Roanoke Valley Area Metropolitan Planning Organization (RVAMPO)

Adopted February 26, 2004
Amended June 28, 2007 (Pages 34 - 49)

Long-Range Transportation Plan 2025

Roanoke Valley Area
Metropolitan Planning Organization
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The 28th day of June, 2007

RESOLUTION

Endorsement of the Minor Amendment to the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025

WHEREAS, federal regulations implemented as a result of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require urbanized area metropolitan planning organizations to develop and approve a financially constrained long range transportation plan; and

WHEREAS, the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 had been adopted by the Roanoke Valley Area MPO Policy Board on February 26, 2004; and

WHEREAS, SAFETEA-LU introduced additional requirements into the transportation planning process; and

WHEREAS, every effort has been made to update the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 to be SAFETEA-LU compliant through this minor amendment; and

WHEREAS, stakeholder review through the SAFETEA-LU interested parties' database has been sought and documented in this minor amendment.

NOW, THEREFORE BE IT RESOLVED, that the Roanoke Valley Area MPO Policy Board approves the minor amendment to the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 as presented,

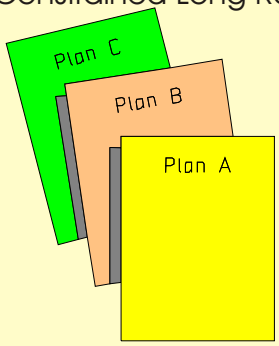
AND THEREFORE BE IT FURTHER RESOLVED, that this plan shall serve the Commonwealth of Virginia and the federal government as the primary guidance for future transportation related investments in the Roanoke Valley area.

Don Davis
Chairman

Members: Bedford, Botetourt and Roanoke counties, the cities of Roanoke and Salem, the Town of Vinton, the Greater Roanoke Transit Company, Roanoke Regional Airport and the Virginia Department of Transportation

Relationship of the Long Range Plan to the MPO and other Transportation Documents.

The Metropolitan Planning Organization (MPO) is the federally designated transportation policy board that approves the use of federal funds on surface transportation projects through the Constrained Long Range Transportation Plan and the Transportation Improvement Program (TIP).



The Long Range Transportation Plan (this document) is updated every 5 years and has at least a 20 year time horizon. The long range plan constrains federal surface transportation funds to specific projects and categories. Projects must start in the long range plan.

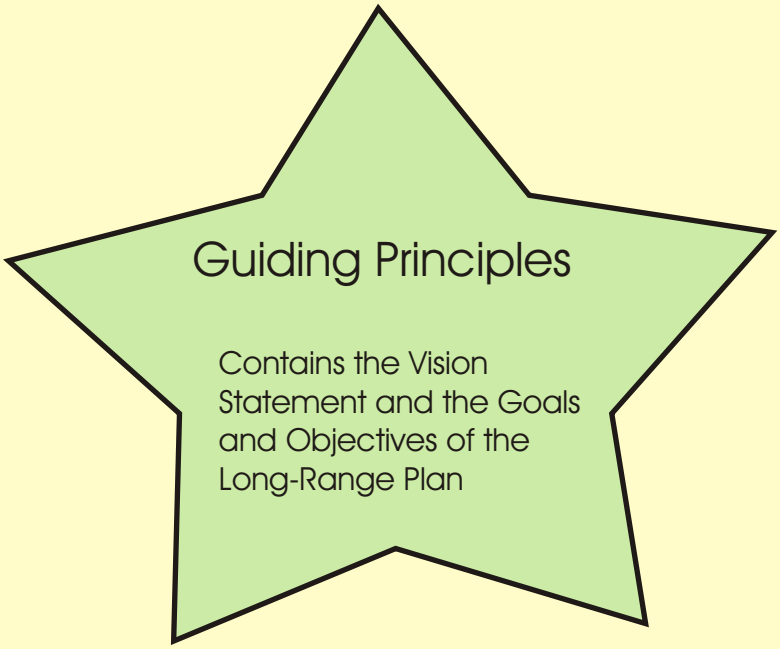
The Virginia Department of Transportation (VDOT) 6-Year Plan allocates highway funds according to state law and budgeting requirements. The financial information is an input to the TIP.

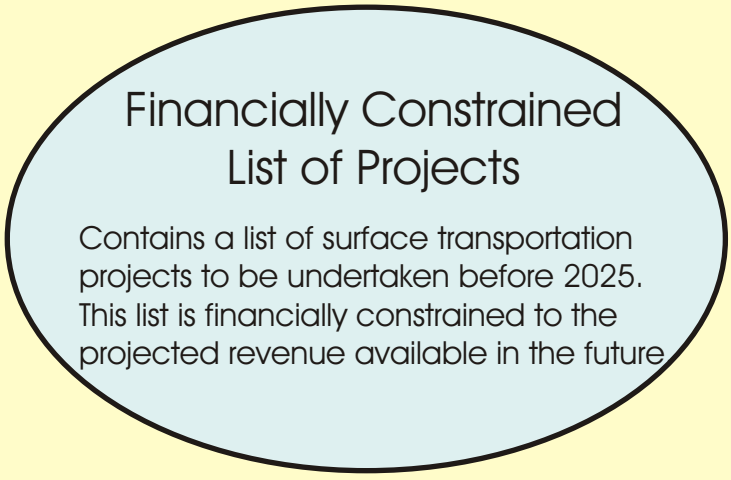
The Transportation Improvement Program (TIP) obligates the federal funds first constrained in the long range plan over a 2 to 3 year horizon. The TIP is updated every 2 years.

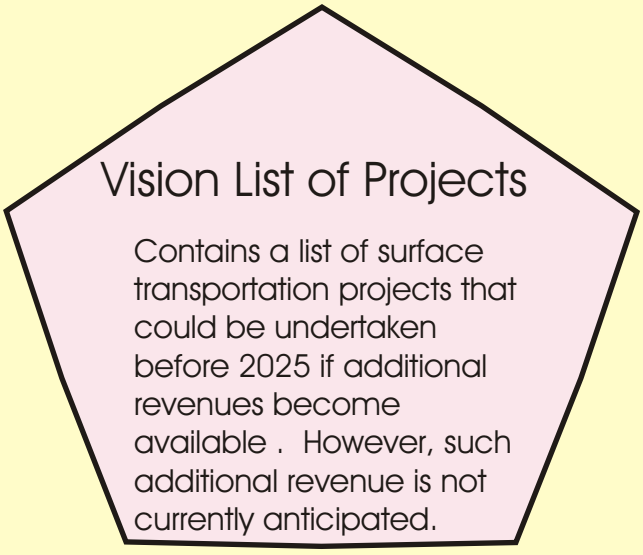
This report was prepared by the Roanoke Valley-Alleghany Regional Commission (RVARC) on behalf of the Roanoke Valley Area Metropolitan Planning Organization (MPO) and in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (VDRPT) and the Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the staff of the Roanoke Valley Metropolitan Planning Organization (MPO). The MPO staff is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDRPT, VDOT, or RVARC. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

Organization of the Long-Range Transportation Plan

The Long-Range Transportation Plan (2025) is organized into three major elements: 1) Guiding Principles, 2) Financially Constrained List of Transportation Projects and 3) Vision (Wish) List of Transportation Projects.



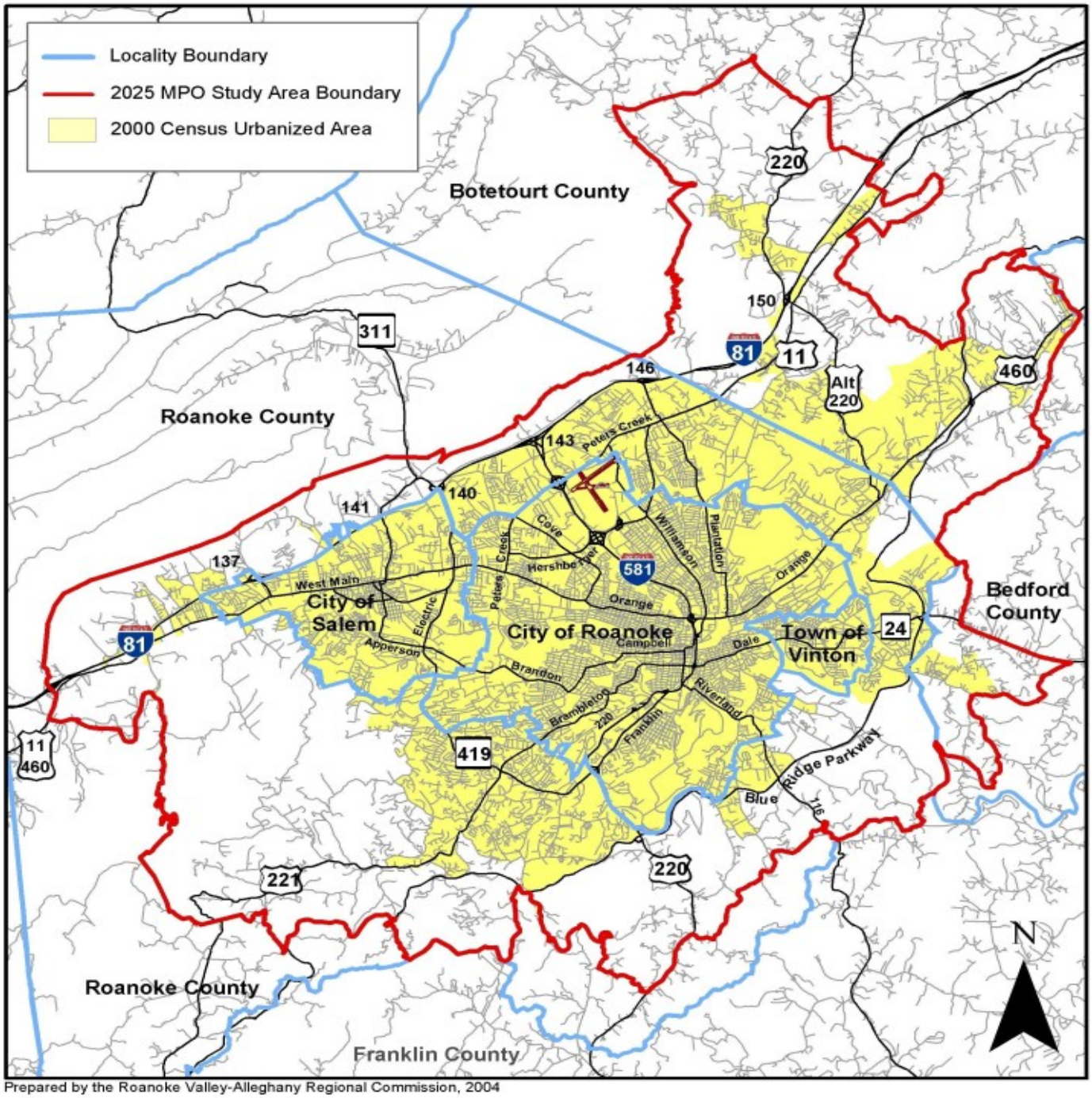




A small replica of these three shapes corresponding to the three major elements of the long-range transportation plan will be provided in the upper right hand corner of following pages. Please refer to these visual cues and this diagram as often as necessary to aid in understanding.

Roanoke Valley Area
Metropolitan Planning Organization (MPO)

2025 MPO Study Area Boundary



Goals of the Long-Range Plan

The RVAMPO 2025 Long Range Plan seeks to accomplish two essential goals at once. The first goal is to provide a guiding vision to transportation policy and investment decisions in the RVAMPO from the present until 2025. This goal establishes the leadership related elements of the long range plan and attempts to chart a bold vision of goals and objectives to guide transportation policy and investment decisions in order to achieve a well balanced, safe and equitable transportation system. The second essential goal is to provide a financially constrained list of projects expected to be complete by 2025. This fulfills the requirement that all MPOs in the nation develop a financially constrained long-range plan so that Federal funds can be expended on projects in accordance with the continuing, comprehensive and cooperative (3C) transportation planning process that was first established in the 1962 Federal Aid Highway Act.

The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, established seven planning factors that all long-range plans should consider.

