avenue	Main Street to Arlington Road					Yes	Yes								Long range plan survey
166					Yes			McVitty Road	Electric Road to Brambleton Avenue		Yes		Yes	Yes									Long range plan survey
167				Yes				Salem Avenue	Williamson Road to 5th Street		Yes	Yes							Yes				Long range plan survey
168				Yes				Yellow Mountain Road	Jefferson Street to Blue Ridge Parkway	Handles more traffic than what it was built for.	Yes			Yes	Yes								Long range plan survey; Economic Development Stakeholders
169				Yes				Riverland Road	Piedmont Street to Bennington Street					Yes	Yes								Long range plan survey
170				Yes				Westside Boulevard	Hesherberger Road to Salem Turnpike			Yes	Yes			Yes			Yes	Yes			Long range plan survey
171				Yes				Ross Lane	Brambleton Avenue to Persinger Road	Ross Ln. is used as a detour when Brambleton is closed				Yes	Yes								Long range plan survey
172					Yes			Walrond Drive	Plantation Road to Walrond Park					Yes					Yes	Yes			Long range plan survey; Hollins Center Plan

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173					Yes			Friendship Lane	Plantation Road to terminus	Industrial/commercial growth, stormwater/drainage	Yes		Yes	Yes	Yes		Yes	Yes					Hollins Center Plan
174					Yes			Gander Way	Plantation Road to terminus		Yes							Yes					Hollins Center Plan
175					Yes			Gander Way	Plantation Road to terminus		Yes							Yes					Hollins Center Plan
176					Yes			Tinker Creek Gwy	Tinker Creek Greenway		Yes							Yes	Yes				Hollins Center Plan
177				Yes				McVitty Road SW	McVitty Road SW from Electric Road to Electric Road		Yes							Yes	Yes				Oak Grove Center Plan
178				Yes				Gatewood Street SW	Electric Road to Norwood Street		Yes							Yes	Yes				Oak Grove Center Plan
179				Yes				Norwood Street SW	Gatewood Street to Hope Road		Yes							Yes	Yes				Oak Grove Center Plan
180				Yes				Hidden Valley Sch Rd	Electric Road to Mount Holland Drive		Yes							Yes	Yes				Oak Grove Center Plan
181				Yes				Hackney Lane			Yes							Yes	Yes				Oak Grove Center Plan
182				Yes	Yes			Keagy Road			Yes							Yes	Yes				Oak Grove Center Plan
183				Yes				Grandin Road Ext			Yes							Yes	Yes				Oak Grove Center Plan; Bikeway Plan public input
184				Yes				Glen Heather Drive	Bridle Lane to Electric Road		Yes							Yes	Yes				Oak Grove Center Plan
185				Yes				Sugar Loaf Mtn Rd	Roselawn Road to Keagy Road		Yes							Yes	Yes				Oak Grove Center Plan
186				Yes	Yes			Barnhardt Creek Gwy			Yes							Yes	Yes				Oak Grove Center Plan, 2018 Greenway Plan
187	Yes							Glebe Road	U.S. 220 to Catwaba Road	Fieldstone development		Yes			Yes								Botetourt County staff
188	Yes							Etzler Road	Blacksburg Road to Catawba Road	Future development will create traffic		Yes			Yes								Botetourt County staff
189				Yes				U.S. 460/Orange	I-581 to Hollins Road		Yes	Yes		Yes									City of Roanoke staff
190				Yes				Luck Avenue	Jefferson Center, Kirk YMCA		Yes							Yes					Bikeway Plan public input
191						Yes		Riverside Drive	Front Avenue to Apperson Drive		Yes							Yes					Bikeway Plan public input
192				Yes				Thirlane Road	Peters Creek Road to Green Ridge Road	access to the developable properties	Yes		Yes		Yes								Economic Development Stakeholders
193						Yes		Lynchburg Turnpike	Railroad bridge	Bridge is too low; trucks can't get over it				Yes					Yes				Economic Development Stakeholders
194						Yes		Kessler Mill Road	I-81 to Main Street	Accommodate trucks, wide loads, to businesses				Yes				Yes					Economic Development Stakeholders

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0				Yes				Electric Road	Tanglewood	Traffic circulation, uncomfortable to walk, speeding, reckless driving;ADA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists; improved service operations for people not driving; Sidewalks, ped crossings, turn lanes, greenway trail, improve transit, lane signage, inc. signal phase, change speed limit, frontage rd	419 Town Center Plan; Route 419 Corridor Study; 2018 Greenway Plan Public Input; Transit Vision Plan; Long range plan survey; RVTPD surveys since 2040; Bikeway Plan; Bus Stop Accessibility Study
1				Yes				Route 419	at Starkey Road		Yes							Yes			419 Town Center Plan
2				Yes				Electric Road	Fallowater Lane Ext.		Yes			Yes	Yes				Yes		419 Town Center Plan
3							Yes	Hardy Road	Niagra Road		Yes								Yes		Vinton Area Corridors Plan
4							Yes	Hardy Road	Vinyard Road		Yes	Yes		Yes					Yes		Parking lot at Kroger's gets really full
5							Yes	Hardy Road	WB at Bedford Road	Make existing stops ADA compatible/function better	Yes		Yes	Yes		Yes			Yes		Safe pedestrian crossing, Place for people with disabilities to access transit
6							Yes	Hardy Road	Clearview Drive		Yes			Yes					Yes		Vinton Area Corridors Plan; Long range plan survey
7							Yes	Hardy Road	Bypass Road	High traffic volume passing thru town	Yes			Yes					Yes		Vinton Area Corridors Plan; Long range plan survey; Economic Development Stakeholders
8				Yes				Washington Avenue	William Byrd Schools	Kids don't walk/bike to school	Yes		Yes			Yes	Yes	Yes		Too far, safety; also infrastructure deficiencies; Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	Vinton Area Corridors Plan; 2018 Greenway Plan Public Input; Vinton Area Corridors Plan; Transit Vision Plan
9							Yes	Washington Avenue	Pollard Street			Yes			Yes						Vinton Area Corridors Plan
10							Yes	Vinton	Downtown Vinton	Travel delays, signal coord/timing, speed, trucks; lack of business, lack of pedestrians		Yes	Yes	Yes	Yes				Yes		Biggest issue congestion; more downtown businesses; Aesthetics/Streetscapes NOT primary concerns
11				Yes				Washington Avenue	at Domino's Pizza	Business accessibility - hard to get to				Yes	Yes						Vinton Area Corridors Plan
12							Yes	Virginia Avenue	Pollard Street	Lack of visibility	Yes				Yes						Vinton Area Corridors Plan
13							Yes	Virginia Avenue	3rd Street	Turning radius insufficient for trucks				Yes					Yes		Vinton Area Corridors Plan; Economic Development Stakeholders
14				Yes				Campbell Court		Transit lacks space to operate			Yes			Yes					Downtown Roanoke Intermodal Study
15				Yes				Amtrak	Amtrak	More train destinations; long-term parking			Yes	Yes		Yes					Downtown Roanoke Intermodal Study, Long range plan survey; Economic Development Stakeholders
16	Yes							I-81	Exit 150	Parking, alternative access, future development, appearance, speeding, confusing, short merge/ramps	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Increased AT and commuter demand for parking, access for future development, AT users access businesses, access for people not driving, biking, or walking; road access across NPS property; truck parking	Exit 150 Market Study; Gateway Crossing Area Plan; Transit Vision Plan; RVTPD surveys since 2040; Long range plan survey; Economic Development Stakeholders
17		Yes						U.S. 460/Main St	Big Spring Drive	Only one object marker; noncompliant guardrail	Yes			Yes	Yes						Route 11/460 Corridor Study
18		Yes						U.S. 460/Main St	south of Barnett Road		Yes	Yes		Yes	Yes			Yes	Yes		Route 11/460 Corridor Study
19		Yes						U.S. 460/Main St	Shawsville to Elliston	Speed, crashes (30% in Elliston result in injury)	Yes				Yes						M9 M11
20		Yes						U.S. 460/Main St	Old Roanoke Road	Guardrail out of compliance	Yes				Yes						M4
21		Yes						U.S. 460/Main St	Gardner Street	Future traffic congestion	Yes	Yes			Yes						M2
22		Yes						U.S. 460/Main St	Apgar Drive	Noncompliant guardrail	Yes			Yes	Yes						48; access management
23				Yes				U.S. 460/Main St	Peaceful Drive	Noncompliant guardrail	Yes	Yes		Yes	Yes						Access management
24				Yes				U.S. 460/Main St	West River Road	Gas station entrance confusing				Yes	Yes						Access management
25				Yes				U.S. 460/Main St	Harwick Drive	Signs faded and difficult to read	Yes				Yes						Route 11/460 Corridor Study
26				Yes				U.S. 460/Main St	Dow Hollow Road	Crash hotspot, traffic volumes, guard rails noncompliant	Yes	Yes	Yes	Yes	Yes	Yes					Route 11/460 Corridor Study; RVTPD surveys since 2040; Long range plan survey
27				Yes				Dow Hollow Road	I-81NB Exit ramp, NB Entrance ramp			Yes			Yes						M8
28				Yes				U.S. 460/Main St	Pleasant Run Road		Yes			Yes	Yes						S11
29				Yes				U.S. 460/Main St	Vintage Lane					Yes	Yes						Access management
30				Yes				U.S. 460/Main St	Yale Drive	Noncompliant guardrail	Yes			Yes	Yes						Access management
31			Yes					U.S. 460/Main St	Elliston		Yes	Yes	Yes	Yes	Yes			Yes	Yes		Access management
32			Yes					U.S. 460/Main St	Enterprise Drive		Yes							Yes	Yes		Need
33			Yes					U.S. 460/Main St	Northfork Road	Attractive route to/from I-81, reduce traffic volumes on Route 460	Yes	Yes			Yes						Need
34				Yes				U.S. 460/Main St	Technology Drive		Yes	Yes			Yes						Need
35						Yes		Electric Road	Apperson Drive			Yes		Yes	Yes						Route 419 Corridor Study; Long range plan survey
36				Yes				Electric Road	Route 311; Hanging Rock		Yes			Yes	Yes		Yes	Yes			Route 419 Corridor Study; Bikeway Plan public input
37				Yes	Yes			I-81	Exit 141		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Route 419 Corridor Study; Long range plan survey; RVTPD surveys since 2040
38						Yes		Electric Road	Green Ridge Road					Yes	Yes						Route 419 Corridor Study
39						Yes		U.S. 460/Main St	Electric Road					Yes	Yes						Route 419 Corridor Study; RVTPD surveys since 2040
40						Yes		Electric Road	Lakeside Plaza		Yes		Yes			Yes				Improved service operations for people not driving to get here.	Route 419 Corridor Study; Transit Vision Plan
41						Yes		Electric Road	Lynchburg Turnpike		Yes							Yes			Route 419 Corridor Study
42						Yes		Electric Road	Springfield Avenue					Yes	Yes						Route 419 Corridor Study
43						Yes		Roanoke Boulevard	RR xing near Route 419					Yes	Yes				Yes		Route 419 Corridor Study
44						Yes		Electric Road	Roanoke Blvd	Top Crash Intersection	Yes							Yes			Route 419 Corridor Study; Safety Study
45						Yes		Electric Road	Indiana Street		Yes			Yes	Yes				Yes		Route 419 Corridor Study
46						Yes		Electric Road	Braeburn Drive		Yes			Yes	Yes				Yes		Route 419 Corridor Study
47						Yes		Electric Road	Keagy Road (north)		Yes			Yes	Yes				Yes		Route 419 Corridor Study
48				Yes				Electric Road	Hidden Valley School Road		Yes								Yes		Route 419 Corridor Study