The 7 Planning Factors

The metropolitan transportation planning process for a metropolitan area under 23USC134(f)(1)shall provide for consideration of projects and strategies that will:

I. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

II. increase the safety and security of the transportation system for motorized and nonmotorized users;

III. increase the accessibility and mobility options available to people and for freight;

IV. protect and enhance the environment, promote energy conservation, and improve quality of life;

V. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

VI. promote efficient system management and operation; and

VII. emphasize the preservation of the existing transportation system.

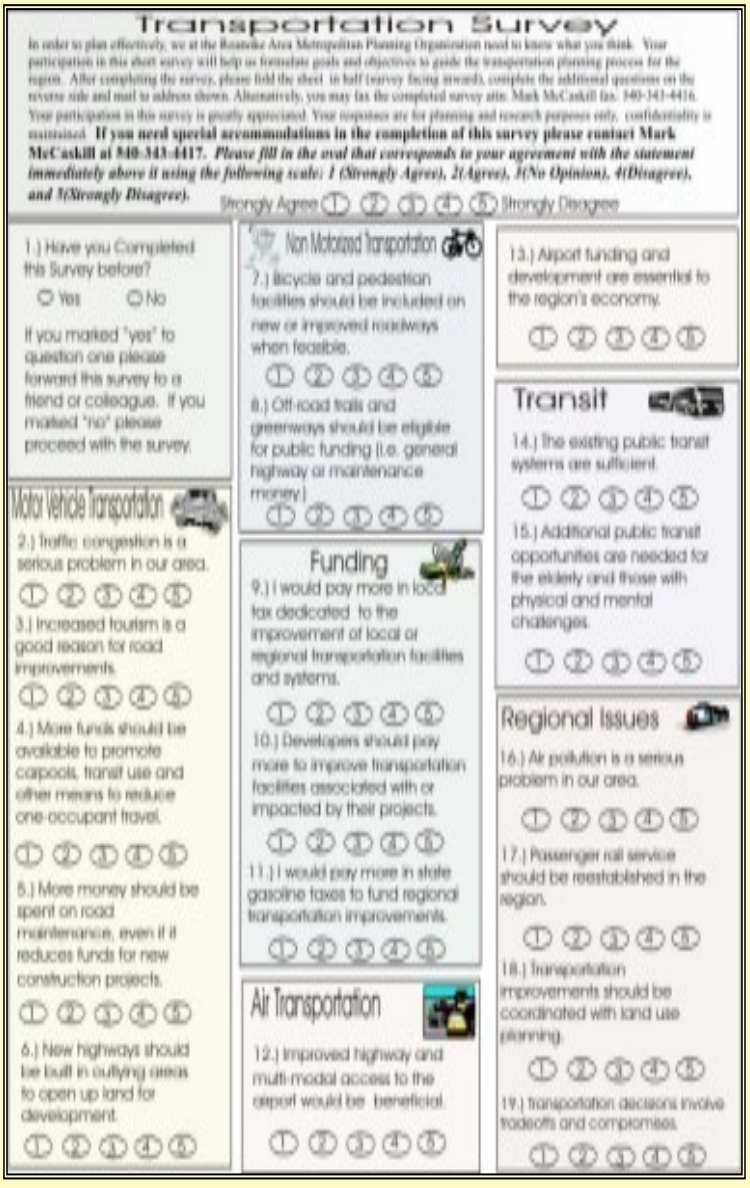
These 7 planning factors serve as a guide in both the leadership and the technical aspects of the 2025 Long Range Transportation Plan.

Public Involvement

Guiding Principles

Public input and involvement is a key element of the 2025 Long-Range Transportation Plan (LRTP). Throughout the course of this long-range plan update public participation proceeded along three primary avenues: a Transportation Survey, input from the MPO's Community Advisory Committee (CAC) and Direct Public Open Houses and Comment Periods. The Transportation Survey (see image) was available at public libraries, public meetings, neighborhood group meetings, through chamber of commerce mailings and many other distribution channels. Strictly speaking the results of the Transportation Survey are not "scientific" because maximum public participation was encouraged, therefore, the sample was not randomly selected. Thus, the results indicate the preferences of those who chose to complete the survey. The CAC is a 23 member advisory committee with representatives from human services, cultural advocacy and economic development groups. The CAC developed the goals and objectives for the 2025 long-range transportation plan through a series of six separate meetings using input received from the transportation survey. See Appendix A for more detail on public involvement.

Two Hundred and Five (205) citizens responded to the questions on the front page of the survey and 136 of those citizens chose to answer the "Transportation Dollar" question on the back of the survey. The results of these two sets of questions are summarized on the next two pages. Please keep in mind that the average scores listed should be interpreted using the following scale:
1 (strongly agree), 2 (agree), 3 (neither agree nor disagree), 4 (disagree), and 5 (strongly disagree). For instance, an average of 3.00 would indicate that the sample as a whole neither agreed nor disagreed with the statement. An average less than 3 indicates that the sample tends towards agreeing with the statement with its agreement intensifying as the average approaches 1. Likewise an average of greater than 3 indicates that the sample tends towards disagreeing with the statement with its disagreement intensifying as the average approaches 5.



Transportation Survey

In order to plan effectively, we at the Roanoke Area Metropolitan Planning Organization need to know what you think. Your participation in this short survey will help us formulate goals and objectives to guide the transportation planning process for the region. After completing the survey, please fold the sheet in half (survey facing inward), complete the additional questions on the reverse side and mail to address shown. Alternatively, you may fax the completed survey attn: Mark McCaskill (fax. 340-343-4416. Your participation in this survey is greatly appreciated. Your responses are for planning and research purposes only. confidentiality is maximized. **If you need special accommodations in the completion of this survey please contact Mark McCaskill at 540-343-4417.** ***Please fill in the oval that corresponds to your agreement with the statement immediately above it using the following scale: 1 (Strongly Agree), 2(Agree), 3(No Opinion), 4(Disagree), and 5(Strongly Disagree).***

Strongly Agree 1 2 3 4 5 Strongly Disagree

1.) Have you Completed this Survey before?
Yes No
If you marked "yes" to question one please forward this survey to a friend or colleague. If you marked "no" please proceed with the survey.

Motor Vehicle Transportation

2.) Traffic congestion is a serious problem in our area. 1 2 3 4 5

3.) Increased tourism is a good reason for road improvements. 1 2 3 4 5

4.) More funds should be available to promote carpools, transit use and other means to reduce one-occupant travel. 1 2 3 4 5

5.) More money should be spent on road maintenance, even if it reduces funds for new construction projects. 1 2 3 4 5

6.) New highways should be built in outlying areas to open up land for development. 1 2 3 4 5

Non Motorized Transportation

7.) Bicycle and pedestrian facilities should be included on new or improved roadways when feasible. 1 2 3 4 5

8.) Off-road trails and greenways should be eligible for public funding (i.e. general highway or maintenance money) 1 2 3 4 5

Funding

9.) I would pay more in local tax dedicated to the improvement of local or regional transportation facilities and systems. 1 2 3 4 5

10.) Developers should pay more to improve transportation facilities associated with or impacted by their projects. 1 2 3 4 5

11.) I would pay more in state gasoline taxes to fund regional transportation improvements. 1 2 3 4 5

Air Transportation

12.) Improved highway and multi-modal access to the airport would be beneficial. 1 2 3 4 5

13.) Airport funding and development are essential to the region's economy. 1 2 3 4 5

Transit

14.) The existing public transit systems are sufficient. 1 2 3 4 5

15.) Additional public transit opportunities are needed for the elderly and those with physical and mental challenges. 1 2 3 4 5

Regional Issues

16.) Air pollution is a serious problem in our area. 1 2 3 4 5

17.) Passenger rail service should be reestablished in the region. 1 2 3 4 5

18.) Transportation improvements should be coordinated with land use planning. 1 2 3 4 5

19.) Transportation decisions involve tradeoffs and compromises. 1 2 3 4 5

Public Involvement Continued
Survey Results

Guiding Principles

Question 1 (strongly agree), 2 (agree), 3 (neither agree nor disagree), 4 (disagree), and 5 (strongly disagree)	Average
1.) Have you completed the survey before?	N/A
2.) Traffic congestion is a serious problem in our area.	2.94
3.) Increased tourism is a good reason for road improvements.	2.49
4.) More funds should be available to promote, carpools, transit use and other means to reduce one occupant travel.	2.87
5.) More money should be spent on road maintenance even if it reduces funds for new construction projects.	2.43
6.) New highways should be built in outlying areas to open up land for development.	3.51
7.) Bicycle and pedestrian facilities should be included on new or improved roadways when feasible.	2.25
8.) Off-road trails and greenways should be eligible for public funding (i.e. general highway or maintenance money.)	2.53
9.) I would pay more in local tax dedicated to the improvement of local or regional transportation facilities and systems.	2.82
10.) Developers should pay more to improve transportation facilities associated with or impacted by their projects.	1.95
11.) I would pay more in state gasoline taxes to fund regional transportation improvements.	2.78
12.) Improved highway and multi-modal access to the airport would be beneficial.	3.04
13.) Airport funding and development are essential to the region's economy.	2.08
14.) The existing public transit systems are sufficient.	3.24
15.) Additional public transit opportunities are needed for the elderly and those with physical and mental challenges.	2.63
16.) Air pollution is a serious problem in our area.	2.57
17.) Passenger rail service should be reestablished in the region.	1.98
18.) Transportation improvements should be coordinated with land use planning.	1.71
19.) Transportation decisions involve tradeoffs and compromises.	2.00

Survey Results Continued

Survey respondents were asked how they would spend a transportation tax dollar if they had the power. Results are as follows:

How would you spend your transportation dollar?	Average
Bicycle and pedestrian improvements	0.08
Maintenance of the existing system.	0.25
Increased bus service.	0.06
New roadway construction.	0.10
Widening of existing roadways.	0.14
Increased transportation services for the elderly and disabled.	0.06
Projects that encourage ridesharing.	0.02
New Technology and management techniques for existing system.	0.04
Telecommuting, videoconferencing or other communications substitutes for transportation.	0.02
Rail development.	0.13
Airport Development	0.09
Other (Please Specify)	0.01
Total $	1.00

Goals and Objectives

The seven planning factors listed on page 3 served as guidance to develop specific long-range goals and objectives for the area served by the RVAMPO. These goals and objectives were developed by the RVAMPO's citizen advisory board, the "Community Advisory Committee." Direct public participation was also sought throughout the planning process (see Appendix A "Public Participation Log" for more detail). The Vision for the Goals and Objectives is as follows:

VISION STATEMENT: Pursue excellence in regional multi-modal transportation planning, in such a manner, that the results benefit area residents, and attract leaders from other regions to visit this region for "inspiration and ideas;" thereby, establishing the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) as a benchmark and/or best practice in small-medium sized urban transportation planning.

Goals A and B

Guiding Principles

GOAL A: Partner with the New River Valley (NRV) to establish the combined "Roanoke Valley and NRV" as a premier transportation research and innovation region.

- Capitalize on the proximity of the smart road and the research facilities at Virginia Tech to enhance the synergy between the Roanoke Valley and NRV by:
  - Encouraging the use of the Roanoke Valley as a "small to medium sized "**urban test bed**" **for emerging transportation technologies.**
  - Encouraging the combined Roanoke Valley + NRV to market itself as a home to innovative transportation industries.
- Facilitate and encourage the deployment of technology to monitor and manage traffic flow in order to increase safety and efficiency.
  - Investigate strategies to manage speed differentials between vehicles on the highway, coordinate traffic control signals, and improve safety and operations characteristics of the transportation system.
- Encourage innovative uses of ridesharing, car sharing, light rail and passenger rail possibilities.
- Encourage the transportation land use connection especially as it applies to transportation and travel demand, new urban development, transit oriented development and financial and policy initiatives.
- Encourage pedestrian use of and safety on major transportation arterials, and research on retrofitting existing transportation structures for pedestrian use.

This goal incorporates planning factors I, II, V and VI

GOAL B: Encourage the development of a regional transportation/economic development land-use strategy where local governments share in the benefits of urban brownfield/greyfield reuse and redevelopment.

- Facilitate a dialog with local governments to promote the idea of extending and/or developing "gains sharing agreements" that apply to urban redevelopment efforts such as brownfield/greyfield redevelopment and/or "downtown development."
  - Such agreements could be modeled on existing "greenfield type gains sharing agreements," i.e. the Regional Industrial Park at Pulaski or the Vinton Business Center (McDonald Farm) site in Roanoke County, except the focus would be greyfield, brownfield and/or downtown development.
- Develop a marketing and public education strategy to address the transportation/land-use relationship as it applies to sprawl, greenfield development, brownfield redevelopment and vibrant downtowns.

This goal incorporates planning factors I, III, IV and V

Goals C and D

GOAL C: Develop alternative transportation strategies that serve as a primary land-use and contribute to economic objectives. (An example is The Blue Ridge Parkway.)

- Support the Greenway Commission in their efforts to develop an interlinked network of urban and suburban greenways.
- Develop bicycle and pedestrian zones, which support small business and retail.
- Develop transportation strategies that enhance tourism development.

This goal incorporates planning factors I, III, IV and VII

GOAL D: Facilitate and encourage the deployment of technology and other strategies to balance freight and passenger flows over multiple transportation modes.

- Develop a consumer education program, possibly using computer models and simulations, which presents to the public the "true costs" of passenger and freight transportation using various modes (including societal, subsidized and other indirect costs).
- Encourage the development of revenue sharing among transportation modes and/or a public private partnership strategy analogous to the "revenue sharing" and "gains sharing" agreements at regional economic development parks (i.e. the regional industrial park in Pulaski, VA). Encourage strategic public-private partnerships leading to double tracking key private rail corridors with provisions for public access for passenger and freight service.
- Investigate the feasibility of "smaller scale" intermodal transfer points for freight transportation.
- Encourage state and Federal decision-makers to balance economic factors between transportation modes by adopting fiscal and tax-policies, which encourage efficient use of transportation infrastructure.
- Maximize the potential of the Roanoke Regional Airport by developing "global trans-park" or "regional inland port" concepts to expand the airport's involvement in freight transportation and to better tie air, rail and road transportation modes together.

This goal incorporates planning factors III, V, VI and VII

Goals E and F

GOAL E: Transportation projects shall empower communities to be livable, healthy and sustainable.

- Develop landscaping and design criteria (in conjunction with the local governments) and encourage the local governments to enhance regional transportation thoroughfares, crossings and gateways.
    - Incorporate pedestrian safety into landscaping and design measures at major thoroughfare crossings.
    - Encourage Interstate Interchange Landscaping
- Recycle and adaptively reuse existing assets such as buildings and infrastructure.
- Develop and implement transportation enhancements that attract tourists and information technology employees possibly including:

  A "Transit Loop" connecting cultural institutions
  Safe and convenient bicycle transportation
  Trail and greenway transportation and recreation
  Pedestrian improvements

- Cooperate with similar initiatives from other agencies such as: chambers of commerce, business and tourist organizations.

<u>This Goal incorporates planning factors IV, V and VII</u>

GOAL F: Develop a transportation system that will address changing community and population needs over the next 25 years.

- Establish and support a transportation education and public relations program that includes transportation safety, healthy lifestyle awareness, environmental impacts/issues, alternative transportation modes, and transportation choice.
- Develop a "user friendly" multimodal regional transportation system that serves all ages and income groups, part-time, project based, consulting and/or other non-traditional workforce arrangements.
- Encourage and facilitate ADA accessible use and adaptive re-use of transportation assets such as rail corridors, boulevards and walkways.
- Strategically develop regional paths and corridors for both motorized and non-motorized transportation to serve growth and changing demographic needs.

Continued on Next Page

Goals F (Continued) and G

GOAL F: Continued

- Develop and leverage management strategies such as: Rideshare, Intelligent Transportation Systems (ITS), Paratransit etc., to obtain the greatest benefit from existing transportation assets and to take advantage of economies of scope and scale.
- Use available land-use and transportation objectives, strategies and tactics to address "spatial mismatch." "Spatial mismatch" refers to situations where employment creation is geographically separate from concentrations of unemployed and/or underemployed populations, and the existing transportation options place an undue burden on said populations' ability to benefit from employment creation.

This Goal incorporates planning factors I, II, III, V and VI

GOAL G: Provide a forum for public comment and public participation on all major transportation projects in the RVAMPO boundary including public-private partnerships, innovative and non-traditional projects.

- Invite stakeholders and interested parties to discuss the issues.
- Pursue the formation of a statewide association of MPOs to provide a forum for the discussion of statewide transportation planning issues, which affect more than one MPO.
- Continue the innovative improvements outlined in RVAMPO's "Public Participation Plan." (Updated 2001)
- Be pro-active in addressing economic and social justice concerns as they apply to the transportation planning process.

This Goal incorporates planning factors III and IV

Financially Constrained List of Transportation Projects

Financially Constrained List of Projects

The following pages contain the financially constrained list of transportation projects. A fold out map of these projects is provided in the front cover pocket of this document. On the reverse side of the fold out map are smaller maps, which relate the proposed projects to demographic data. Specifically, the proposed projects are displayed relative to average household income and percent minority population.

Projects are constrained with regards to their funding category: Interstate System, Primary System, Urban System, Secondary System, Public Transit, etc. With very few exceptions, funds cannot be transferred from one funding category to another. One important exception is the ability to "flex" some highway funds to Public Transportation projects. The City of Roanoke has allocated slightly less than $3 million from its Urban System Allocation for this very purpose.

The financial information in the tables on the following pages is based on federal funding. A project will typically be funded with an 80% Federal Share and a 20% State or Local match. The "projected cost" of an individual project contains the total estimated project cost (federal, state and local shares). The financially constrained list is updated every 5 years or when a regionally significant project is added to the plan, whichever comes first.

The following definitions will help in interpreting acronyms in the "Recommended Improvement" column on the following pages. (Note "Urban" can indicate curb, gutter, sidewalk and other amenities often associated with "Urban" areas.)

- "U4D" - Urban 4 Lane Divided
- "U2L," "U3L," and "U6L" etc. - Urban 2 Lane, 3 Lane, 6 Lane Respectively
- "PE Only" - Preliminary Engineering Only
- "TWTL" - Two Way Continuous Turn Lane
- "ROW" - Right of Way
- "NEPA" - National Environmental Policy Act
- "PPTA" - Virginia Public Private Transportation AcT

Note: The "Project Number" column on the following pages corresponds to projects listed on the fold out map and not to any priority or ranking among the projects.

City of Roanoke Urban System Financially Constrained List

Financially Constrained List of Projects

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#1	* 10th Street	Gilmer Avenue	Andrews Road	Reconstruction	$7,565,000	$6,699,000	$866,000	PE underway. - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#2	* 10th Street	Andrews Road	Williamson Road	Reconstruction	$5,055,000	$5,055,000	$0	PE underway. - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#3	* Wonju Street Extension	Colonial Avenue	Brandon Avenue	4 lane	$20,676,000	$13,396,000	$7,280,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan. Pedestrian and Bicycle Accomodations Recommended in Regional Greenways Master Plan*
#4	13th Street Project 13th Street / Hollins Road	Dale Avenue	Orange Ave	U4D w/ Bike Lanes	$10,020,000	$0	$10,020,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan - Pedestrian and Bicycle Accomodations Recommended in Regional Greenways Master Plan*
#5	13th Street Project Campbell Ave., SE	Williamson Rd	Norfolk Ave	U3L	$4,013,000	$0	$4,013,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#6	13th Street Project Norfolk Ave	Campbell Ave.	Wise Ave.	U3L	$915,000	$0	$915,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#7	13th Street Project Wise	Norfolk Ave.	ECL Roanoke	U3L	$8,166,000	$0	$8,166,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#8	Colonial Ave	Wonju St.	Winding Way Road	U3L w/ Bike Lanes	$7,518,733	$0	$7,518,733	Reconstruct the existing roadway to a three-lane section from Wonju Street west through Virginia Western Community College to include sidewalk, curb and gutter, drainage, and bike lanes. These improvements are intended to tie into the Wonju Street extension project. - Pedestrian and Bicycle Accomodations Recommended in Regional Greenways Master Plan
#9	I-581/Elm Ave Interchange	Jefferson St	Jamison Ave	U6L	$8,000,000	$0	$8,000,000	Interchange Improvements, $8,000,000 is the City Share from the Urban Allocation to be included with additional Interstate and Primary funds
	* denotes project obligated in current Six-Year Plan							

City of Roanoke Urban System Financially Constrained List - Continued

Financially Constrained List of Projects

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#10	Orange Ave. Network Improvements Planning Analysis	I-581	ECL Roanoke	Corridor Study	$300,000	$0	$300,000	Corridor study to evaluate alternate network connections to relieve congestion on Orange Avenue.
#11	Orange Avenue	11th St	Gus Nicks Blvd	U6L	$11,414,000	$0	$11,414,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#12	Salem Turnpike/ Shenandoah Avenue Corridor	36th St.	24th St	U2L w/ bike lanes	$5,641,000	$0	$5,641,000	Turn lanes at selected locations - Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan - Pedestrian and Bicycle Accomodations Recommended in Regional Greenways Master Plan
#13	Williamson Road	Orange Ave.	Angell Ave.	Corridor Improvement	$15,493,000	$0	$15,493,000	Corridor improvements to include curb, gutter, sidewalk, and other streetscape enhancements - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#14	Transit Improvements				$2,913,173	$0	$2,913,173	Surface Transportation funds will be flexed over to support bus shelters, bus pullouts, Downtown circulator, and other transit enhancements.
#15	Mobility and Accessibility Improvements				$4,855,289	$0	$4,855,289	Bike lanes, shared-use paths (greenways), sidewalks, curb and gutter, other Pedestrian and Bicycle enhancements
#16	Signal and ITS Improvements				$4,855,289	$0	$4,855,289	Interconnection and coordinated signal systems & miscellaneous ITS improvements
#17	Intersection & Miscellaneous Spot Improvements				$4,855,289	$0	$4,855,289	Isolated improvements, additional turn lanes, geometric improvements, and other minor physical improvements
					Total Additional Funding Needs:		$97,105,773	
					Projected Funding Available:		$97,105,773	

City of Salem Urban System Financially Constrained List

Financially Constrained List of Projects

City of Salem- Constrained List

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#18	Route 11 (Apperson Drive)	Apperson Drive at	Electric Road	Intersection Improvement	$2,337,000	$0	$2,337,000	PE Only
#19	Route 460 (East Main Street)	Route 311	Parkdale Drive	3 Lane	$9,505,000	$5,749,000	$3,756,000	PE Underway - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#20	Route 460 (East Main Street)	Parkdale Drive	Route 419	4 to 5 Lane	$8,099,000	$7,342,000	$757,000	Under Construction - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#21	Route 11 (Apperson Drive)	Colorado	WCL Roanoke	Urban 4 Lane	$17,114,000	$0	$17,114,000	
#22	Route 11 (Apperson Drive)	Apperson Drive at	Electric Road	Intersection Improvement	$6,485,323	$0	$6,485,323	Continuing Project Development. See corresponding item at top of list.
#23	Miscellaneous spot, bridge and other improvements**				$3,380,000	$0	$3,380,000	May contain spot improvement items that are currently in 6 Year Plan/ TIP
						Total Additional Funding Needs:	$33,829,323	
						Projected Funding Available:	$33,829,323	

* Denotes project obligated in current Six Year Plan

** Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.

Town of Vinton Urban System Financially Constrained List

Financially Constrained List of Projects

Town of Vinton Urban System- Constrained List

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#24	*Route 634 Hardy Road	Niagara Road	ECL Vinton	5 Lane	$5,516,000	$4,440,000	$1,076,000	Contains bicycle lanes in both directions and curb/guttering with sidewalk.
#25	Route 24 Virginia Avenue	ECL City of Roanoke	Pollard	Urban 6 Lane	$4,608,000	$0	$4,608,000	Add or repair sidewalks where feasible
#26	Walnut	WCL Vinton	Lee	Upgrade to Urban 2 Lane with bicycle lanes, curb/guttering and sidewalks	$2,112,000	$0	$2,112,000	"Tinker Creek Greenway" trail head is just over WCL Vinton in the City of Roanoke. Bicycle Lanes and Sidewalks will help facilitate connections to the regional greenway system.
#27	Lee	Walnut	Pollard	Realign Intersection and upgrade to Urban 2L including sidewalks where necessary	$282,000	$0	$282,000	Connects to several activity centers including farmer's market, outdoor concert stage and post office. Pedestrian and Bicycle safety accommodations are integral to this project. - Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan
#28	Route 24 Washington Avenue	By Pass Road	Route 654 (Feather Road)	PE Only	$1,758,141	$0	$1,758,141	PE Only - See corresponding project in "Vision List" for additional stages of project. - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan.*
#29	Miscellaneous spot, bridge and other improvements				$1,100,000	$0	$1,100,000	May contain spot improvement items that are currently in 6 Year Plan/ TIP. - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan.*
						Total Additional Funding Needs:	$10,936,141	
						Projected Funding Available:	$10,936,141	

* Denotes project obligated in current Six Year Plan

** Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.

Financially Constrained List of Projects

County of Roanoke Secondary System - Financially Constrained List

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#30	* 601 Hollins Road	Rte 115	0.59 mi S Rte 627	Add Lanes, Rebuild 2 Lanes	$8,793,000	$8,474,940	$318,060	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#31	*613 Merriman Road	0.1 Mi. S Starkey Road (Rte 904)	Rte 1640	PE and RW	$3,677,300	$450,311	$3,226,989	PE Only - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#32	*688 Cotton Hill Road	0.09 mi S Rte 221	0.15 mi S Rte 934	Rebuild 2 lanes	$2,936,900	$1,162,180	$1,774,720	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan*
#33	*720 Colonial Avenue	0.04 mi W Rte 687	Rte 419	Rebuild 2 lanes	$3,605,540	$2,092,767	$1,512,773	Design to accommodate paved shoulders - paved shoulders are not currently to be "offically" designated bicycle lanes. - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan
#34	*720 Colonial Avenue	Rte 419	Rte 681	PE Only	$950,000	$0	$950,000	PE Only - Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan
#35	*634 (Hardy Road)	Vinton CL	0.01 Mi E Route 654	PE Only	$750,000	$0	$750,000	Vinton section has bicycle lanes; Industrial park in area; some ROW being acquired for industrial park; BR Parkway passes over section - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan - Could connect into existing Wolf Creek Greenway
#36	*679 Buck Mountain Road	0.15 Mi E. Rte 220	0.04 Mi E. Rte 678	Reconstruct 2 lanes and intersection with 220	$4,731,590	$1,482,000	$3,249,590	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#37	679 Buck Mountain Road	Starkey Road (Rte 904)	Route 220	Urban 2 Lane	$2,954,000	$0	$2,954,000	Proposed development in area; BR parkway in area; change to Urban designation on whole section

County of Roanoke Secondary System Financially Constrained List - Continued

Financially Constrained List of Projects

County of Roanoke Secondary System - Financially Constrained List

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#38	613 Merriman Road	0.1 Mi. S. Rte 904	Rte 1640	Urban 2 Lane	$5,000,000**	$0	$5,000,000	PE and RW in 6-year plan see above
#39	634 Hardy Road	Vinton CL	0.01 Mi E Route 654	Urban 4 Lane with Bicycle Lanes	$7,566,000	$0	$7,566,000	Vinton section has bicycle lanes; Industrial park in area; some ROW being acquired for industrial park; BR Parkway passes over section - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan - Could connect into existing Wolf Creek Greenway
#40	904 Starkey Road	Rte 613	Rt. 633	Urban 4 Lane	$11,676,000	$0	$11,676,000	Lots of industry and residential development in area - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#41	625 Hershberger	Roanoke CL	Rte 115	Urban 3L (2 lanes + TWTL or turn lanes as appropiate)	$4,838,000****	$0	$4,838,000	Attemp to match possible City of Roanoke recommendation for their portion. - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#42	720 Colonial	Rte 419	Rte 681	Urban 3L (2 lanes + TWTL or turn lanes as appropiate)	$5,000,000	$0	$5,000,000	*PE in 6 Year Plan see above -Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan*
#43	682 Garst Mill	Brambleton	Grandin	Urban 3L (2 lanes + TWTL or turn lanes as appropiate)	$6,886,000****	$0	$6,886,000	Residential, rough terrain; 4L would not fit in corridor; decrease to 1 through lane in each direction with CTL. - Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan - Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan (Mudlick Greenway).
#44	Miscellaneous Spot, Bridge and Intersection Improvements** *				$7,799,590	$0	$8,253,792	Miscelanous spot, bridge, intersection, ITS and/or other improvements. May also contain spot improvements that are listed in the current 6year Plan/ TIP
						Total Additional Funding Needs:	$63,955,924	
						Projected Funding Available:	$63,955,924	