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49					Yes			Electric Road	Keagy Road (south)		Yes			Yes	Yes				Yes		Route 419 Corridor Study
50					Yes			Electric Road	Grandin Road Ext		Yes	Yes		Yes	Yes				Yes		Route 419 Corridor Study; Oak Grove Center Plan; Economic Development Stakeholders
51				Yes	Yes			Electric Road	Grandin Road		Yes			Yes	Yes						Route 419 Corridor Study; Oak Grove Center Plan
52					Yes			Electric Road	McVitty Road		Yes								Yes		Route 419 Corridor Study
53					Yes			Electric Road	Postal Drive		Yes			Yes	Yes				Yes		Route 419 Corridor Study
54					Yes			Colonial Avenue	Electric Road					Yes	Yes						Route 419 Corridor Study
55					Yes			Electric Road	Colonial Avenue	Top Crash Intersection	Yes			Yes	Yes				Yes		Route 419 Corridor Study; Safety Study
56					Yes			Electric Road	Brambleton Avenue	Difficult to turn left from Brambleton Ave onto Route 419	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Access for people not driving, walking or biking to get here; Safer accom. for pedestrians/less experienced cyclists to get here.	Transit Vision Plan; Long range plan survey; RVTPO surveys since 2040; 2018 Greenway Plan Public Input; Route 419 Corridor Study; Bikeway Plan
57					Yes			Electric Road	Springwood Park Drive					Yes	Yes						Route 419 Corridor Study
58					Yes			Electric Road	Chaparral Drive		Yes			Yes	Yes				Yes		Route 419 Corridor Study
59					Yes			Electric Road	Starkey Road		Yes			Yes	Yes				Yes		Route 419 Corridor Study
60					Yes			Electric Road	Bernard Drive					Yes	Yes						Route 419 Corridor Study
61					Yes			Electric Road	between Atalantis Blvd and Emma Lane					Yes	Yes						Route 419 Corridor Study
62					Yes			Ogden Road	next to Panera Bread					Yes	Yes						Route 419 Corridor Study
63					Yes			U.S. 220/Franklin Rd	Valley Avenue					Yes	Yes						111 Route 220 Preservation and Improvement Plan
64				Yes	Yes			U.S. 220/Franklin Rd	Pheasant Ridge Road SW					Yes	Yes						Route 220 Preservation and Improvement Plan; Long range plan survey
65					Yes			U.S. 220/Franklin Rd	Buck Mountain Road					Yes	Yes						109 Route 220 Preservation and Improvement Plan
66					Yes			U.S. 220/Franklin Rd	Yellow Mountain Road					Yes	Yes						107 Route 220 Preservation and Improvement Plan
67					Yes			U.S. 220/Franklin Rd	Dunahoo Drive					Yes	Yes						94 Route 220 Preservation and Improvement Plan
68					Yes			U.S. 220/Franklin Rd	Spottswood Drive					Yes	Yes						95 Route 220 Preservation and Improvement Plan
69					Yes			U.S. 220/Franklin Rd	Webb Road					Yes	Yes						96 Route 220 Preservation and Improvement Plan
70					Yes			U.S. 220/Franklin Rd	between Webb Road and Starlight Lane					Yes	Yes						Route 220 Preservation and Improvement Plan
71					Yes			U.S. 220/Franklin Rd	Starlight Lane/Shado Hollow Lane					Yes	Yes						98 Route 220 Preservation and Improvement Plan
72					Yes			U.S. 220/Franklin Rd	Pine Needle Drive					Yes	Yes						99 Route 220 Preservation and Improvement Plan
73					Yes			U.S. 220/Franklin Rd	Hofawger Road					Yes	Yes						100 Route 220 Preservation and Improvement Plan
74					Yes			U.S. 220/Franklin Rd	Winter Drive					Yes	Yes						101 Route 220 Preservation and Improvement Plan
75					Yes			U.S. 220/Franklin Rd	north of Back Creek Road					Yes	Yes						Route 220 Preservation and Improvement Plan
76					Yes			U.S. 220/Franklin Rd	Brethren Road					Yes	Yes						106 Route 220 Preservation and Improvement Plan
77					Yes			Plantation Road	Lila Drive				Yes			Yes					Hollins Center Plan
78					Yes			Enon Drive	near I-81					Yes	Yes						Hollins Center Plan
79					Yes			Peters Creek Road	Williamson Road	Turns cause congestion at driveway	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Hollins Center Plan
80					Yes			Williamson Road	Plantation Road	Top crash intersection	Yes			Yes	Yes				Yes		Hollins Center Plan; Long range plan survey; Safety Study
81	Yes							U.S. 220/Roanoke Rd	Proposed entrance to new development				Yes		Yes						Gateway Crossing Area Plan
82	Yes							U.S. 220/Roanoke Rd	AT		Yes								Yes		Gateway Crossing Area Plan
83	Yes							U.S. 220/Roanoke Rd	Proposed Park & Ride lot; Botetourt Commons	170 acres cannot be developed because of trail; demand exceeds park & ride capacity	Yes		Yes	Yes	Yes		Yes	Yes		Increase in carpooling/ridesharing opportunities.	Gateway Crossing Area Plan; Bikeway Plan public input; Economic Development Stakeholders
84	Yes							Cloverdale Road	Proposed entrance to new development				Yes		Yes						Gateway Crossing Area Plan
85					Yes			U.S. 460/Challenger	Bonsack		Yes		Yes		Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; RVTPO surveys since 2040
86					Yes			Brambleton Avenue	Cave Spring Elementary/Middle School		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input; Bikeway Plan public input
87					Yes			Chaparral Drive	Cave Spring High School		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
88				Yes				Downtown Roanoke	Downtown Roanoke	Bike commuters discouraged	Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here; destinations are Market Building, Center on the Square, Transportation Museum, Taubman Museum, Elmwood Park	2018 Greenway Plan Public Input, Transit Vision Plan; Long range plan survey; Bikeway Plan public input
89					Yes			Explore Park	Explore Park	Flooding	Yes		Yes		Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; need reliable route for drivers when Rutrough Rd floods. Explore Park is growing.	2018 Greenway Plan Public Input; Transit Vision Plan; Bikeway Plan public input
90					Yes			Tobey Road	Glenvar Public Schools		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input