* Denotes project obligated in current secondary Six Year Plan

**Costs revised using Roanoke County Six Year Plan

Project Estimate Minus PE Cited in 6-Year Plan

****Costs revised from 4 lane estimate to reflect reduced amount of ROW needed.

County of Botetourt Secondary System Financially Constrained List

Financially Constrained List of Projects

County of Botetourt Secondary System - Constrained List

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#45	Route 605*	Rte 654	0.15 mi W Alt 220	Rebuild 2 lanes	$3,091,877	$2,417,659	$674,218	
#46	Route 779 (Catawba Road)*	0.19 Mi W. Rte 672 E.	0.21 Mi. E. Rte. 672 E	Add Turn Lanes, Rebuild 2 Lanes, New Bridge	$3,001,000	$1,319,000	$1,781,000	Project may have a positive impact on safety. *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#47	Route 779 (Valley Road)	Route 220	Route 11	Realign ROW Intersection Improvements	$2,100,000	0	$2,100,000	Project may have a positive impact on safety. *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#48	Route 779 (Catawba)	Route 220	Route 672 (Etzler Road)	Upgrade to Rural 2 Lanes	$2,461,000	0	$2,461,000	Project may have a positive impact on safety and freight movements. *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan.*
#49	Route 605 (Coaling Road)	Alternate 220	Route 652	Rural 2 Lane 20'	$1,134,000	0	$1,134,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#50	Route 652 (Mountain Pass Road	Rte 658	Rte 11	Reconstruct to Rural 2L 24'	$5,513,000	0	$5,513,000	
#51	Route 654 (Read Mountain Road)	Alternate 220	Route 11	Upgrade to Rural 2 Lanes	$2,255,000	0	$2,255,000	Project may have a positive impact on safety and freight movements. *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan.*
#52	Miscellaneous Spot, Bridge and Intersection Improvements** *			Miscellaneous spot improvements	$4,808,005	N/A	$4,606,351	May contain various bridge and other spot improvements that are listed in the current 6-Year Plan/ TIP
						Total Additional Funding Needs:	$20,524,569	
						Projected Funding Available:	$20,524,569	

* Denotes project obligated in current secondary Six Year Plan

** Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.

County of Bedford Secondary System Financially Constrained List

Financially Constrained List of Projects

County of Bedford Secondary System - Constrained List

Map #	Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#53	Route 634 (Hardy Road)	Roanoke Co. CL	East Study Area Boundary (Route 619)	Rural 4 Lane - PE and ROW ONLY	$2,825,146	$0	$2,825,146	Bicycle lanes could be added to match Roanoke County and Town of Vinton Recommendations. PE and ROW ONLY
						Total Additional Funding Needs:	$2,825,146	
						Projected Funding Available:	$2,825,146	

* Denotes project obligated in current secondary Six Year Plan

** Contains Funding for non-regionally significant spot, bridge,

Interstate System Financially Constrained List

RVAMPO - Interstate System - Constrained List

Map #	Jurisdiction Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#54	Interstate 73	South SAB	Elm/ I-581	PE Only	$12,146,000	$0	$12,146,000	Preliminary Engineering (PE) Only
#55	Interstate 581	Elm Avenue	I-81	Cooridorwide Improvements	$21,661,000	$0	$21,661,000	Various planning, operations and/or construction improvements.
#56	Interstate 81	West SAB	East SAB	NEPA and PPTA Process	$44,280,100	$0	$44,280,100	NEPA and PPTA Process
#57	Miscellaneous, safety spot, bridge and other improvements**				$8,700,000	$0	$8,700,000	
						Total Additional Funding Needs:	$86,787,100	
						Projected Funding Available:	$86,787,100	

* Denotes corridors or portions of projects in current Six Year Plan

** Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.

SAB = MPO Study Area Boundary

Regional Primary System Financially Constrained List

Financially Constrained List of Projects

RVAMPO - Primary System - Financially Constrained List

Map #	Jurisdiction Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
#58	Roanoke County - Route 11*	WCL Salem	0.10 mi West Route 830	4 Lane	$25,254,000	$5,533,000	$19,721,000	PE Underway
#59	Roanoke County - Route 460	Roanoke CL	Botetourt CL	6 Lane	$11,850,000	$0	$11,850,000	Proposed commercial development in this area. Section listed in FY2003 Freight Study Recommendations.
#60	Roanoke County - Route 11	Roanoke CL	Route 117	4 Lane	$14,018,000	$0	$14,018,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#61	Botetourt County - Route 11	0.21 mi N Rte 601	0.38 mi N. Rte 654	4 Lane	$13,294,000	$0	$13,294,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#62	City of Roanoke - US 220	Wonju Street	Elm Avenue	8 Lane	$20,880,000	$0	$20,880,000	
#63	Roanoke County - US 220	South Route 715***	Route 419	6 Lane	$11,907,000	$0	$11,907,000	
#64	Roanoke County - Route 115	Roanoke CL	Rte 11	4 Lane	$19,622,000	$0	$19,622,000	a lot of development in area - *Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#65	Roanoke County - Route 116	Roanoke CL	Route 664	2 Lane	$4,101,000	$0	$4,101,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#66	Roanoke County - Route 116	Route 664	Franklin CL	2 Lane	$2,546,000		$2,546,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#67	Roanoke County - Route 221	1.05 mi West Route 694	0.35 mi South Route 897	4 Lane	$9,206,000	$0	$9,206,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
#68	Miscellaneous spot, bridge and other improvements**				$10,751,900	$0	$10,751,900	
	* Denotes project obligated in current Six Year Plan					**Total Additional Funding Needs:**	$137,896,900	
	** Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.					**Projected Funding Available:**	$137,896,900	
	*** Description of Project will have to be revised to reflect new constrained amount							

Public Transportation Constrained Lists

Financially Constrained List of Projects

Historically public transportation funding has increased at a small annual percentage. Consequently, it is impossible to assume that major expansion of public transit services will come from traditional transit funding sources. Therefore, information is taken from the relevant public transit financial data and is projected to 2025 where feasible. Note the above statement applies to traditional public transportation funding sources. See page 13 for additional transportation funding that is proposed to be "flexed" from highway sources to be used for public transportation.

Roanoke Area Dial A Ride (RADAR)

RADAR-UHSTS, Inc.
SIX YEAR PLAN

	Total Funds	Federal Funds	State Funds	Local
2005				
Section 5311				
Operating	$ 127,734	$ 63,867	$ 22,500	$ 41,367
Vehicles: 2 B.O.C. w lifts	$ 100,000	$ 80,000	$ 15,000	$ 5,000
Office Furniture	$ 100,000	$ 80,000	$ 15,000	$ 5,000
Shop Equipment	$ 150,000	$ 120,000	$ 22,500	$ 7,500
Computer Equipment	$ 200,000	$ 160,000	$ 30,000	$ 10,000
Construction New Facility	$ 150,000	$ 120,000	$ 22,500	$ 7,500
Section 5310				
Vehicles: 2 B.O.C. w lifts	$ 100,000	$ 80,000		$ 20,000
JARC	$ 310,000	$ 155,000	$ 155,000	
2006				
Section 5311				
Operating	$ 127,734	$ 63,867	$ 22,500	$ 41,367
Vehicles: 4 B.O.C. w/ lifts	$ 200,000	$ 160,000	$ 30,000	$ 10,000
Supervisor Vehicle	$ 30,000	$ 24,000	$ 4,500	$ 1,500
Section 5310				
Vehicles: 2 B.O.C. w/ lifts	$ 100,000	$ 80,000		$ 20,000
JARC	$ 310,000	$ 155,000	$ 155,000	
2007				
Section 5311				
Operating	$ 127,734	$ 63,867	$ 22,500	$ 41,367
Vehicles: 3 B.O.C. w/ lifts	$ 150,000	$ 120,000	$ 22,500	$ 7,500
Computer Equipment	$ 75,000	$ 60,000	$ 11,250	$ 3,750
Radio Equipment	$ 125,000	$ 100,000	$ 18,750	$ 6,250

Roanoke Area Dial-A-Ride (RADAR) Continued

Financially Constrained List of Projects

	Total Funds	Federal Funds	State Funds	Local
Section 5310				
Vehicles: 1 B.O.C. w/ lifts	$ 60,000	$ 48,000		$ 12,000
JARC	$ 350,000	$ 175,000	$ 175,000	
2008				
Section 5311				
Operating	$ 150,000	$ 75,000	$ 25,000	$ 50,000
Vehicles: 3 B.O.C. W/lift	$ 160,000	$ 128,000	$ 24,000	$ 8,000
Service Vehicles	$ 30,000	$ 24,000	$ 4,500	$ 1,500
Section 5310				
Vehicles: 1 B.O.C. w/lift	$ 52,000	$ 41,600		$ 10,400
JARC	$ 350,000	$ 175,000	$ 175,000	
2009				
Section 5311				
Operating	$ 150,000	$ 75,000	$ 25,000	$ 50,000
Vehicles: 3 B.O.C. w/ lift	$ 160,000	$ 128,000	$ 24,000	$ 8,000
Construction Parking Lot	$ 100,000	$ 80,000	$ 15,000	$ 5,000
Section 5310				
Vehicles: 1 B.O.C. w/ lift	$ 54,000	$ 43,200		$ 10,800
2010				
Section 5311				
Operating	$ 150,000	$ 75,000	$ 25,000	$ 50,000
Vehicles: 4 B.O.C. w/ lift	$ 210,000	$ 168,000	$ 31,500	$ 10,500
Section 5310				
Vehicles: 2 B.O.C. w/ lift	$ 110,000	$ 88,000		$ 22,000
2011				
Section 5311				
Operating	$ 150,000	$ 75,000	$ 25,000	$ 50,000
Vehicles: 3 B.O.C. w/ lift	$ 160,000	$ 128,000	$ 24,000	$ 8,000
Computer Equipment	$ 125,000	$ 100,000	$ 18,750	$ 6,250
Section 5310				
Vehicles: 2 B.O.C. w/ lift	$ 120,000	$ 96,000		$ 24,000
Total	**$ 5,124,202**	**$ 3,408,401**	**$ 1,161,250**	**$ 554,551**
FUNDING FROM 2012 THRU 2025	**$ 7,000,000**	**$ 5,600,000**	**$ 1,050,000**	**$ 350,000**
TOTAL THROUGH 2025	**$ 12,124,202**	**$ 9,008,401**	**$ 2,211,250**	**$ 904,551**

BASED UPON CURRENT LEVELS OF FUNDING

Greater Roanoke Transit Company (GRTC)
"Valley Metro"

Financially Constrained List of Projects

GRTC Budget Projections Through 2025

Projected Operating Budget

Year		Amount	
2003	$	5,502,000.00	
2004	$	5,738,000.00	
2005	$	5,910,000.00	
2006	$	6,087,000.00	
2007	$	6,269,000.00	
2008	$	6,457,000.00	Assumes 3% yearly increase
2009	$	6,651,000.00	
2010	$	6,850,000.00	Actual budget amounts will vary
2011	$	7,055,000.00	
2012	$	7,267,000.00	
2013	$	7,485,000.00	
2014	$	7,710,000.00	
2015	$	7,941,000.00	
2016	$	8,180,000.00	
2017	$	8,425,000.00	
2018	$	8,678,000.00	
2019	$	8,938,000.00	
2020	$	9,206,000.00	
2021	$	9,482,000.00	
2022	$	9,766,000.00	
2023	$	10,058,000.00	
2024	$	10,360,000.00	
2025	$	10,670,000.00	

Funding amounts vary depending on 5307 funding allocated by the DRPT, and state funding available

GRTC "Valley Metro" - Continued

Financially Constrained List of Projects

Projected Capital Budget

Year		
2004	$ 1,293,000.00	
	Fare box replacement	Admin facility roof replacement
	2 support vehicles	Shop equipment
	3 medium duty buses	Computer hardware
	2 para transit vans	
2005	$ 355,000.00	
	Support vehicle	Shop equipment
	4 para transit vans	Admin facility improvements
2006	$ 5,470,000.00	
	18 replacement buses	Shop equipment
	Support vehicle	

Federal 80%, State 10%, Local 10%

Vision List of Transportation Projects

The following pages contain a vision list of transportation projects. A "vision list" serves two primary purposes: 1) It provides a list of projects which could "graduate" to the financially constrained list should unanticipated additional funding become available; and 2) It provides a sense of direction for citizens to ascertain how the regional transportation system would change if additional funding sources are available in the future.

City of Roanoke Urban System - Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
13th Street Project Hollins Road, NE	Orange Ave.	Liberty Rd.	U4D w/ Bike Lanes	$10,774,000	$0	$10,774,000	*Bicycle and Pedestrian Improvements Recommended in Regional Greenways Master Plan*
13th Street Project Tazewell Ave	Williamson Rd	9th St	U2L	$1,803,000	$0	$1,803,000	
Brandon Ave.	Brambleton	Main St	U4L	$1,728,000	$0	$1,728,000	Intersection improvements
Cove Rd	Peter's Creek	Lafayette Blvd	U2L	$7,194,000	$0	$7,194,000	
Hershberger Rd.	Peters Creek Rd.	Cove Rd	U3L w/ bike lanes	$14,438,000	$0	$14,438,000	Neighborhood plan supports a three-lane street
Hershberger Rd.	Williamson Rd	East City Limits Roanoke	U3L w/ bike lanes	$4,857,000	$0	$4,857,000	
King St.	Gus Nicks Blvd	Orange Ave.	U3L w/ bike lanes	$11,305,000	$0	$11,305,000	
Orange Ave.	Gus Nicks Blvd.	King St.	U6L	$15,482,000	$0	$15,482,000	U6L w/ Intersection Improvements (or as determined by Corridor Study)
Plantation Rd	Liberty Rd.	Hollins Rd.	U4L	$6,272,000	$0	$6,272,000	
Plantation Rd	0.3 mile south of Liberty Road	Indiana Ave	U4L	$1,800,000	$0	$1,800,000	

City of Roanoke Urban System - Vision List Continued

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Plantation Rd	Liberty Rd	Wingfield Ave	U4L	$3,700,000	$0	$3,700,000	
Plantation Rd	Liberty Rd	0.3 mile south of Liberty Road	U4L	$2,300,000	$0	$2,300,000	
Salem Turnpike	WCL Roanoke	24th St	U2L	$11,893,000	$0	$11,893,000	Turn lanes at selected locations - *Bicycle and Pedestrian Improvements Recommended in Regional Greenways Master Plan*
Shenandoah Avenue	WCL Roanoke	24th Street	U3L w/ bike lanes	$15,702,000	$0	$15,702,000	
Transit Improvements				$6,000,000	$0	$6,000,000	Surface Transportation funds will be flexed over to support bus shelters, bus pullouts, Downtown circulator, and other transit enhancements.
Mobility and Accessibility Improvements				$10,000,000	$0	$10,000,000	Bike lanes, shared-use paths (greenways such as the Roanoke River greenway), sidewalks, curb and gutter, other pedestrian and bicycle enhancements
Signal and ITS Improvements				$10,000,000	$0	$10,000,000	Interconnection and coordinated signal systems & miscellaneous ITS improvements
Intersection & Miscellaneous Spot Improvements				$10,000,000	$0	$10,000,000	Isolated improvements, additional turn lanes, geometric improvements, and other minor physical improvements
					Total Additional Funding Needs:	$145,248,000	
					Projected Funding Available:	Vision List	

City of Salem Urban System - Vision List

City of Salem- Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Roanoke River Crossing	4th Street	West Riverside Drive	2 Bridges and connecting roadway	$11,672,000	$0	$11,672,000	
					Total Additional Funding Needs:	$11,672,000	
					Projected Funding Available:	Vision List	

Town of Vinton Urban System - Vision List

Town of Vinton Urban System- Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Route 24 Washington Avenue	By Pass Road	Route 654 (Feather Road)	Upgrade to Urban 6 Lane (ROW and Construction Components)	$5,268,859	$0	$5,268,859	See corresponding phase in "Constrained List"
Mountain View Road	CL Vinton	Route 24 Washington Avenue	Upgrade to Urban 2L with Curb/Gutter, Bike Lanes and Sidewalks. Roanoke County has committed to adding Bike Lanes to the County's portion of Mountain View Road from the CL to BR Parkway.	$4,800,000	$0	$4,800,000	Mountain View Road is currently classified as "local" which makes it inelligible for "Urban" construction funds. Mountain View Road would have to be placed on "Urban" system before project could be moved to the Constrained List.
					Total Additional Funding Needs:	$10,068,859	
					Projected Funding Available:	Vision List	

County of Roanoke Secondary System - Vision List

County of Roanoke Secondary System - Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Rte 687 - Penn Forest	Colonial	Starkey	Urban 2L	$2,101,000	$0	$2,101,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
Rte 687- Colonial	Merriman	Penn Forest	Urban 2L	$3,046,000	$0	$3,046,000	*Pedestrian and Bicycle Improvements Recommended in Regional Greenways Master Plan*
					Total Additional Funding Needs:	$5,147,000	
					Projected Funding Available:	Vision List	

County of Bedford Secondary System - Vision List

County of Bedford Secondary System - Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Route 634 (Hardy Road)	Roanoke Co. CL	East Study Area Boundary (Route 619)	Rural 4 Lane - Construction Only	$1,170,854	$0	$1,170,854	See corresponding PE and ROW in Constrained List.
					Total Additional Funding Needs:	$1,170,854	
					Projected Funding Available:	Vision List	

Interstate System - Vision List

RVAMPO - Interstate System - Vision List

Jurisdiction Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Interstate 73	I-581 at Hershberger	South SAB	4 - 6 Lane	*		*	*
Interstate 81				**		**	**
					Total Additional Funding Needs:	*	
					Projected Funding Available:	Vision List	

* Reliable construction estimates not yet available

** Public Private Transportation Act (PPTA) Process in Progress

Primary System - Vision List

RVAMPO - Primary System - Vision List

Jurisdiction Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Additional Funding Required	Comments
Botetourt County - Route 220	Route 11	North Route 779	Urban 8 Lane	$15,696,000	$0	$15,696,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
Botetourt County - Route 220	North Route 779	Greenfield Street	Urban 6 Lane	$23,501,000	$0	$23,501,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
Botetourt County - Route 460	Roanoke County CL	East SAP (Route 1501)	Rural 6 Lane	$34,295,000	$0	$34,295,000	Section Listed in FY2003 Freight Study Recommendations
Botetourt County - Alternate Route 220	Route 654	Route 11	Rural 6 Lane	$16,818,000	$0	$16,818,000	*Bicycle Accomodations Recommended in 1997 Regional Bikeway Plan*
					Total Additional Funding Needs:	$90,310,000	
					Projected Funding Available:	Vision List	

Appendix A - Public Participation Log

Roanoke Valley Area Constrained Long Range Plan (2025) Public Participation Summary (FY 2003-04)

March 13, 2003 – Virginians for Appropriate Roads (VAR) addressed the MPO Policy Board with a 15 minute presentation concerning TSM on Route 220 as an alternative to a new terrain location for proposed I-73. Question and answer between MPO board members and VAR representatives followed.

May 15, 2003 Advertisement sent to ***Roanoke Times*** and ***Roanoke Tribune*** for May 29, 2003 public input meeting. Advertisement will run in the Sunday May 18, 2003 Edition (Roanoke Times) and Thursday May 22, 2003 edition (Roanoke Tribune).

May 16, 2003 – Notice of May 29th public meeting in Regional Chamber's Monthly Electronic Newsletter "Member Connections"

May 19, 2003 – May 29th meeting **press release** to following recipients (Joe McKean, WDBJ-TV; Melissa Preas, WSLS-TV; Ray Reed, The Roanoke Times; Chris Kahn, Associated Press; Rex Bowman, Richmond Times-Dispatch; William Little, Fincastle Herald; Claudia Whitworth, The Roanoke Tribune; Jeff Walker, The Vinton Messenger; Meg Hibbert, Salem Times Register; Rick Mattioni, WVTF-FM (Public Radio); Kevin LaRue, WFIR-FM (Roanoke's News Radio)

May 27, 2003 – Retransmission of above press release[1]

May 29, 2003 – Interview with Dan Heyman WVTF News[2]

May 29, 2003 – Public Meeting Roanoke County Headquarters Library (28 Attendees)

June 15, 2003 – Advertisement for public comment during upcoming Thursday June 19, 2003 Joint MPO and TTC meeting appears in Sunday edition of "Roanoke Times" (see files)

May 29, 2003 Public Meeting – Ride Solutions Display in Background

June 19, 2003 – Public Input Session at joint MPO/TTC meeting (Vinton War Memorial) held – 3 speakers addressed the joint MPO/TTC board/committee.

[1] Joint Ozone EAP and Long-Range Plan Public Input Meeting (May 29, 2003)
[2] IBID

June 19, 2003 onward – Various emails concerning long-range planning projects and/or issues received. Emails stored in at RVARC offices.

July 28, 2003 and August 28, 2003 – Meeting with Roanoke County Stakeholder Group about Long Range Plan Constrained List.

August 21, 2003 – Meeting with Vinton Town Stakeholder Group about Long Range Plan Constrained List.

City of Roanoke Stakeholders Group Constrained List Meetings – Various Dates (August ??? August 8, 2003 – August 15, 2003 – August 22, 2003 – September 5, 2003)

September 29, 2003 – Minimum 30 Day Public Comment Period advertised in Roanoke Times for TIP and Long Range Plan.

October 10, 2003 - Minimum 30 Day Public Comment Period advertised in Roanoke Times for TIP and Long Range Plan. Published in Roanoke Tribune.

October 19, 2003 – Notice of Opportunity for Public Comment (Nov 6 MPO Meeting) published in "Roanoke Times" section B5

City of Roanoke Stakeholders Meeting – August 22, 2003

October 23, 2003 Notice of Opportunity for Public Comment (Nov 6 MPO Meeting) published on Page 9 of "Roanoke Tribune."

October 26, 2003 – Notice of Opportunity for Public Comment (Nov 6 MPO Meeting) published in section B4 of "Roanoke Times."

November 5, 2003 – Press Release concerning Long-Range Plan Public Comment Period (Nov 6 MPO Meeting) released to RVARC Media Contacts List.

November 6, 2003 – Public Comment Period at MPO meeting. – Verbatim Comments Available Upon Request

January 11, 2004 – Legal advertisement in "Roanoke Times" announcing January 20, 2004 Public Hearing"

January 18, 2004 – Follow-up legal advertisement in "Roanoke Times" announcing January 20, 2004 Public Hearing"

January 11 – 20, 2004 – 2 legal advertisements (consecutive

November 6, 2003 Public Comment Opportunity/ Open House/ MPO Meeting

issues) in “Roanoke Tribune” for January 20, 2004 public hearing.
January 20, 2004 **–** Long Range Plan Public Hearing.

Appendix B - Written Public Comments

Roanoke Valley Area
Metropolitan Planning Organization
313 Luck Avenue, SW / PO Box 2569 / Roanoke, Virginia 24010
TEL: 540.343.4417 / FAX: 540.343.4416 / www.rvarc.org / rvarc@rvarc.org

The 28th day of June, 2007

RESOLUTION

Endorsement of the Minor Amendment to the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025

WHEREAS, federal regulations implemented as a result of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require urbanized area metropolitan planning organizations to develop and approve a financially constrained long range transportation plan; and

WHEREAS, the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 had been adopted by the Roanoke Valley Area MPO Policy Board on February 26, 2004; and

WHEREAS, SAFETEA-LU introduced additional requirements into the transportation planning process; and

WHEREAS, every effort has been made to update the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 to be SAFETEA-LU compliant through this minor amendment; and

WHEREAS, stakeholder review through the SAFETEA-LU interested parties' database has been sought and documented in this minor amendment.

NOW, THEREFORE BE IT RESOLVED, that the Roanoke Valley Area MPO Policy Board approves the minor amendment to the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 as presented,

AND THEREFORE BE IT FURTHER RESOLVED, that this plan shall serve the Commonwealth of Virginia and the federal government as the primary guidance for future transportation related investments in the Roanoke Valley area.

Don Davis
Chairman

Members: Bedford, Botetourt and Roanoke counties, the cities of Roanoke and Salem, the Town of Vinton, the Greater Roanoke Transit Company, Roanoke Regional Airport and the Virginia Department of Transportation

Amendment to the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) Long-Range Transportation Plan 2025 (Adopted February 26, 2004)

Item 1

The following discussion will be amended into the Long-Range Transportation Plan 2025 as Appendix A-2 (Pages 33 – 37):

- Environmental Mitigation Discussion and Potential Mitigation Strategies

Potential Environmental Mitigation Activities and Areas

Metropolitan transportation planning is a regional process that is used to identify the transportation issues and needs in metropolitan areas. In metropolitan areas over 50,000 in population, the responsibility for transportation planning lies with designated Metropolitan Planning Organizations (MPO). This planning process is a collaborative effort between the member jurisdictions, the Virginia Department of Transportation, transit operators, and other modal representatives. During the plans' development the MPO examines land development patterns, demographics, travel patterns and trends to identify existing and future transportation problems. The MPO then identifies alternatives to meet current and projected future demands that will provide a safe and efficient transportation system that meets the needs of the traveling public while limiting adverse impacts to the environment. This region is designated as an MPO area and all the jurisdictions in this region work together to develop a constrained long-range transportation plan.

The constrained long-range transportation plan (CLRP) for this region identifies and recommends a capital investment strategy to meet the existing and future transportation needs of the public over the next 20 years. The inclusion of a recommended improvement in the long-range transportation plan represents preliminary regional support for that improvement. The CLRP is a decision-making tool to determine which projects should be implemented. Transportation improvements go through several steps from conception to implementation and take many years to successfully complete.

The considerations and recommendations made during the planning process are preliminary in nature. Detailed environmental analysis conducted through the National Environmental Policy Act (NEPA) does not apply to long-range transportation plans. With exceptions for regional ambient air quality, offsetting environmental impacts during the long-range planning process is not required. While detailed environmental analysis is not required, it is important to consult with environmental resource agencies during the development of a long-range transportation plan. This interagency consultation provides an opportunity to compare transportation plans with environmental resource plans, develop a discussion on potential environmental mitigation activities, areas to provide the

mitigation, and activities that may have the greatest potential to restore and maintain the environment.

Detailed environmental analysis of individual transportation projects occurs later in the project development process as the improvement approaches the preliminary engineering stage. At this stage, project features may be narrowed and refined, and the environmental impacts and environmental mitigation strategies can be appropriately ascertained. Virginia's State Environmental Review Process directs the project-by-project interagency review, study and identification of environmental concerns. Related requirements that typically apply at this stage involve public hearings, environmental permit-processing, and NEPA studies. Usually, a variety of environmental documentation, permit and mitigation needs are identified and environmental findings are closely considered and evaluated. Standards for project environmental mitigation measures (required silt-fence barriers, precautions to control dust, etc) are referenced in the Road and Bridge Standards (VDOT and/or Local Standards) that apply to all construction activities. Special environmental concerns, however, may differ widely by project and location. As environmental studies are conducted and undergo public and interagency review, needed mitigation plans are specified and committed to within the environmental documents on the particular transportation project or activity. Environmental management systems then are used to monitor, and ensure compliance with, the environmental mitigation commitments.