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91				Yes				Green Hill Park	Green Hill Park		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input; Bikeway Plan public input
92				Yes				Overdale Road	Green Valley Elementary School		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
93	Yes							Etzler Road	Greenfield Elementary School, Greenfield Recreation Park		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input; Bikeway Plan public input
94	Yes							U.S. 220/Roanoke Rd	Greenfield Industrial Park/Ashley Plantation		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
95	Yes							Valley Road	Flying Mouse Brewery		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
96				Yes				DMV	DMV	Acces to DMV	Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	2018 Greenway Plan Public Input, Transit Vision Plan, RVTPO surveys since 2040; Bikeway Plan public input
97				Yes				Grandin Road	Grandin Village		Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; Long range plan survey; Bikeway Plan public input
98				Yes				Blue Hills Drive	Deschutes/RCIT		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
99				Yes				Happy Hollow Gardens	Happy Hollow Gardens		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
100				Yes				Hershberger Road	Plantation Rd		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
101				Yes				Titan Trail	Hidden Valley High School		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input; Bikeway Plan public input
102				Yes				Blue Hills Drive	Hollins Park		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
103			Yes					Lafayette Road	Lafayette	Flooding	Yes		Yes	Yes	Yes		Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Lafayette Road floods and residents can't enter/exit	2018 Greenway Plan Public Input; Montgomery County staff
104	Yes							Read Mountain Road			Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
105							Yes	Feather Road	Lindenwood Neighborhood, Vinton		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
106					Yes			U.S. 460/Main St	Longwood Park		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
107				Yes				Fishburn Parkway	Mill Mountain Park		Yes			Yes	Yes		Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input, Long range plan survey
108			Yes					U.S. 460/Main St	Montgomery County		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
109				Yes	Yes			Electric Road	Oak Grove Elementary School; Farrington Apartments; Oak Grove Plaza		Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; Bikeway Plan public input
110				Yes				Summit Ridge Road	Read Mountain Preserve		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
111							Yes	ByPass Road	River Park Shopping Center	Hard to turn left from River Park Shopping Center onto Bypass Road	Yes		Yes	Yes		Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; Economic Development Stakeholders; Bus Stop Accessibility Study
112						Yes		U.S. 460/Main St	Downtown Salem		Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; Bikeway Plan public input; Downtown Salem Plan
113						Yes		Roanoke Boulevard	Salem Civic Center		Yes		Yes	Yes		Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; Long range plan survey; Bikeway Plan public input
114						Yes		Goodwin Avenue	Salem High School		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
115				Yes				Grandin Road	Shrine Hill Park; Patrick Henry HS		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input; Bikeway Plan public input
116				Yes				Brandon Avenue	Towers Shopping Center		Yes		Yes	Yes		Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here.	2018 Greenway Plan Public Input, Long range plan survey; Transit Vision Plan; Bikeway Plan public input
117				Yes				Colonial Avenue	Virginia Western Community College	Confusing roundabout markings; people with disabilities access services	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Improved service operations for people not driving to get here.	2018 Greenway Plan Public Input; Transit Vision Plan, Long range plan survey; Bikeway Plan public input
118				Yes				Bridge Street	Norwich neighborhood		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
119				Yes				Enon Drive	Walrond Park		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
120				Yes				Wildwood Road	Wildwood Neighborhood		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input
121				Yes				Ferncliff Avenue	William Fleming High School		Yes						Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here.	2018 Greenway Plan Public Input; Bikeway Plan public input
122				Yes				Wood Haven Drive	Wood Haven Industrial Park, Green Ridge Rec Center	Economic development, difficult for drivers to access; bridge feels unsafe	Yes		Yes		Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	2018 Greenway Plan Public Input; Transit Vision Plan; Roanoke County staff; Bikeway Plan public input; Economic Development Stakeholders
123				Yes				Williamson Road	Hollins neighborhood				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan; Long range plan survey
124				Yes				Williamson Road	Happys Flea Market				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan

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125				Yes				Valley View Blvd	Valley View							Yes	Yes			Improved service operations for people not driving to get here; good bicycle connection but dangerous once you get there		
				,Yes, ,Yes, ,Transit Vision Plan; Bikeway Plan public input																		
126							Yes	Vinton	Vinton		Yes		Yes	Yes	Yes	Yes				Improved service operations for people not driving to get here; increase capacity/safety; Traffic Inconveniences on Major Corridors; Main goals: imp visual appearance of corridors	Transit Vision Plan; Vinton Area Corridors Plan	
127				Yes				Garden City Blvd	Garden City		Yes	Yes	Yes	Yes		Yes	Yes			Improved service operations for people not driving to get here; Garden City Recreation Center	Transit Vision Plan; Long range plan survey; Bikeway Plan public input	
128				Yes				Valley View Blvd	Target				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
129				Yes				Airport Drive	Airport	Limited airline choice	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Access for people not driving, walking or biking to get here.	Transit Vision Plan, Long range plan survey; Bikeway Plan public input; Economic Development Stakeholders	
130				Yes				Valley View Blvd	Valley View Movie Theater				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
131						Yes		Salem	Salem VA				Yes			Yes				Improved service operations for people not driving to get here.	Transit Vision Plan	
132					Yes			Merriman Rd.	South County Library		Yes		Yes			Yes	Yes			Access for people not driving, walking or biking to get here.	Transit Vision Plan; Bikeway Plan public input	
133				Yes				Campbell Avenue	RAM House				Yes			Yes				Improved service operations for people not driving to get here.	Transit Vision Plan	
134				Yes				Mill Mountain Star	Mill Mountain Spur	Another transportation option for people to get to the Star	Yes		Yes			Yes	Yes			Access for people not driving, walking or biking to get here.	Transit Vision Plan, Long range plan survey; Bikeway Plan public input; Economic Development stakeholders	
135					Yes	Yes		I-81	Exit 140	Greenway, bike access to the Park & Ride	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Improved service operations for people not driving to get here.	Transit Vision Plan, Long range plan survey; Bikeway Plan public input	
136							Yes	Hardy Road	Lake Drive Plaza				Yes			Yes				Improved service operations for people not driving to get here.	Transit Vision Plan	
137				Yes	Yes			Peters Creek Road	Northside High School, Brammer Village		Yes		Yes			Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	2018 Greenway Plan Public Input; Transit Vision Plan	
138					Yes			U.S. 220/Franklin Rd	Clearbrook Village Road				Yes	Yes	Yes	Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan; Route 220 Preservation and Improvement Plan	
139	Yes							U.S. 220/Roanoke Rd	Daleville		Yes		Yes			Yes	Yes	Yes		Access for people not driving, walking or biking to get here; Safer accom. for pedestrians/less experienced cyclists to get here.	Transit Vision Plan; Long range plan survey; 2018 Greenway Plan Public Input; Bikeway Plan public input	
140	Yes							Eastpark Drive	East Park Commerce Center	Access to jobs			Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
141				Yes				Williamson Road	Elmwood Park		Yes		Yes			Yes	Yes			Improved service operations for people not driving to get here.	Transit Vision Plan; Bikeway Plan public input	
142	Yes							U.S. 220/Roanoke Rd	Fincastle	Access to school and jobs			Yes		Yes	Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan; Long range plan survey	
143					Yes			U.S. 460/Main St	Glenvar, Richfield Assisted Living Center		Yes		Yes			Yes	Yes	Yes		Access for people not driving, walking or biking to get here; Safer accom. for pedestrians/less experienced cyclists to get here.	Transit Vision Plan; 2018 Greenway Plan Public Input; Economic Development Stakeholders	
144						Yes		Keagy Road	LewisGale Medical Center	Make existing stops ADA compatible/function better	Yes		Yes	Yes		Yes	Yes	Yes		Improved service operations for people not driving to get here; Safer accom. for pedestrians/less experienced cyclists to get here.	Transit Vision Plan, 2018 Greenway Plan Public Input; Bikeway Plan public input	
145				Yes				Liberty Road	Mountain View Elementary				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
146				Yes				Williamson Road	Berglund Center		Yes		Yes			Yes	Yes			Improved service operations for people not driving to get here.	Transit Vision Plan; Bikeway Plan public input	
147						Yes		U.S. 460/Main St	Spartan Square	Make existing stops ADA compatible/function better			Yes	Yes		Yes				Improved service operations for people not driving to get here.	Transit Vision Plan	
148				Yes				Granby Street	Statesman Industrial Park				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
149				Yes				Jefferson Street	The Bridges				Yes			Yes				Improved service operations for people not driving to get here.	Transit Vision Plan	
150							Yes	Washington Avenue	Vinton Senior Center				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
151							Yes	Berkley Road	Vinyard Park				Yes			Yes				Access for people not driving, walking or biking to get here.	Transit Vision Plan	
152					Yes			Electric Road	Roanoke County Admin		Yes		Yes			Yes	Yes			Access for people not driving, walking or biking to get here.	Transit Vision Plan; Bikeway Plan public input	
153				Yes				Jefferson Street	24th Street	Safe access to school bus stop	Yes							Yes			AARP Survey	
154				Yes				Elm Avenue	5th Street SW	Drivers don't recognize identity cane; Make existing stops ADA compatible/function better						Yes		Yes				
,Scra 155	Yes	Yes		AARP Survey; Bus Stop Accessibility Study			Yes	Hardy Road	WE Cundiff Elementary School		Yes				shelter	landing pad	pave between sidewalk & curb at bus stop"	Yes			Vinton Urban Development Areas	