Potential environmental mitigation activities may include: avoiding impacts altogether, minimizing a proposed activity/project size or its involvement, rectifying impacts (restoring temporary impacts), precautionary and/or abatement measures to reduce construction impacts, employing special features or operational management measures to reduce impacts, and/or compensating for environmental impacts by providing suitable, replacement or substitute environmental resources of equivalent or greater value, on or off-site. Where on-site mitigation areas is not reasonable or sufficient, relatively large off-site compensatory natural resource mitigation areas generally may be preferable, if available. These may offer greater mitigation potential with respect to planning, buffer protection and providing multiple environmental habitat value (example: wetland, plant and wildlife banks).

Mitigation activities and the mitigation areas will be consistent with legal and regulatory requirements relating to the human and natural environment. These may pertain to neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and other water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The following table illustrates some potential mitigation activities and potential mitigation areas for these resources:

Resource	***Key applicable requirements***	***Potential mitigation activities for project implementation***	***Potential mitigation areas for project implementation***
Neighborhoods and communities, and homes and businesses	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or esthetic design features).	Mitigation on-site or in the general community. (Mitigation for homes and businesses is in accord with 49 CFR 24)
Cultural resources	National Historic Preservation Act at 16 USC 470	Avoidance, minimization; land-scaping for historic properties; preservation in place or excavation for archaeological sites; Memoranda of Agreement with the Department of Historic Re-sources; design exceptions and variances; environmental com-pliance monitoring	On-site landscaping of historic properties, on-site mitigation of archeological sites; preservation in-place
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation Act at 49 USC 303	Avoidance, minimization, mitiga-tion; design exceptions and variances; environmental com-pliance monitoring	On site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; envi-ronmental compliance monitoring	Based on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions

Forested and other natural areas	Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313); Open Space Land Act (Section 10.1-1700-1705, 1800-1804)	Avoidance, minimization; Replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring	Landscaping within existing rights of way; replacement property for open space easements to be contiguous with easement; replacement of forestry operation within existing agriculture/forestal district
Agricultural areas	Farmland Protection Policy Act of 1981 at 7 USC 4201-4209, Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313)	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring	Replacement of agricultural operation within existing agriculture/forestal district
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring	Relocation of species to suitable habitat adjacent to project limits
Ambient air quality	Clean Air Act at 42 USC 7401-7671, and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures	Within air quality non-attainment and maintenance areas

A list of contacts for review of the Plan has been developed by the MPO and is available upon request.

Item 2

The following is added to Appendix A – Public Participation Log (Page 31):

SAFETEA-LU requires that MPOs undergo reasonable opportunity for comment by the public and interested parties, including agencies and certain identified groups such as bicycle and pedestrian facility users and representatives of the disabled in addition to minority and low income individuals. The MPO has developed a contact list for use in notifying interested parties and citizens regarding MPO activities. This list is available upon request.

Item 3

The following section is added to the Plan as Appendix A-3 (Page 38):

Coordinated Public Transit – Human Services Plan

SAFETEA-LU requires that a unified comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting those needs, and prioritizes services to be developed. While the MPO is not specifically required to develop a plan, a regional plan is required for the area that includes the MPO Study Area. The Roanoke Valley-Alleghany Regional Commission and the New River Valley Planning District Commission have developed an initial plan that consists of two parts. The two parts, which are entitled: 1) "New River Valley and Roanoke Public Mobility Report;" and 2) "Wheels for the Transportation Disadvantaged: Transportation Coordination Resource Manual for the New River & Roanoke Valleys" were prepared by the Center for Transportation Policy at Virginia Tech and was released on October 20, 2006. Copies are available upon request. The Virginia Department of Rail and Public Transportation is currently developing a statewide plan will serve as an input into the Long-Range Transportation Plan – 2035 which will be completed in Fiscal Year 2009.

The Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) Policy Board adopted both report parts as the first RVAMPO Human Services-Public Transit Coordinated Transportation Plan on June 28, 2007.

Item 4

The following section is added to the Plan as Appendix A-4 (Page 38):

Safety Planning

The MPO will work to identify areas where safety in transportation needs to be enhanced. Projects identified will be included in the Long Range Plan and TIP. VDOT has developed a statewide Strategic Highway Safety Plan, which is focused on prevention of accidents as well as reducing fatality and injury rates. The MPO will use information gather by VDOT and review it with the intention of focusing on specific measures which would increase safety within the MPO as well as address current safety concerns. The MPO will support local initiatives including application for grants from the Safe Routes to Schools Program.

Item 7

The following section is added as Appendix A-5 (Page 39):

System Management and Operations

The MPO will work with VDOT to improve and enhance the operation of the existing system. Intelligent Transportation Systems (ITS) strategies identified by VDOT or developed by the MPO will be included in the TIP. In addition, the MPO will continue to support programs such as the SmartWay Bus and Ride Solutions to reduce the number of vehicles on the highways.

Item 8

The feedback has been received from stakeholder review of the RVAMPO Long-range Transportation Plan 2025 by stakeholder groups listed in the SAFETEA-LU Interested Parties list in Item 2 in this amendment as Appendix A-6 (Pages 40-49). This feedback will be incorporated into the development of the next RVAMPO Long-range Transportation Plan Update, which is anticipated in early 2009.

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

May 3, 2007

Mr. Wayne Strickland
Roanoke Valley Area Metropolitan Planning Organization
313 Luck Avenue, SW
P.O. Box 2569
Roanoke, Virginia 24010

Re: Roanoke Valley Area Metropolitan Planning Organization Long-Range Transportation Plan
DHR File # 2007-0131

Dear Mr. Strickland:

We have received your request for our review and comment regarding the Roanoke Valley Area Metropolitan Planning Organization Long-Range Transportation Plan 2025. The recently approved federal transportation bill, SAFETEA-LU, requires regional authorities such as the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) to consult with the appropriate local, state, and federal agencies regarding land use management, natural resource, environmental protection, conservation, and historic property issues. Although the Long-Range Plan includes specific projects, SAFETEA-LU requires only that the Plan be reviewed by agencies at a general policy level to address potential environmental mitigation activities and potential mitigation areas.

A cursory review of the proposed transportation activities included in the Plan indicates that many of them have the potential to affect historic properties. Therefore, it is important for RVAMPO to coordinate the planned undertakings with the Department of Historic Resources (DHR) early in the scoping process. When RVAMPO is prepared to consult with DHR on individual undertakings in its Plan pursuant to applicable state and federal environmental laws, we request that it reference our website at http://www.dhr.virginia.gov/review/section_106.htm for guidance on what materials are necessary for our review.

If you have any questions regarding our comments, please contact me at (804) 367-2323, Ext. 114.

Sincerely,

Marc Holma, Architectural Historian
Office of Review and Compliance

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1624
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

To: jholmes@rvarc.org,mmccaskill@rvarc.org
From: Jackie Pace <jpace@rvarc.org>
Subject: Fwd: Long Range Transportation Plan

Delivered-To: jhomes@rvarc.org
Reply-To: "Robert Brubaker" <robert.brubaker@metroped.org>
From: "Robert Brubaker" <robert.brubaker@metroped.org>
To: <jhomes@rvarc.org>
Subject: Long Range Transportation Plan
Date: Wed, 9 May 2007 08:54:07 -0400
Organization: www.metroped.org
X-Mailer: Microsoft Outlook Express 6.00.2900.3028
X-Nonspam: Statistical 64%

REF: Mail request dtd April 12, 2007 and April 27, 2007 for review of the Roanoke Regional Long Range Transportation Plan

Jeremy Holmes
Roanoke Valley Area MPO

Dear Jeremy,

I have reviewed the RV LRTP 2025. It appears well thought out except for one major missing element - Public Restrooms - and to a lesser extent it doesn't recognize the need for pedestrians, particularly those carrying things like a shopping bags to get where they going quickly.

Additional Details

While not often discussed many people hesitate to use transit, to walk, and to a lesser extent, bicycle if they think it will put them out of range of toilet facilities. I would encourage you to use or conduct a citizen survey similar to that done in Arlington County VA.
http://americanrestroom.org/pnr/index.htm#ac

Please also consider the need for those infrastructures that allow pedestrians to get to their destination quickly and by the most direct route
http://metroped.org/bpi/time_dist.htm

I would also suggest you consider adding to the plan the location and mapping of existing bike and pedestrian neighborhood connector paths and trails
http://metroped.org/connect

I hope this is helpful

Sincerely,

Robert Brubaker
Metroped Inc.
P.O. Box 7244
Alexandria, VA. 22307
Phone: 202-747-6031
robert.brubaker@metroped.org
www.metroped.org
"Advocacy for the less addressed issues ..."

Jackie L. Pace, Office Manager
Roanoke Valley-Alleghany Regional Commission
313 Luck Avenue, SW
P.O. Box 2569
Roanoke, Virginia 24010
Ph: 540.343.4417
Fax: 540.343.4416
Email: jpace@rvarc.org
www.rvarc.org

L. Preston Bryant, Jr.
Secretary of Natural Resources

Joseph H. Maroon
Director

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

203 Governor Street
Richmond, Virginia 23219-2010
(804) 786-6124

May 17, 2007

Wayne Strickland
Roanoke Valley Alleghany Regional Commission
313 Luck Avenue, SW
PO Box 2569
ROANOKE, VA 24010

RE: DCR 07-069: Roanoke Valley Alleghany Regional Commission Transportation Plan

Dear Mr. Strickland:

The Department of Conservation and Recreation (DCR) administers the Virginia Scenic Rivers and the Virginia Byways programs. Additionally, DCR is responsible for developing the Virginia Outdoors Plan (VOP), the state's comprehensive outdoor recreation and open space plan. With this in mind, we have reviewed the project and w do not anticipate that these projects will have any adverse impacts on existing or planned recreational facilities. We support all efforts towards the development of non-motorized transportation planning as well as efforts in the development of green infrastructure within the region.

Please be aware that DCR's Division of Natural Heritage has also searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to our records there are several natural heritage resources within the project area. For a detailed list see attached table.

In general, DCR recommends avoidance of all the natural heritage resources mentioned in the attached table and would like to comment on the individual projects as more detailed information is available. In addition, due to the legal status of many of the natural heritage resources listed, DCR recommends coordination with the United States Fish and Wildlife Service (USFWS) and the Virginia Department of Game and Inland Fisheries (VDGIF), to ensure compliance with protected species legislation. To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR also recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR

represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

In addition, our files do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters, that may contain information not documented in this letter. Their database may be accessed from www.dgif.virginia.gov/wildlifeinfo_map/index.html, or contact Shirl Dressler at (804) 367-6913.

Thank you for the opportunity to comment on this project.

Sincerely,

Robert S. Munson
Planning Bureau Manager
DCR-DPRR

Cc: Jeremy Holmes
Roanoke Valley Area MPO

SCIENTIFIC NAME	COMMON NAME	LAST OBSERVATION	GLOBAL RANK	STATE RANK	FEDERAL LEGAL STATUS	STATE LEGAL STATUS	SITE NAME
Clematis addisonii	Addison's Leatherflower	5/21/1937	G2	S2			
Cyperus houghtonii	Houghton's Umbrella-sedge	7/26/1966	G4?	SH			
Callophrys irus	Frosted Elfin	5/7/1938	G3	S2?			
Pyrgus wyandot	Appalachian Grizzled Skipper	4/8/1939	G1G2Q	S1S2	SOC	LT	
Appalachian Terrestrial Dung / Transitory Organic Matter Cave Community	Appalachian Terrestrial Dung/ Transitory Organic Matter Cave Community	3/9/1993	G2	S2	SOC		DIXIE CLIFF
Significant cave	Significant Cave	1985	G3	SNR			
Pseudosinella bona	A Cave Springtail	6/4/1995	G1G2	S1S2	SOC		
Pseudanophthalmus pusio	A Cave Beetle	6/4/1995	G2G3	S1S2	SOC		
Atheta annexa	A Rove Beetle	ND	G2G4	S2			
Noturus gilberti	Orangefin Madtom	1991	G2	S2	SOC	LT	ROANOKE RIVER - MILL RACE SCU
Mountain / Piedmont Calcareous Cliff	Mountain / Piedmont Calcareous Cliff	3/9/1993	GNR	SNR			DIXIE CLIFF
Cornus sericea ssp. sericea	Red-osier Dogwood	5/23/2001	G5T5	S1			
Crataegus mollis	A Hawthorn	5/23/2001	G5	S1			
Mountain / Piedmont Acidic Woodland	Mountain/Piedmont Acidic Woodland	9/28/2000	GNR	SNR			POOR MOUNTAIN
Pine - Oak / Heath Woodland	Pine-oak / Heath Woodland	5/2/2002	GNR	SNR			POOR MOUNTAIN
Buckleya distichophylla	Piratebush	11/1/2002	G2	S2	SOC		POOR MOUNTAIN
Significant cave	Significant Cave	1985-	G3	SNR			DIXIE, DIXIE CLIFF
Cheilanthes eatonii	Chestnut Lipfern	10/13/1993	G5?	S2			DIXIE CLIFF
Muhlenbergia cuspidata	Plains Muhly	10/13/1993	G4	S2			DIXIE CLIFF
Clematis addisonii	Addison's Leatherflower	5/7/1993	G2	S2	SOC		DIXIE CLIFF
Trichopetalum packardi	Packard's Blind Cave Millipede	ND	G4	S2			DIXIE, DIXIE CLIFF
Gomphus abbreviatus	Spine-crowned Clubtail	5/20/1977	G3G4	S2S3			
Significant cave	Significant Cave	1970-80	G3	SNR			DIXIE, DIXIE CLIFF
Quercus prinoides	Dwarf Chinquapin Oak	5/30/1968	G5	S1			
Erynnis persius persius	Persius Duskywing	1940	G5T1T3	S1	SOC		
Symphoricarpos albus var. albus	Snowberry	6/3/2003	G5T5	S2			FORT LEWIS MOUNTAIN SLOPES
Callophrys polios	Hoary Elfin	4/5/1938	G5	S1S3			
Percina rex	Roanoke Logperch	8/1/1986	G1G2	S1S2	LE	LE	
Percina rex	Roanoke Logperch	3/12/1982	G1G2	S1S2	LE	LE	
Percina rex	Roanoke Logperch	10/20/1969	G1G2	S1S2	LE	LE	ROANOKE RIVER - MUD LICK CREEK SCU
Percina rex	Roanoke Logperch	10/10/1996	G1G2	S1S2	LE	LE	ROANOKE RIVER - MUD LICK CREEK SCU, ROANOKE RIVER - MILL RACE SCU
Echinacea laevigata	Smooth Coneflower	7/13/1942	G2	S2	LE	LT	
Noturus gilberti	Orangefin Madtom	4/16/1982	G2	S2	SOC	LT	
Noturus gilberti	Orangefin Madtom	1985-07	G2	S2	SOC	LT	ROANOKE RIVER - RIVERSIDE SCU
Noturus gilberti	Orangefin Madtom	4/16/1982	G2	S2	SOC	LT	
Astragalus neglectus	Cooper's Milkvetch	6/15/2003	G4	S2			ANDY LANE TRAIL