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156							Yes	Washington Avenue	Meadow Street		Yes							Yes			Vinton Urban Development Areas	
157							Yes	Dale Avenue	at Vernon Street SE		Yes							Yes			Vinton Urban Development Areas	
158							Yes	Virginia Avenue	2nd Street				Yes			Yes					Vinton Urban Development Areas	
159							Yes	Walnut Avenue	5th Street		Yes							Yes			Vinton Urban Development Areas	
160				Yes				Route 311	Thompson Memorial Dr and Deborah Ln	Hidden turn lanes, fast traffic speed	Yes	Yes			Yes						RVTPO surveys since 2040	
161				Yes				U.S. 220/Franklin Rd	near Home Depot			Yes			Yes						RVTPO surveys since 2040	
162				Yes				I-581	Liberty Rd						Yes						RVTPO surveys since 2040	
163				Yes	Yes			I-81	Exit 137	Short ramp	Yes			Yes	Yes						RVTPO surveys since 2040, Long range plan survey	
164				Yes				I-81	Exit 132						Yes						RVTPO surveys since 2040	
165				Yes				U.S. 460/Orange Ave	Patrick Rd.						Yes						RVTPO surveys since 2040	
166				Yes				U.S. 460/Orange Ave	Lynn Brae Dr.						Yes						RVTPO surveys since 2040	
167				Yes				U.S. 460/Main St	Walmart entrance		Yes	Yes	Yes	Yes	Yes						Direct travelers to I-81	RVTPO surveys since 2040, Salem staff
168						Yes		U.S. 460/Main St	Wildwood Road	Top Crash Intersection				Yes	Yes						RVTPO surveys since 2040; Safety Study	
169						Yes		U.S. 460/Main St	Route 311/Thompson Memorial Drive		Yes	Yes	Yes	Yes	Yes						Direct travelers to I-81	RVTPO surveys since 2040, Salem staff
170				Yes				U.S. 460/Challenger	E. Ruritan Rd		Yes	Yes			Yes						RVTPO surveys since 2040	
171				Yes				U.S. 460/Orange Ave	Gus Nicks Blvd.	Short turn lane	Yes	Yes			Yes						RVTPO surveys since 2040	
172	Yes							U.S. 460/Blue Ridge	Coyner Springs Rd.		Yes		Yes		Yes						RVTPO surveys since 2040	
173				Yes				U.S. 460/Orange Ave	Wells Fargo			Yes		Yes	Yes						RVTPO surveys since 2040	
174				Yes				U.S. 460/Orange Ave	Williamson Road		Yes				Yes		Yes	Yes			RVTPO surveys since 2040; Bikeway Plan public input	
175				Yes				U.S. 460/Challenger	Country Corner		Yes				Yes						RVTPO surveys since 2040	
176				Yes				U.S. 460/Challenger	Carson Rd.	Long wait for a break in traffic to turn	Yes	Yes	Yes		Yes						RVTPO surveys since 2040	
177				Yes				Plantation Road	Preston Park, Monterey neighborhoods				Yes				Yes	Yes			Connect Preston Park and Monterrey	RVTPO surveys since 2040
178					Yes			Starkey Road	Buck Mountain Road						Yes						RVTPO surveys since 2040	
179				Yes				Merriman Rd.	Chaparrel Dr.						Yes						RVTPO surveys since 2040	
180				Yes				I-581	U.S. 460	Parking, Ped crossing danger, Speeding traffic, short ramps/merge lanes, visibility	Yes	Yes	Yes	Yes	Yes		Yes	Yes			I-581 cuts off neighborhoods	RVTPO surveys since 2040, Long range plan survey
181	Yes							U.S. 460/Blue Ridge	Laymantown Rd.		Yes				Yes						RVTPO surveys since 2040	
182					Yes			I-81	Exit 143	Short ramps, left exit/entrance, visibility, confusing lanes, speeding traffic	Yes	Yes	Yes	Yes	Yes				Yes			RVTPO surveys since 2040, Long range plan survey; Economic Development Stakeholders
183				Yes				Tinker Creek Gwy	Fallon Park				Yes				Yes	Yes			RVTPO surveys since 2040	
184						Yes		Hanging Rock Gwy	Roanoke River Gwy				Yes				Yes	Yes			RVTPO surveys since 2040	
185				Yes				Roanoke River Gwy	Explore Park				Yes				Yes	Yes			RVTPO surveys since 2040	
186				Yes				Hershberger Road	Williamson Rd.	Dangerous crossing for pedestrians	Yes	Yes	Yes		Yes	Yes	Yes	Yes			Access for people not driving, walking or biking to get here.	RVTPO surveys since 2040; Long range plan survey; Transit Vision Plan
187				Yes				Brandon Avenue	Main Street	Awkward intersection		Yes		Yes	Yes							Long range plan survey, RVTPO surveys since 2040
188					Yes			U.S. 460/Challenger	Huntridge Rd.		Yes	Yes			Yes						RVTPO surveys since 2040	
189					Yes			U.S. 460/Challenger	W. Ruritan Rd.		Yes				Yes						RVTPO surveys since 2040	
190	Yes							U.S. 220/Roanoke Rd	U.S. 220 - Roanoke	Speeding trucks	Yes	Yes	Yes	Yes	Yes		Yes		Yes			RVTPO surveys since 2040; Long range plan survey
191				Yes				Dale Avenue	13th Street SE	Pedestrians don't use crosswalks, drivers run red lights	Yes	Yes		Yes	Yes			Yes				Long range plan survey
192				Yes				Bennington Street	Bennington St	Flooding			Yes	Yes							Was Safety, staff adjusted	Long range plan survey
193				Yes				Campbell Avenue	Wall Street	Left turning vehicles block traffic		Yes			Yes							Long range plan survey
194				Yes				Jefferson Street	Williamson Road	Pedestrian safety with permanent green right turn	Yes							Yes				Long range plan survey
195				Yes				Franklin Road	Reserve Ave	Pedestrian & bicycle safety with permanent green right turn	Yes			Yes			Yes	Yes				Long range plan survey
196					Yes			Brambleton Avenue	Brambleton & Ranchcrest	Signal fails to detect vehicles				Yes	Yes						Was Traffic, staffadjusted	Long range plan survey
197				Yes				U.S. 220/Franklin Rd	Electric Road	U.S. 220 backs up both directions, Short ramp	Yes	Yes			Yes							Long range plan survey
198				Yes				I-581	Elm Avenue	Confusing lane markings; difficult to turn left/straight; cut off; short ramp	Yes	Yes		Yes	Yes							Long range plan survey
199				Yes				U.S. 220	Wonju Road	Short merge lanes	Yes	Yes			Yes							Long range plan survey
200				Yes				I-581	Williamson Road		Yes				Yes						Long range plan survey	
201				Yes				Grandin Road	Garst Mill & Grandin Rd			Yes			Yes						Long range plan survey	
202				Yes				Grandin Road	Mud Lick & Grandin	Speeding traffic, distracted drivers	Yes							Yes	Yes			Long range plan survey
203				Yes				Edgewood Street	Edgewood St	Speeding traffic, distracted drivers	Yes		Yes			Yes	Yes	Yes				Long range plan survey
204				Yes				Brandon Avenue	Grandin Road	Speeding traffic, distracted drivers; Student safety; Protect pedestrians and traffic flow	Yes	Yes			Yes		Yes	Yes				Long range plan survey
205				Yes				I-581	Hershberger Road	Short ramps, visibility; right lane exit-only not marked; get cut off	Yes		Yes	Yes	Yes			Yes				Long range plan survey

FID	Bedford	Botetourt	Montgomery	RoanokeCit	RoanokeCou	Salem	Vinton	SimpleLoc	Desc Locat	Need	Safety	Traffic	Access	SysMgmt	Motor Vehi	Transit	Bike	Ped	Freight	Comment	Sources	
206						Yes		Pexton Avenue	Pexton Ave					Yes							Long range plan survey	
207				Yes				Elm Avenue	LINE Elm Ave	Job access			Yes			Yes					Long range plan survey	
208				Yes				Edgewood Street	Edgewood & Maiden	Visibility	Yes				Yes						Long range plan survey	
209				Yes				Airport Drive	Hershberger Road	Get cut off in traffic	Yes				Yes					Access for people not driving, walking or biking to get here.	Long range plan survey	
210				Yes	Yes			I-581	Peters Creek Road		Yes	Yes	Yes		Yes						Long range plan survey	
211				Yes				Franklin Road	McClanahan Rd		Yes					Yes	Yes				Long range plan survey	
212				Yes				Campbell Avenue	5th Street			Yes			Yes						Long range plan survey	
213				Yes				U.S. 460/Main St	Peters Creek Road			Yes			Yes						Long range plan survey	
214				Yes				Peters Creek Road	Hershberger Road			Yes			Yes						Long range plan survey	
215					Yes			Buck Mountain Road	Buck Mountain & Starkey			Yes			Yes						Long range plan survey	
216	Yes							Mountain Pass Road	Mountain Pass Rd	Visibility	Yes				Yes						Long range plan survey	
217					Yes			Monet Drive	Monet Dr					Yes	Yes						Long range plan survey	
218				Yes				Hardy Road	Feather Road		Yes							Yes		Was Access, staff adjusted	Long range plan survey	
219						Yes		Mill Lane	West Riverside Drive			Yes		Yes	Yes						Long range plan survey	
220				Yes				Old Rocky Mount Road	Old Rocky Mount Road	Flooding, visibility				Yes	Yes						Long range plan survey	
221				Yes				Williamson Road	Campbell Avenue	Difficult left turn		Yes	Yes		Yes						Long range plan survey	
222						Yes		Union Street	Union St				Yes	Yes	Yes						Long range plan survey	
223				Yes				Franklin Road	Elm Ave			Yes									Long range plan survey	
224				Yes				Hollins Road	Old Mountain Road	Safe route to access the bus stop, there is litter	Yes					Yes		Yes			Long range plan survey	
225					Yes			Plantation Road	Plantation Rd			Yes									Long range plan survey	
226					Yes			Plantation Road	Plantation Rd					Yes							Long range plan survey	
227	Yes				Yes			U.S. 460/Blue Ridge	Cloverdale Road		Yes	Yes	Yes		Yes						Long range plan survey	
228				Yes				I-581	I-581 & Valley View				Yes		Yes						Long range plan survey	
229					Yes			Palmetto Bluff Road	Palmetto Bluff Road	Flooding	Yes		Yes	Yes	Yes						Long range plan survey	
230				Yes				U.S. 460/Orange Ave	King Street			Yes		Yes	Yes					Was Traffic, staff adjusted	Long range plan survey	
231				Yes				Sharon Road	Sharon Road		Yes										Long range plan survey	
232					Yes			U.S. 11	Hollins University	Hard to see pavement lines in the rain	Yes		Yes	Yes	Yes	Yes	Yes	Yes		Safer accom. for pedestrians/less experienced cyclists to get here; Access for people not driving, walking or biking to get here.	Long range plan survey; Hollins Center Plan; 2018 Greenway Plan Public Input; Transit Vision Plan; Bikeway Plan public input	
233						Yes		Twelve O'Clock Knob	Twelve O'Clock Knob		Yes										Long range plan survey	
234					Yes			Riverdale Road	Riverdale Road		Yes										Long range plan survey	
235	Yes							U.S. 220/Roanoke Rd	Catawba Road	779 and Catawba aren't aligned	Yes				Yes						Long range plan survey	
236				Yes				Williamson Road	Salem Avenue			Yes			Yes						Long range plan survey	
237						Yes		U.S. 11/4th St	Colorado Ave			Yes		Yes	Yes						Long range plan survey	
238					Yes			Blue Ridge Pkwy	Blue Ridge Pkwy	ADA accessibility			Yes					Yes			Long range plan survey	
239					Yes			Roselawn Road	Landview Drive	Visibility	Yes				Yes						Long range plan survey	
240					Yes			Randall Drive	Randall Drive		Yes										Long range plan survey	
241				Yes				Elm Avenue	4th Street SE	Crime	Yes										Long range plan survey	
242				Yes				Mountain Avenue	Mountain Avenue				Yes								Long range plan survey	
243				Yes				Plantation Road	Plantation Rd	Lots of pedestrians	Yes							Yes			Long range plan survey	
244						Yes		Walnut Avenue	8th Street	Confusing intersection	Yes				Yes						Long range plan survey	
245				Yes				Albemarle Avenue	Albemarle Ave	Train causes congestion		Yes			Yes						Long range plan survey	
246				Yes				Southeast Roanoke	Downtown & Southeast				Yes		Yes						Long range plan survey	
247				Yes				Franklin Road	Ivy Market		Yes		Yes				Yes	Yes			Long range plan survey; Bikeway Plan public input	
248				Yes				Williamson Road	Wells Avenue		Yes							Yes			Long range plan survey	
249				Yes				Williamson Road	Shenandoah Avenue		Yes							Yes			Long range plan survey	
250				Yes				Williamson Road	Franklin Road	Slip lanes do not belong in downtowns	Yes							Yes			Long range plan survey	
251						Yes		Phillips Brook Ln	Phillips Brook Ln				Yes		Yes						Long range plan survey	
252	Yes							Mountain Top Lane	Mountain Top Ln				Yes		Yes						Long range plan survey	
253				Yes				Wise Avenue	Norfolk Avenue	Access to the bus for people with disabilities	Yes		Yes			Yes	Yes				Long range plan survey; Bus Stop Accessibility Survey	
254					Yes			Trevilian Road	Trevilian Rd				Yes								Long range plan survey	
255					Yes			Chaparral Drive	Chaparral & Penn Forest			Yes			Yes						Long range plan survey	
256				Yes				Windsor Avenue	Windsor Avenue					Yes	Yes						Long range plan survey	
257				Yes				U.S. 220	Franklin Road	Short merge lane	Yes				Yes						Long range plan survey	
258				Yes				U.S. 460/Orange Ave	Gaisboro Rd./Burrell St.		Yes					Yes	Yes				Long range plan survey; RVTPO surveys since 2040	
259				Yes				U.S. 460/Orange Ave	10th Street	Long wait to cross the road	Yes							Yes		Was Traffic, staff adjusted	Long range plan survey	
260					Yes			Bent Mountain Road	Cotton Hill & Bent Mtn		Yes				Yes						Long range plan survey	
261				Yes				10th Street	Campbell Avenue	Poor pavement, bumps damage vehicles	Yes			Yes	Yes							Long range plan survey
262				Yes				Broadway Avenue	McClanahan & Broadway	Confusing intersections	Yes				Yes						Long range plan survey	
263				Yes				Brambleton Avenue	Brambleton & Murray Run	Speeding traffic, visibility	Yes							Yes			Long range plan survey	
264						Yes		East Riverside Drive	McVitty Rd	Flooding				Yes	Yes						Long range plan survey	

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265				Yes				U.S. 220	Elm Avenue		Yes				Yes						Long range plan survey
266				Yes				Williamson Road	Fleming Avenue		Yes							Yes			Pedestrian Vision Plan
267				Yes				Ring Road	Driveway behind Chick-Fil-A		Yes							Yes			Pedestrian Vision Plan
268				Yes				Ring Road	at driveway to Walmart gas stations	Infrastructure deficiencies/Make existing stop ADA compatible/function better	Yes		Yes	Yes		Yes		Yes			Pedestrian Vision Plan; Bus Stop Accessibility Study
269				Yes				Ring Road	driveway to former Sears	Safe & comfortable place to wait for the bus	Yes		Yes			Yes		Yes			Pedestrian Vision Plan; Bus Stop Accessibility Study
270				Yes				Ring Road	Valley View Avenue		Yes							Yes			Pedestrian Vision Plan
271				Yes				Valley View Blvd	Valley View Avenue		Yes							Yes			Pedestrian Vision Plan
272				Yes				Valley View Ave	Valley View Avenue		Yes							Yes			Pedestrian Vision Plan
273				Yes				Marshall Avenue	7th Street		Yes							Yes			Pedestrian Vision Plan
274				Yes				Franklin Road	3rd Street		Yes							Yes			Pedestrian Vision Plan
275							Yes	Niagara Road	Between Chestnut Street and Niagara Road		Yes						Yes				Vinton Comprehensive Plan
276			Yes					U.S. 460 - Main St	near Lafayette	Economic development			Yes						Yes		Western Virginia Intermodal Study
277			Yes					I-81	Ironto rest area	Truck parking, flooding				Yes					Yes		Trucks park in No Parking; No Parking enforcement would put sleepy drivers on the road; rest area closed when flooded; Exit 150 truck stop closed
278			Yes					I-81	Exit 128	Economic development, parking		Yes			Yes						If the truck stop expands or other development occurs, signals will be needed; Exit 150 truck stop closed
279					Yes			Hardy Road	Vinton Business Park	Economic development			Yes		Yes						Montgomery County staff Roanoke County staff
280	Yes							Cloverdale Road	Read Mountain Road	Top Crash Intersection	Yes				Yes						Safety Study
281				Yes				Highland Park	Old Southwest	Connection between Old Southwest and Roanoke River Greenway	Yes						Yes				Bikeway Plan public input
282				Yes				Wasena Park			Yes						Yes				Bikeway Plan public input
283				Yes				Melrose Avenue	Goodwill Industries of the Valley		Yes						Yes				Bikeway Plan public input
284				Yes				Brambleton Avenue	Fishburn Park, James Madison Middle School		Yes						Yes				Bikeway Plan
285				Yes				Orange Avenue	Cardinal Bicycle Shop		Yes						Yes				Bikeway Plan public input
286					Yes			Merriman Road	Starkey Park		Yes						Yes				Bikeway Plan public input
287					Yes			Catawba Valley Drive	Just the Right Gear Bicycle Shop		Yes						Yes				Bikeway Plan public input
288						Yes		Lynchburg Turnpike	Salem YMCA		Yes						Yes				Bikeway Plan public input
289				Yes				Henry Street	Gainsboro		Yes						Yes				Bikeway Plan public input
290				Yes				Jefferson Street	Carilion Roanoke Memorial Hospital		Yes						Yes				Bikeway Plan public input
291					Yes			Garst Mill Park Road	Garst Mill Park		Yes						Yes				Bikeway Plan public input
292				Yes				Hershberger Road	Crossroads Mall		Yes						Yes				Bikeway Plan public input
293							Yes	U.S. 220	Blue Ridge Parkway		Yes						Yes				Bikeway Plan public input
294	Yes			Yes	Yes			Carvins Cove			Yes						Yes				Bikeway Plan public input
295	Yes							U.S. 11	Troutville		Yes						Yes				Bikeway Plan public input
296				Yes				Crystal Spring Ave	Crystal Spring Village Center		Yes						Yes				Bikeway Plan public input
297				Yes				Huff Lane	Huff Lane Park								Yes				Connect Lick Run Greenway to Huff Lane neighborhoods
298				Yes				10th Street	Bridge		Yes						Yes				Bikeway Plan public input
299				Yes				Jefferson Street	Virginia Tech Carilion Medical School		Yes						Yes				Bikeway Plan public input
300	Yes							U.S. 220	Lord Botetourt High School		Yes						Yes				Bikeway Plan public input
301	Yes							U.S. 220	Ashley Plantation Golf Club		Yes						Yes				Bikeway Plan public input
302					Yes			Hidden Valley Sch Rd	Hidden Valley Middle School		Yes						Yes				Bikeway Plan public input
303					Yes			Brambleton Avenue	Southwest Plaza Shopping Center		Yes						Yes				Bikeway Plan public input
304				Yes				U.S. 460/Melrose	Roanoke-Salem Business Center		Yes						Yes				Bikeway Plan public input
305																					
306				Yes				Brandon Avenue	Lakewood Park		Yes						Yes				Bikeway Plan public input
307	Yes							Cloverdale Road	Botetourt Athletic Club		Yes						Yes				Bikeway Plan public input
308					Yes			Plantation Road	Hollins Neighborhood		Yes						Yes				Bikeway Plan public input
309					Yes			Mt Pleasant Blvd	Mount Pleasant Elementary School		Yes						Yes				Bikeway Plan public input
310				Yes	Yes			Electric Road	Oak Grove		Yes						Yes				Bikeway Plan public input
311				Yes				Railroads	Humpyard	Goods arrive damaged, unreliable, negative impacts of r				Yes					Yes		Economic Development Stakeholders
312	Yes							U.S. 220	U.S. 220 and International Parkway			Yes			Yes				Yes	Project funded	Economic Development Stakeholders
313					Yes			Peters Creek Road	Valleypointe Parkway	Roads do not align well			Yes		Yes						Economic Development Stakeholders
314						Yes		Electric Road	Lynchburg Turnpike	Trucks can't turn right from Texas St onto Electric Road				Yes					Yes		Economic Development Stakeholders
315						Yes		Texas Street	Lynchburg Turnpike	Traffic from the Civic Center		Yes			Yes						Economic Development Stakeholders
316							Yes	Walnut Avenue	Wise Avenue, low water bridge	Flooding, railroad crossing				Yes	Yes				Yes		Economic Development Stakeholders
317				Yes				Shenandoah Avenue	Peters Creek	Make existing stops ADA compatible/function better				Yes		Yes					Selected shelter projects
318				Yes				Towne Square Blvd	Kroger	Infrastructure deficiencies/Make existing stop ADA com			Yes	Yes		Yes					Bus Stop Accessibility Study
319							Yes	Virginia Avenue	PFG	Make existing stops ADA compatible/function better				Yes		Yes					Selected shelter projects
320				Yes		Yes		Main Street	Goodwill	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
321						Yes		Turner Road	Walmart	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
322							Yes	Vinyard Road	Kroger	Make existing stops ADA compatible/function better				Yes		Yes					Selected shelter projects
323				Yes				Burrell Street	SB at Whitten Avenue	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study