ATRIBUTES OF CONSERVATION SITES

SITE NAME	CONSERVATION SITE RANK	LEGAL STATUS
BLUE KNOB	B5	NL
LITTLE ROCK GLADE	B2	FL
DIXIE CLIFF	B2	NL
ROANOKE RIVER - MILL RACE SCU	B3	SL
ROANOKE RIVER - MUD LICK CREEK SCU	B2	FL
ROANOKE RIVER - RIVERSIDE SCU	B3	SL
POOR MOUNTAIN	B2	NL
DIXIE	B4	NL
ANDY LANE TRAIL	B5	NL
FORT LEWIS MOUNTAIN SLOPES	B5	NL

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Game and Inland Fisheries

J. Carlton Courter, III
Director

May 15, 2007

Jeremy Holmes
Roanoke Valley-Alleghany Regional Commission
PO Box 2569
Roanoke, VA 24010

RE: RVAMPO Long Range Transportation Plan
ESSLog # 23712

Dear Mr. Holmes:

We received a letter from your office requesting our review of the RVAMPO Long Range Transportation Plan (Plan). We have reviewed the Plan and offer the following comments and recommendations. The Department of Game and Inland Fisheries (DGIF), as the Commonwealth's wildlife and freshwater fish management agency, exercises full law enforcement and regulatory jurisdiction over those resources, inclusive of State or Federally *Endangered* or *Threatened* species, but excluding listed insects. We are a consulting agency under the U. S. Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et *seq.*), and we provide environmental analysis of projects or permit applications coordinated through the Virginia Department of Environmental Quality, the Virginia Marine Resources Commission, the Virginia Department of Transportation, the U. S. Army Corps of Engineers, and other state or federal agencies. Our role in these procedures is to determine likely impacts upon fish and wildlife resources and habitats, and to recommend appropriate measures to avoid, reduce, or compensate for those impacts.

The Plan constitutes a map of the Roanoke area, including the Cities of Roanoke and Salem, the Town of Vinton and parts of Roanoke County and Botetourt County. Because the Plan does not provide project details, we are unable to determine what, if any, impacts to wildlife resources under our jurisdiction may result from any of the projects identified in the Plan. The comments submitted here are for the purposes of planning and should be considered preliminary. We recommend coordination with this agency for specific projects later in the project development process.

According to our records, threatened and endangered species known to occur within the area outlined by the Plan and which may be impacted by the projects identified in the Plan include: federal endangered state endangered Roanoke logperch, federal species of concern state

threatened orangefin madtom, and state threatened loggerhead shrike. We recommend coordination with our agency to identify possible impacts upon these listed species resulting from any project proposed in the Plan. Further, we recommend coordination with the USFWS regarding possible impacts upon federally listed species.

According to our records, the following wildlife resources are located within the project area. These resources may be known to support listed wildlife and/or other wildlife resources about which we may have concerns and for which we may recommend surveys, habitat assessments and/or mitigation if impacts upon them are anticipated by any project proposed for the area identified in the Plan.

- Threatened and Endangered Species Waters: Roanoke River, Tinker Creek and Glade Creek
- Stockable and Wild Trout Stream: Glade Creek

Also located within or nearby the project area are the following DGIF landholdings. We have an interest in reducing, minimizing and/or avoiding impacts upon these locations.

- Hardy Ford Boat Ramp – Smith Mountain Lake
- Havens State Wildlife Management Area

In addition to the listed species and wildlife resources mentioned above, a number of species included as species of greatest conservation need in Virginia's Wildlife Action Plan are likely to occur, if suitable habitat exists, in and around the area identified by the Plan. We recommend that the Virginia Wildlife Action Plan (available through www.bewildvirginia.gov) be reviewed to determine what threats are known to these species, what suitable habitat for these species consists of and how to best protect them and their habitats from harm. This document, in conjunction with assistance from our agency, can serve as a tool to assist Metropolitan Planning Organizations (MPOs) to perform long-range planning in a manner that reduces impacts upon the Commonwealth's wildlife and their habitats.

As previously mentioned, we will need to review projects individually to make specific comments about possible impacts upon wildlife resources, threatened and endangered species or DGIF landholdings. Those comments may include recommendations such as the following which, when implemented in certain situations, serve to reduce and/or avoid impacts upon Virginia's wildlife resources.

- Performing species surveys and/or habitat assessments at the project site
- Time of year restrictions on certain activities
- Activity restrictions
- Implementation of erosion and sediment controls
- Use of low impact development techniques
- Use of natural stream channel design
- Preservation of riparian buffers
- Mitigation for impacts upon wildlife and/or their habitats
- Inclusion of wildlife crossings for linear transportation projects
- Education of contractors about wildlife species that may be encountered on site
- Other conservation recommendations

We support the concept of long-range transportation planning and are happy to assist this MPO in project alternatives analysis, project design and siting, and wildlife impact assessments. We support the discussion of environmental mitigation and the identification of suitable mitigation areas early in the planning process and would be happy to assist with the identification of such areas.

Thank you for the opportunity to provide input and recommendations on the RVAMPO Long Range Transportation Plan. Please contact Amy Martin or me at (804) 367-6913 if we may be of further assistance.

Sincerely,

Amy Martin
FOR

Raymond Fernald, Manager
Nongame and Environmental Programs

CC: File

June 18, 2003

Mark McCaskill
Senior Planner
Roanoke Valley-Alleghany Regional Commission (RVARC)
P.O. Box 2569
Roanoke, VA 24010

Dear Mr. McCaskill:

I am providing these initial comments as the planning process begins for the Roanoke Valley MPO Long Range Transportation Plan.

I-73

I am writing to express my support for either the no-build, Fix –220, or a revised Transportation System Management alternative for I-73. I am strongly opposed to any new terrain alternative for I-73.

Any new terrain alternative for the proposed I-73 will have detrimental impacts to the Roanoke Valley. Specifically, the route selected by the Virginia Commonwealth Transportation Board will destroy the Southeast section of Roanoke City. In addition, it will not enhance the transportation network of the Roanoke Valley. The I-73 build alternative is projected to have a nominal impact on Level of Service (LOS) for the Roanoke area transportation system. In fact, when you look a little closer at the numbers, one realizes that it will actually have a negative impact on the transportation system for Roanoke.

The 1997 Average Daily Traffic Volume for the I-581 and U.S. 220 corridor shows that the traffic greatly peaks at the Orange Ave. exit. Most of this traffic is heading east to the suburbs, Bedford and Lynchburg. This will still be the case with a build I-73. At the Rte. 24 junction, a great portion of this traffic is heading to and from Downtown Roanoke. Another portion is heading east towards Vinton. The preferred build alternative for I-73 will possibly have an exit near Rte. 24, but this will be heading north/south. In other words, the visitors will still be getting off at Rte. 24 to either go downtown or home to Vinton. The ADT further shows that traffic greatly reduces from Rte. 24 to Rte. 419. Once again, local traffic is using this section of U.S. 220 and will continue to do so even if I-73 is built.

Traffic will actually increase along the I-581 corridor by routing I-73 along the I-581 section. If I-73 is built from Roanoke to Martinsville, travelers will likely push through the valley because of the interstate status. This will do nothing to decrease the traffic from Rte. 24 to Rte 419 and will increase traffic from Rte. 24 to Rte 460 (Orange Ave.).

According to the I-73 Draft Environmental Impact Statement, plans to upgrade I-581 and U.S. 220 in the Roanoke Valley are independent and will happen regardless of the I-73 decision. Therefore, I-73 is not needed in the Roanoke Valley.

Money should not be spent to bulldoze our neighbors in Southeast Roanoke.

The Roanoke Valley MPO should oppose any new terrain alternative for I-73.

Railway

The Roanoke Valley MPO should encourage and enhance the movement of freight and passengers through the Roanoke Valley via the railway system. The railroad is a significant part of Roanoke. The MPO should make it a priority to work with local officials to ensure that the railroad continues to be an integral part of our economy.

Bikes and Pedestrians

I am pleased to see that the MPO is finally beginning to budge on improvements to the bike and pedestrian portion of the Valley's transportation system. Obviously, there is a long way to go before the Roanoke area is bike friendly. Please step up plans on these improvements.

Air Quality

The MPO should focus on transportation improvements that will improve the air quality in the Roanoke Valley. The MPO should consider how transportation decisions affect NOx, VOC's, ozone, hazardous air pollutants, and particulate matter pollution in our valley. Backing a no-build route for I-73, pushing for railway use, and more bike and pedestrian pathways will be a good start. I hope you further look at ideas such as access management to improve the current transportation system.

Thank you for this opportunity to comment.

Sincerely,

Mark E. Barker
1828 Brandon Ave. SW
Roanoke, VA 24015
mebarker@rev.net
342-5580

To: <mmccaskill@rvarc.org> (!!)
Subject: Rail based alternative

I was just made aware of the proposal put forth for a rail based alternative to I81. What a great way to show other areas that the Roanoke Valley is thinking of the future and is a progressive thinking community. I have lived in California all my life up until one year ago and the traffic there just gets worse every year. If California would have had the forethought to use their rail system instead of just building more roads California would've been a lot better place to live. Instead most people in California spend a good portion of their time sitting on highways in traffic jams. Please don't let this happen to this beautiful state of Virginia. Using the rail for passenger travel as well as a truck alternative just makes sense.
Thank you.
Sherri Michelini

To: mmccaskill@rvarc.org
Subject: I-73

* I support improvements to 220 in addition to building I-73. Keep them both in the long range plan.

Roanoke needs I-73 as an interstate connection to the North Carolina Triad, I-85 and I-40. This is very important to the future growth and vitality of the Roanoke Valley. The current VEC report shows a drop of 1.2% in employment in the Roanoke metro area. 220 will continue to carry local commuter traffic and should be improved for school busses and local traffic.

Tom Harned

To: mmccaskill@rvarc.org
Subject: Long Range Transportation Plan

Mr. Mark McCaskill

Dear Mr. McCaskill:

I am sending you this email to urge you to retain I-73 in the Long Range Transportation Plan. I believe it is critical to our region's future. I applaud the fact that a public-private transportation proposal might be

under consideration which could make the project possible in 10 years or less. I also support improvements to 220 in addition to I-73 with both being
part of the Long Range Plan.
Improvements to I-81 need also stay on the front burner. I support additional freight and passenger rail option for I-81 in addition to the highway improvements. Don't delay I-81 improvements waiting on rail to catch up.

Several years ago my company chose to relocate several key parts of our company to Virginia. In addition our headquarters for Virginia and West Virginia is located in Roanoke. Being over 104 years old, such moves do not
come casually to a company like ours. We have been very pleased with our move with only one troubling issue coming up over and over. That issue is
transportation. Transportation north and south on I-81 and between Roanoke
and the North Carolina border (I-73) is substandard and often dangerous.

Your attention to the requests in this letter are critical to our region's
well being and very important to my company.

Thank you.

John R. Francis, Jr.
Executive Vice President
First Citizens Bank & Trust Company
Roanoke, VA
john.francis@firstcitizens.com
540-345-7760

Customer First
a customer excellence commitment

To: mmccaskill@rvarc.org
Subject: Transportatioin

I believe the following is necessary for the financial and saftey health of Southwest Virginia:

On I-73:

* Keep I-73 in the long range transportation plan. It is important to our region's future.
* I understand that a public private transportation proposal may be in the works for I-73 - this would make it much more likely to be built in the next 10 years, maybe sooner.
* I support improvements to 220 in addition to building I-73. Keep them both in the long range plan.

On I-81
* Keep road improvements for I-81 on the front burner.
* I support additional freight and passenger rail option for I-81 in addition to the highway improvements. Don't delay I-81 improvements waiting on rail to catch up.

Thank you in advance for your help.

Scott Winter
Winter Properties Partnership, L.L.P.
540-537-3542
sww730@cox.net

To: mmccaskill@rvarc.org
Subject: I-73

It is vitally important to the future of western Virginia that I73 remain on the long range transportation plan. I think it should be included in any public-private proposals that may be utilized to hasten the time to construction.

I-81 must remain a top transportation priority. The road is simply past any reasonable extension of design limits without remediation.

Thank you. Bittle Porterfield, 2831 Wilton Road, Roanoke, Va., 24011

It is vitally important to the future of western Virginia that I73 remain on the long range transportation plan. I think it should be included in any public-private proposals that may be utilized to hasten the time to construction.