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324				Yes				Tazewell Ave	I-581 bridge	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
325				Yes				Salem Turnpike	EB at 24th	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
326				Yes				Hunt Avenue	8th Street	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
327				Yes				Melrose Avenue	WB & EB at Victoria Street	Make existing stops ADA compatible/function better			Yes	Yes		Yes				Needs shelter, landing area, placing new bus stop sign 4	Bus Stop Accessibility Study
328				Yes				Melrose Avenue	WB at Fentress Street	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
329				Yes				Melrose Avenue	EB at Peters Creek Road	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
330				Yes				Melrose Avenue	EB at Comer Street	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
331				Yes				Melrose Avenue	EB at 29th Street	Make existing stops ADA compatible/function better				Yes		Yes				Stop needs to be installed. Landing area already exists, presumably where new stop will be. Small shelter needs to be installed	Melrose Avenue Bus Stop and Accessibility Study
332				Yes				Melrose Avenue	EB at Lafayette Boulevard	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
333				Yes				Salem Turnpike	WB at Delta Drive	Infrastructure deficiencies/Make existing stop ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
334				Yes				Ferndale Avenue	Hoback Drive	Make existing stops ADA compatible/function better			Yes			Yes					Bus Stop Accessibility Study
335				Yes				Hershberger Road	WB at Crossroads Mall	Make existing stops ADA compatible/function better			Yes			Yes					Bus Stop Accessibility Study
336				Yes				Tazewell Avenue	EB at 4th Street	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
337				Yes				Colonial Ave	SB at Towers Shopping Center	Make existing stops ADA compatible/function better			Yes			Yes					Bus Stop Accessibility Study
338				Yes				23rd Street	Towers Shopping Center (upper)	Make existing stops ADA compatible/function better			Yes			Yes					Bus Stop Accessibility Study
339				Yes				Elm Avenue	EB at 8th Street	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
340				Yes				Ring Road	Belk	Make existing stops ADA compatible/function better			Yes			Yes					Bus Stop Accessibility Study
341				Yes				Melrose Avenue	EB at 35th Street	Make existing stops ADA compatible/function better			Yes	Yes		Yes					Bus Stop Accessibility Study
342				Yes				Colonial Avenue	SB at VWCC	Make existing stops ADA compatible/function better			Yes			Yes					Bus Stop Accessibility Study
343				Yes				Melrose Avenue	WB @ Forest Park	Make existing stops ADA compatible/function better				Yes		Yes				Stop is maintained in current spot. Landing area exists. Needs bench	Melrose Avenue Bus Stop and Accessibility Study
344				Yes				Melrose Avenue	WB @ Lafayette	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
345				Yes				Melrose Avenue	WB @ 23rd Street	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
346				Yes				Melrose Avenue	WB @ Palmetto	Make existing stops ADA compatible/function better				Yes		Yes				Stop is still near side. Needs to be moved to far side. Process of removing three spaces, installing no parking signs, paved landing area and benches need to be initiated	Melrose Avenue Bus Stop and Accessibility Study
347				Yes				Melrose Avenue	WB@ 35th	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
348				Yes				Melrose Avenue	WB @ Westside	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
349				Yes				Melrose Avenue	WB @ Monroe	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
350				Yes				Melrose Avenue	WB @ Comer	Make existing stops ADA compatible/function better				Yes		Yes					Melrose Avenue Bus Stop and Accessibility Study
351				Yes				Melrose Avenue	EB near Country Club	Make existing stops ADA compatible/function better				Yes		Yes					Valley Metro staff
352				Yes				Melrose Avenue	EB @ 23rd Street	Make existing stops ADA compatible/function better				Yes		Yes					Valley Metro staff



**STAFF REPORT**

**TTC Meeting March 11, 2021**

**SUBJ: Continued Development of the FY22-27/28 Surface Transportation Block Grant (STBG) Financial Plan**

At the February RVTPO Policy Board meeting, the Board approved updates to policies #4, 5, and 9 of the [STBG Project Development and Selection Procedures](#). Per Policy #4, allocations may be extended to year 7. Estimated funding over the next six years has been received and is as follows with an assumed amount for year 7.

	FY22	FY23	FY24	FY25	FY26	FY27	FY28 (assumed)
New STBG Funding Estimates:	\$ 4,476,166	\$ 4,552,261	\$ 4,629,650	\$ 4,708,354	\$ 4,788,395	\$ 4,869,799	\$ 4,869,799
Previous STBG Funding Estimates:	\$ 5,113,959	\$ 5,211,438	\$ 5,310,575	\$ 5,411,396	\$ 5,513,933	\$ 5,513,933	
<b>DECREASE IN FUNDING:</b>	<b>\$ 637,793</b>	<b>\$ 659,177</b>	<b>\$ 680,925</b>	<b>\$ 703,042</b>	<b>\$ 725,538</b>	<b>\$ 644,134</b>	

The following project updates have been received and updated amounts being requested/returned are shown in Table 1.

**Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem) Administered by Roanoke County - (UPC 97171 West Roanoke River Greenway )**

Roanoke County's engineering consultants have reevaluated the project design including environmental impacts, hydraulics, and constructability of the project, including consultation with contractors. The results of this reevaluation resulted in project revisions with additional permanent and temporary impacts within the ordinary high-water limits of the Roanoke River. Subsequently, Roanoke County is estimating a deficit of \$3,083,068.40 in available funding due to increased construction costs related to two permanent bridges, a temporary work bridge and pier, permanent retaining (gabion) walls, non-erodible coffer dams, culvert extensions, and CEI and materials testing. The proposed scope is to construct 1.50 miles of the greenway between Green Hill Park and the existing greenway located in the City of Salem along West Riverside Drive, along with a trailhead parking lot off West Riverside Drive. The 0.25-mile section of greenway proposed between Mill Lane and Riverside Park in the City of Salem has been removed from the scope due to right-of-way acquisition issues. Roanoke County requests \$3,083,068.40 (**ROUND TO \$3,083,069**) in STBG funds to eliminate the estimated construction deficit. Construction is anticipated to begin in the summer of 2021 and be completed in the winter of 2022.

**Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway; UPC 91191; administered by Roanoke County – (East Roanoke River Greenway, Roanoke City to Highland Road)**

Roanoke County is reducing the scope of this project, due to continued right-of-way acquisition issues. The proposed scope is to construct 0.50 miles on the western terminus on property owned by the Western Virginia Water Authority and American Electric Power and 0.40 miles and a trailhead parking lot off Highland Road on the eastern terminus on property owned by the Virginia

**TPO POLICY BOARD:** Cities of Roanoke and Salem; Counties of Bedford, Botetourt, Montgomery and Roanoke; Town of Vinton; Greater Roanoke Transit Company (*Valley Metro*); Roanoke-Blacksburg Regional Airport; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

Recreational Facilities Authority. We are requesting that \$2,752,468.64 (**ROUND TO \$2,752,469**) in STBG funding be returned from this project. Construction is anticipated to begin in the fall of 2021 and be completed in the winter of 2022.

**Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)**

Updated cost estimate shows an increase in project cost; additional funding request of **\$260,330** for a total of \$805,580.

**Valleypointe Parkway Realignment**

Roanoke County requests that STBG funding be moved up to begin in FY 2023 so that Preliminary Engineering activities may begin this summer. This project improves access to the WVRIFA's Wood Haven Technology Park and it would be advantageous for development of the Park to have this project started and completed as soon as is practicable.

The following table illustrates an update on proposed cost adjustments for current projects.

**Table 1 – Project Cost Adjustment Requests by Project**

<b>Project</b>	<b>Proposed Funding Adjustment</b>
Roanoke River Greenway – Greenhill Park (Roanoke County) to Riverside Park (Salem)	\$3,083,069 additional requested
Roanoke River Greenway - City of Salem line to Bridge Street	\$750,000 being returned to the RVTPO (amount to be verified by VDOT)
Roanoke River Greenway – Water Pollution Control Plant to the Blue Ridge Parkway	\$2,752,469 being returned.
Tinker Creek Trail Extension	None at this time – waiting for construction bids later this year.
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1 <sup>st</sup> Street)	\$260,330 additional requested
Orange Market Park and Ride/Parking Lot Improvements	\$892,526 additional requested
Roanoke River Greenway – East	\$750,000 additional requested
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	\$234,262 additional requested
Oak Grove Streetscape Improvements – Crosswalk	\$82,000 additional requested

Section 5.1b of the STBG Procedures address cost estimates and cost overruns with options on how to handle project cost increases.

The most recently approved plan and updated draft of the FY22-27/28 STBG Financial Plan are provided on the following pages demonstrating the information known at this time. An initial attempt to show how some of the requests may be accommodated is included, but additional shifting of project allocations and timing is needed. TTC members are asked to review their projects and communicate with RVTPO staff how their schedules and allocations may be adjusted to accommodate other project funding and timing needs. Staff will continue to work with VDOT and project sponsors on development of the financial plan over the next month.

**Schedule:**

- March 2021 - TTC makes initial recommendations to Policy Board;  
Policy Board reviews TTC recommendations and draft financial plan and authorizes public input on project allocation increases.
- April 2021 - TTC reviews and recommends final FY22-27/28 financial plan  
Policy Board reviews and approves financial plan

**TTC Action:**

Recommend to the RVTPO Policy Board the following total allocation increases and changes to the financial plan and any others identified during discussion at the meeting.

1. Increase Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem) by 3,083,069 for a total of \$7,673,829.
2. Pending confirmation by VDOT financial analysis - Accept return of \$750,000 from Roanoke River Greenway – City of Salem line to Bridge Street.
3. Accept return of \$2,752,469 from Roanoke River Greenway – Water Pollution Control Plant to the Blue Ridge Parkway.
4. Remove one completed project from the financial plan: Exit 140 Park and Ride Reconstruction.
5. Increase Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street) funding by \$260,330 for a total of \$805,580.
6. Route 220 Superstreet and Access Management project
  - a. Remove conditionally committed funding of \$2,076,000 or
  - b. Reallocate conditionally committed funding of \$2,076,000 to FY28.
7. Increase Orange Market Park and Ride/Parking Lot Improvements funding by \$892,526 to \$1,236,099.

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8. Recommendation from VDOT – Roanoke River Greenway – East project should be listed as study-only. Total cost of construction unknown. Recommend one of the following options:
  - a. Consider Committing \$750,000 to RRG-East in FY28.
  - b. Consider Conditionally Committing \$750,000 in FY28.
  - c. Consider requesting the project sponsor submit an application for STBG funding when the total construction cost of the project is known.
  - d. Some other option.
  
9. Increase Gus Nicks Boulevard Pedestrian/Bicycle Crossing funding by \$20,000 for a total of \$189,650.
  
10. Increase Oak Grove Streetscape Improvements – Crosswalk funding by \$82,000 for a total of \$218,748.
  
11. For projects that were successful in the draft SMART SCALE Round 4 funding scenario, add the conditionally committed funding to the committed funding.

Project	Previous STBG Conditionally Committed	Previous STBG Committed Funding	NEW STBG Committed Funding
Route 419 Streetscape Improvements, Phase 2	\$2,841,712	\$1,505,438	\$4,347,150
Aviation Drive/Valley View Blvd. Pedestrian Improvements	\$936,500	\$313,500	\$1,250,000
Valleypointe Parkway Realignment	\$1,707,707	\$792,293	\$2,500,000
Route 460 (Orange Ave) Improvements near Blue Hills Drive	\$676,720	\$0	\$4,903,493
Route 460 (Orange Ave) Improvements at King Street	\$550,280	\$0	\$4,455,444
Route 460 at West Ruritan Road Intersection Improvements	\$785,549	\$0	\$6,751,948
Route 460 Intersections from Carson Road to Huntridge Road	\$427,803	\$0	\$2,339,028

12. Remove \$2,544,860 of conditionally committed funding from Route 460 and Alternate 220 Intersection Improvements.

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**Most Recently Approved Financial Plan:**

**FY 2021-2026 Surface Transportation Block Grant (STBG) Six-Year Financial Plan**  
 Approved November 24, 2020

Project	Project UPC	Additional Conditionally Committed Funding	"Committed" Funding Recommended	Previous Allocations	FY21	FY22	FY23	FY24	FY25	FY26
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 4,590,760	\$ 4,590,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	106486		\$ 1,289,114	\$ 1,289,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - City of Salem line to Bridge Street	105439		\$ 4,363,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway	91191		\$ 4,257,840	\$ 4,257,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	103607		\$ 1,679,503	\$ 1,679,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Exit 140 Park and Ride Reconstruction	99542		\$ 2,650,000	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tinker Creek Trail Extension	110101		\$ 3,227,047	\$ 2,628,413	\$ -	\$ 598,634	\$ -	\$ -	\$ -	\$ -
Bus Replacement and Rebuild Program	T18675/DRPT		\$ 13,622,784	\$ 7,662,632	\$ 1,955,439	\$ 1,955,439	\$ 2,049,274	\$ -	\$ -	\$ -
Garden City Trail Connection	106265		\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649		\$ 1,684,030	\$ 195,300	\$ 1,250,982	\$ -	\$ 237,748	\$ -	\$ -	\$ -
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 1,199,714	\$ 640,449	\$ 1,069,853	\$ 500,000	\$ 1,098,627	\$ 1,223,223	\$ -
Roanoke River Greenway Bridge across Barnhardt Creek	113568		\$ 897,770	\$ 897,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 431,678	\$ -	\$ 1,117,559	\$ -	\$ 1,471,071	\$ -	\$ -
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 545,250	\$ 69,500	\$ -	\$ 12,000	\$ 263,750	\$ 200,000	\$ -	\$ -
Route 220 at International Parkway Improvements	115457		\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Starkey Road/Buck Mountain Road Intersection Improvements	113144		\$ 2,098,115	\$ -	\$ -	\$ 30,327	\$ 778,090	\$ 641,759	\$ 647,939	\$ -
Elizabeth Greenway	113566		\$ 1,104,400	\$ 106,168	\$ 84,900	\$ -	\$ 913,332	\$ -	\$ -	\$ -
I-581 Exit 2 Interchange Study	113570		\$ 190,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTPi) Project	TBD		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 220 Superstreet and Access Management	TBD	\$ 2,076,000	\$ 924,000	\$ -	\$ -	\$ -	\$ 164,422	\$ 759,578	\$ 2,076,000	\$ -
Orange Market Park and Ride/Parking Lot Improvements	TBD		\$ 343,573	\$ 343,573	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route 419 Streetscape Improvements, Phase 2	TBD	\$ 2,841,712	\$ 1,505,438	\$ -	\$ -	\$ -	\$ -	\$ 808,020	\$ 697,418	\$ 2,841,712
Roanoke River Greenway - East	TBD		\$ 835,000	\$ 710,000	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -
Aviation Drive/Valley View Blvd. Pedestrian Improvements	TBD	\$ 936,500	\$ 313,500	\$ -	\$ -	\$ -	\$ 81,980	\$ 231,520	\$ 74,523	\$ 861,977
Valleypointe Parkway Realignment	TBD	\$ 1,707,707	\$ 792,293	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 692,293	\$ 1,707,707
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	TBD		\$ 169,650	\$ -	\$ 169,650	\$ -	\$ -	\$ -	\$ -	\$ -
Greenway Connection - Riverland Road	TBD		\$ 1,198,410	\$ 290,480	\$ 354,941	\$ 330,147	\$ 222,842	\$ -	\$ -	\$ -
Oak Grove Streetscape Improvements - Crosswalk	TBD		\$ 136,748	\$ -	\$ 136,748	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Funding Allocated:</b>		\$ 7,561,919	\$ 59,090,288		\$ 5,018,109	\$ 5,113,959	\$ 5,211,438	\$ 5,310,575	\$ 5,411,396	\$ 5,411,396
<b>Total STBG Funding Available:</b>			\$ 66,755,044		\$ 5,018,109	\$ 5,113,959	\$ 5,211,438	\$ 5,310,575	\$ 5,411,396	\$ 5,513,933
<b>Balance Entry (UPC 104126):</b>				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,537
<b>TOTAL UNALLOCATED FUNDS:</b>										\$ 102,537

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**Draft FY22-27/28 STBG Financial Plan:**



**FY 2022-2027/28 Surface Transportation Block Grant (STBG) Six-Year Financial Plan**  
**DRAFT March 4, 2021**

Project	Project UPC	Additional Conditionally Committed Funding	"Committed" Funding Recommended	Previous Allocations	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Project Updates/Other Notes
Roanoke River Greenway - Greenhill Park (Roanoke County) to Riverside Park (Salem)	97171		\$ 7,673,829	\$ 4,590,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Additional funding request \$3,083,069 not yet reflected in the plan. Allocations could move to FY22, 23 or 24.
Roanoke River Greenway - Eddy Avenue Bridge (Salem)	106486		\$ 1,289,114	\$ 1,289,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project complete; VDOT to follow-up on financial close-out.
Roanoke River Greenway - City of Salem line to Bridge Street	105439		\$ 3,613,800	\$ 4,363,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Returning \$750,000 to the RVTPO - not yet reflected in the plan. VDOT to verify surplus.
Roanoke River Greenway - Water Pollution Control Plant to the Blue Ridge Parkway	91191		\$ 1,505,371	\$ 4,257,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Excess funding of \$2,752,469 to be returned to RVTPO - not yet reflected in the plan. Allocations could move to FY22, 23 or 24.
Plantation Road, Bicycle, Pedestrian and Streetscape Improvement Project	103607		\$ 1,679,503	\$ 1,679,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project complete; VDOT to follow-up on financial close-out.
Exit 140 Park and Ride Reconstruction	99542		\$ 2,650,000	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project and financials are complete and will be removed.
Tinker Creek Trail Extension	110101		\$ 3,227,047	\$ 2,628,413	\$ 598,634	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Additional funding request TBD. Allocations could move to FY22, 23, 24 or 25.
Bus Replacement and Rebuild Program	T18675/DRPT		\$ 13,622,784	\$ 9,618,071	\$ 1,955,439	\$ 2,049,274	\$ -	\$ -	\$ -	\$ -	\$ -	
Garden City Trail Connection	106265		\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Project complete; VDOT to follow-up on financial close-out.
Walnut Avenue Bicycle and Pedestrian Accommodations (5th Street to City/Town limit)	111649		\$ 1,684,030	\$ 1,446,282	\$ -	\$ 237,748	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 419/U.S. 220 Diverging Diamond Interchange	115460		\$ 5,731,866	\$ 1,840,163	\$ 1,069,853	\$ 500,000	\$ 1,098,627	\$ 1,223,223	\$ -	\$ -	\$ -	
Roanoke River Greenway Bridge across Barnhardt Creek	113568		\$ 897,770	\$ 897,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Roanoke River Greenway through Explore Park	113567		\$ 3,020,308	\$ 431,678	\$ 1,117,559	\$ -	\$ 1,471,071	\$ -	\$ -	\$ -	\$ -	
Walnut Avenue Bicycle and Pedestrian Accommodations (W. Lee Avenue to 1st Street)	113565		\$ 805,580	\$ 69,500	\$ 12,000	\$ 263,750	\$ 200,000	\$ 260,330	\$ -	\$ -	\$ -	Requesting additional \$260,330.
Route 220 at International Parkway Improvements	115457		\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Starkey Road/Buck Mountain Road Intersection Improvements	113144		\$ 2,098,115	\$ -	\$ 30,327	\$ 778,090	\$ 641,759	\$ 647,939	\$ -	\$ -	\$ -	
Elizabeth Greenway	113566		\$ 1,104,400	\$ 191,068	\$ -	\$ 913,332	\$ -	\$ -	\$ -	\$ -	\$ -	
I-581 Exit 2 Interchange Study	113570		\$ 190,000	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Downtown Transit Transfer Center - Real-Time Transit Passenger Information (RTP) Project	TBD		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Route 220 Superstreet and Access Management	TBD	\$ 2,076,000	\$ 924,000	\$ -	\$ -	\$ -	\$ -	\$ 924,000	\$ -	\$ -	\$ 2,076,000	Status of Conditionally Committed funding - remove completely or reallocate to FY28?
Orange Market Park and Ride/Parking Lot Improvements	TBD		\$ 1,236,099	\$ 343,573	\$ -	\$ -	\$ -	\$ 892,526	\$ -	\$ -	\$ -	Requesting additional \$892,526.
Route 419 Streetscape Improvements, Phase 2	TBD		\$ 4,347,150	\$ -	\$ -	\$ -	\$ 808,020	\$ 697,418	\$ 2,841,712	\$ -	\$ -	Received draft SMART SCALE funding.
Roanoke River Greenway - East	TBD		\$ 1,585,000	\$ 835,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	Requesting additional \$750,000.
Aviation Drive/Valley View Blvd. Pedestrian Improvements	TBD		\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 528,260	\$ 721,740	\$ -	Received draft SMART SCALE funding. Commit all funding and shift to FY26-FY27.
Valleypointe Parkway Realignment	TBD		\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 792,293	\$ 1,707,707	\$ -	Received draft SMART SCALE funding. Shown here in FY26-FY27, but Roanoke County would like it to begin in FY23.
Gus Nicks Boulevard Pedestrian/Bicycle Crossing	TBD		\$ 403,912	\$ 169,650	\$ -	\$ -	\$ -	\$ -	\$ 234,262	\$ -	\$ -	Requesting additional \$234,262.
Greenway Connection - Riverland Road	TBD		\$ 1,198,410	\$ 645,421	\$ 330,147	\$ 222,842	\$ -	\$ -	\$ -	\$ -	\$ -	
Oak Grove Streetscape Improvements - Crosswalk	TBD		\$ 218,748	\$ 136,748	\$ -	\$ -	\$ -	\$ -	\$ 82,000	\$ -	\$ -	Requesting additional \$82,000.
Route 460 (Orange Ave) Improvements near Blue Hills Drive	TBD		\$ 676,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 676,720	\$ -	Received draft SMART SCALE funding.
Route 460 (Orange Ave) Improvements at King Street	TBD		\$ 550,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,280	\$ -	Received draft SMART SCALE funding.
Route 460 at West Ruritan Road Intersection Improvements	TBD		\$ 785,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,549	\$ -	Received draft SMART SCALE funding.
Route 460 Intersections from Carson Road to Huntridge Road	TBD		\$ 427,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,803	\$ -	Received draft SMART SCALE funding.
Route 460 and Alternate Route 220 Intersection Improvements	TBD		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Recommend \$2,544,860 conditionally committed funding and project be removed from STBG Financial Plan.
<b>Total Funding Allocated:</b>					\$ 5,113,959	\$ 4,965,036	\$ 4,219,477	\$ 4,645,436	\$ 4,478,527	\$ 4,869,799	\$ 2,826,000	
<b>Total STBG Funding Available:</b>					\$ 4,476,166	\$ 4,552,261	\$ 4,629,650	\$ 4,708,354	\$ 4,788,395	\$ 4,869,799	\$ 4,869,799	FY28 amount assumed = FY27
<b>Balance Entry (UPC 104126):</b>				\$ -	\$ (637,793)	\$ (412,775)	\$ 410,173	\$ 62,918	\$ 309,868	\$ -	\$ 2,043,799	
<b>TOTAL UNALLOCATED FUNDS:</b>												
											\$ (267,609)	\$ 1,776,190
											FY22-27	FY22-28

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**STAFF REPORT**  
**TTC Meeting March 11, 2021**  
**SUBJ: Review of Draft FY22 Unified Planning Work Program**

Every year, the RVTPO Policy Board approves a Unified Planning Work Program (UPWP) to identify the transportation planning activities the RVTPO will undertake in the next fiscal year. In addition to the federally required and state-related items, staff solicited project ideas from RVTPO member organizations, some of which have been incorporated into this draft UPWP. The feasibility of other requests is still being explored. The Regional Commission's budgeting process is underway, and dollar amounts will be added to the final draft that will be shared in April. At that time, the TTC will be asked to make a recommendation to the RVTPO Policy Board.

**TTC Action:**

Provide feedback on the planning activities in the Draft FY22 UPWP.