I-81 must remain a top transportation priority. The road is simply past any reasonable extension of design limits without remediation.

Thank you. Bittle Porterfield, 2831 Wilton Road, Roanoke, Va., 24011

To: mmccaskill@rvarc.org
Subject: I-73

Please keep I-73 in the long-range transportation plan. It is very important to our region's future. I understand that a public private transportation proposal may be in the works for I-73 this would make it much more likely to be built in the next 10 years. I support improvements to 220 in addition to building I -73. Please keep them both in the long-range plan.

Thank you.

Don W. Shilling
Executive Vice-President
FNB Salem Bank & Trust
PH: (540) 983-1405
FAX: (540) 527-1205

To: mmccaskill@rvarc.org
Subject: 2025 Long Range Transportation Plan

Mark:

I am writing you to support several projects that I feel are vital to the future of our region and should be a part of our 2025 Long Range Transportation Plan. First, we should continue to develop plans for I-73. Along with these plans, we need to also continue to perform safety improvements on Rt 220 with the understanding that upgrading Rt 220 is not an alternate to I-73. Another reason to keep I-73 alive is the possibility of a PPTA proposal to build I-73 sooner - possibly in the next 10 years.

The other main project I believe we need to support is widening I-81. And while adding freight and passenger rail lines as part of the I-81 work is acceptable, I don't think it should hinder our plans to improve I-81.

It is my opinion that these projects are a win-win situation for all the citizens of SW Virginia. By upgrading I-81 and Rt220 and building I-73, we can have more efficient travel which should lead to less smog,

traffic jams, and frustration. I hope all these projects are included in the 2025 plan.

Thank You,

Ken Lanford

To: mmccaskill@rvarc.org
Subject: I73

>Return-Path: <wdavis@aep.com>
>Subject:
>To: McCaskill@rvarc.org
>From: wdavis@aep.com
>Date: Tue, 24 Jun 2003 13:19:13 -0400
>X-MIMETrack: Serialize by Router on DSML1RO/SERVERS/AEPIN(Release 5.0.11 |July 24, 2002) at
> 06/24/2003 01:19:56 PM
>X-RAVMilter-Version: 8.3.1(snapshot 20020108) (server02.rev.net)
>X-Archived: msg.1056475298.Xvf9tD@server02.rev.net
>X-Spam-Status: No, hits=3.3 required=5.0
> tests=DEAR_SOMEBODY,NO_REAL_NAME,SPAM_PHRASE_05_08,SUBJ_MISSING
> version=2.43-rev.net_1.0
>X-Spam-Level: ***
>X-Spam-Report: 3.30 hits, 5 required;
> * 1.3 -- From: does not include a real name
> * 0.3 -- Subject: is empty or missing
> * 0.1 -- BODY: Contains 'Dear Somebody'
> * 1.6 -- BODY: Spam phrases score is 05 to 08 (medium)
> [score: 5]
>
>Dear Mark -
>
>Just a short note to encourage us all to keep I-73 in the long range
>transportation plan. It is important to our region's future. I understand
>that a public private transportation proposal may be in the works for I-73
>and this could possibly make it much more likely to be built in the next 10
>years. Regardless, we need to keep this issue active and to expedite the
>method to achieve the much needed construction. Also, improvements to Rt.
>220 remain a critical issue; so I strongly support keeping this in the long
>range plan as well.
>
>Let's also not forget I-81. Improvements need to be kept on the front
>burner. There has been much discussion regarding rail freight / passenger
>to assist in alleviating congestion. These are good thoughts and could be

>key component of the overall plan, but let's not delay needed action while
>waiting for resolution on this component.
>
>Thank you for your attention.
>
>Best regards,
>
>Will
>
>
>_____
>E. Wilson Davis, Jr., CEcD
>State Manager
>Economic Development
>American Electric Power
>P.O. Box 2021
>Roanoke, VA 24022 - 2121
>Phone: (540) 985 2396
>Fax: (540) 985 2426
>E-Mail: wdavis@aep.com
>http://www.aep.com

David L. Foster
342 High Street
Salem, VA 24153
(540) 389-0407

Truck-ferry Concept for Maximum I-81 Truck Diversion to Rail

I. Truck-ferry concept.

The concept of the truck ferry is a simple one. At terminals trucks drive on or off a train of fixed consist utilizing an end ramp. This is sometimes called roll-on/roll-off or circus style loading. No vast acreage is needed for storage of trucks or trailers and no expensive cranes are required to move or load trailers.

The cars to be used are known in the railroad industry as 89-ft. TTX flatcars. They were the basic car design used two or three decades ago when railroad intermodal business was in its infancy. Because much more "sophisticated" car designs are now in use such as double stack cars, multiple-platform cars, and well cars, the basic, plain-Jane TTX flatcar that started it all is now generally seen as obsolete and relatively few are in regular revenue service today. This should make it easier and cheaper to acquire the needed cars.

A loading/unloading terminal would feature parallel, stub-end tracks sufficient to support the volume of trains being operated. The number will be minimized because trains would be in the terminal only long enough to unload and reload. Each pair of tracks would sandwich a track in between, which would be the locomotive escape track, and each pair would have a sidewalk the length of the track. There is nothing difficult or unusually expensive about supplying such facilities.

In actual operation, trucks would arrive and drive aboard the train until all the cars were full. Loading of that train would stop, the train would depart, and the next train would begin loading. Once a double-track rail line is in place over the full route, capacity is virtually unlimited and trains could depart on 10-min. headways if demand requires.

The trains themselves would be of fixed length with the cars semi-permanently coupled. This eliminates couplers and slack action in the train. The railroad would determine the optimal length of the trains. In theory, this would likely be the number of cars that could be handled over the route with one locomotive. Various cars with driver amenities would be available on the train, such as a restaurant car and dormitory cars with rest rooms and showers.

At the destination terminal, the locomotive plus any driver amenity cars at the head of the train would uncouple and escape through the middle track, and the train would be placed snug up against the ramp to begin unloading. This could be accomplished with winches or use of a switch engine. Trucks would drive off in a line the same way they boarded.

For this concept, the terminals are considered to be located at Knoxville, TN and Harrisburg, PA, because of the critical access of multiple interstate highways at these points.

This concept for carriage of trucks aboard trains has been used, and is being used, elsewhere, though not on the scale envisaged here. In Europe trucks are carried on trains through the so-called Chunnel beneath the English Channel en route between England and France. Switzerland has an extensive truck ferry operation linking Basel, Freiburg, and Singen along the German border with Lugano and Milan along the Italian border. [Go to www.hupac.com and click on "Rolling Highway" for description of service, photos, timetable and fares]. A Swiss Railway official told me, "It's true that Switzerland transport policy has the aim to get as much traffic as possible on rail." In the Swiss operation, trucks are loaded and unloaded circus-style and drivers occupy sleeping cars, both as I have proposed for an I-81 corridor operation.

In the U.S. CSX experimented some years ago with the concept in Ohio, giving it a brand identifier of "Iron Highway." Canadian Pacific has also experimented with a similar scheme between Montreal and Toronto. However, no intercity application has ever been established in this country.

Proof of the concept to carry large volumes of trucks in heavily-traveled commercial corridors over longer distances will be required.

II. Advantages.

A. Terminal simplicity. Terminals for the truck-ferry operation can be smaller and simpler than those associated with conventional intermodal operations. Conventional transfer from truck to rail involves lifting trailers and containers with giant overhead cranes or "Piggypacker" handlers. Vast acreage is required to support these operations and on-ground intermediate storage of boxes. By contrast, the truck-ferry terminal can be compact, with only enough tracks to permit regular arrival and departure of sufficient trains. Trucks load and unload themselves. *The key difference is that the whole truck is moved, not just the trailer.*

B. High volumes possible. Capacity of such a system is huge, assuming that a double-track rail line is in place over the entire route. Departure headways can be every few minutes if needed. Unlike conventional diversion proposals, this concept offers the potential to divert a significant portion of through trucks from the I-81 corridor.

C. Trucks and railroads allied. One problem that persists in proposals to divert trucks to rail is an outcry by truckers who see their business threatened. Under this concept, truckers retain all their existing customers and business, and the truckers become the railroad's customers.

D. Transit time savings. By using a truck-ferry to move his truck over a portion of his long-haul route, a trucker can sleep while the truck continues to move, offering the potential to arrive at the destination market sooner. In addition, truckers can avoid en-route delays caused by road construction and paving work, accidents, and bad weather.

III. Shortcomings of other proposals.

There is substantial public support for diverting trucks from I-81 onto an upgraded parallel rail line. The issue has had surprising visibility in Richmond, a citizens' coalition is now working up and down the length of I-81 in Virginia seeking local government endorsement of such an initiative, and private sector bidders on the I-81 expansion project have been encouraged or required to include this element in their proposals to VDOT.

Nevertheless, to date there does not seem to be a clear notion of how meaningful truck diversion is to be accomplished. Several past studies have been done and the finding that up to 20% of dry van trucking on I-81 could be diverted is often quoted. George Conner of VDRPT has told me, in defense of such studies, that 20% is a lot. He thinks it represents about as much as could be achieved, even though he says it would total only 33 trains each day. This amounts to about one train each way each hour and a half.

It does not seem likely, in my view, that so few daily trains could do much to amortize the estimated $2.3 billion upgrading cost of the rail corridor. And, while 20% would certainly help, it may not make a sufficient difference on the highway to avoid for very long the need for expensive added road capacity. I would add that when I addressed the Commonwealth Transportation Board at its December, 2001 public meeting in Roanoke, several board members expressed skepticism that such minimal diversion could justify the rail investment.

Another problem with other proposals is that Norfolk Southern, whose rail line is involved here, is much more focused on improving its competitiveness in the I-95, East Coast corridor, than on I-81. Steve Eisenach of NS made a presentation at the Virginia Transportation Conference in Lexington, VA in October, 2002, in which he explained this situation carefully and fully.

NS sees major traffic gains through truck diversion to rail in the I-95 corridor, which can be attained by incremental, affordable private investment the company is capable of making. Whereas, the enormous amounts of capital required to make the I-81 corridor truck competitive are simply beyond its means. As any rational business would do under the circumstances, NS is concentrating on the I-95 corridor. It was one of the principal objectives of the NS-Conrail merger.

Norfolk Southern, if asked what would help it compete more effectively with trucks, can be counted on to single out improvements on the Manassas – Front Royal line. In fact, this line is part of the NS north-south I-95 corridor and dollars invested there will have little if any effect on diverting trucks in the I-81 corridor.

The truck-ferry concept should allow the Fluor consortium to provide for the same handling of trucks as the Star Solutions' duo-lane concrete freightway, but at substantially reduced cost.

IV. Feasibility.

Whether or not the truck-ferry concept will pass muster in the feasibility area is a function of two things. First, can it physically be brought to fruition and function properly from an operating standpoint. Second, can it be made to work economically, balancing what truckers would be willing to pay and what the operation would cost.

To answer these questions requires additional study. (I have been unsuccessful in getting the truck-ferry concept included in the scope of work of any past or ongoing publicly-funded truck diversion study).

The operating details need to be fleshed out first, because operating parameters will affect cost. We need to know, for example, what the trains and terminals would cost, how long a time would be required between Knoxville and Harrisburg, whether necessary real estate can be obtained and for what price, what equipment is needed for each train, and whether it is currently available.

On the economic side we need to know what truckers would be willing to pay and whether the suggested service could be operated at such a figure while servicing the debt required for rail upgrade and contributing something to Norfolk Southern for operating the service.

rev. 6/19/03

David L. Foster, Consultant
Salem, Virginia

Frequently Asked Questions

Q. *Why in the world would you want to carry the whole truck on the train when you could carry just the trailer?*

A. The trailer alone can be carried by rail today. Many are moved that way, especially over long distances and especially for large, common carrier truckers such as J. B. Hunt, Schneider, or UPS, who have nationwide systems and can plan use of rail intermodal as part of optimizing transport strategy. This alternative exists today, however, and if it is unattractive to truckers because of its speed, expense, or logistical considerations, there is little reason to believe that huge additional quantities of trucks will use this kind of service in lieu of driving through Virginia on I-81.

Q. *Wouldn't carrying the tractors on the train be expensive because of all the added weight?*

A. No. Weight is a small component of rail costs. An 80,000-lb. maximum gross weight truck (40 tons) is still lightweight compared to100- to120-ton loads common on railroad cars today. Any cost penalty would be far less than the cost of removing the trailer from the truck and loading it with a crane or other large equipment in conventional intermodal terminals at both ends of the trip.

Q. *Why would a trucker ever want to have his cab tied up riding on the train? Wouldn't if be far more productive for him to be able to do something else with it and have just the trailer shipped?*

A. There is no incremental disadvantage to the trucker to have the tractor move on the train. The truckers moving on I-81 have already rejected the conventional intermodal alternative. Plus in most cases the truck cab and trailer are operationally inseparable. For example, suppose an independent trucker left Dalhart, TX with a load of tomatoes bound for North Bergen, NJ. Once unloaded in New Jersey, the trucker has already arranged to take a load of baled cardboard south again, destined to a recycler in Mexico. The trailer, tractor, and driver are already committed to the through journey. It does not tie up his equipment to ride the train. In fact, if he gets to New Jersey sooner that way and at little added cost, his competitiveness is enhanced and his equipment utilization actually improves.

Q. *What will the driver do all this time? And it looks like you'll need a portopotty on every car!*

A. Amenities for drivers would be available on the train. Several cars, immediately behind the locomotive, would offer meals, a lounge, toilets, showers, and dormitory accommodations.

David L. Foster, Consultant
Salem, Virginia

Q. *Well, wouldn't the cost of those things be a deterrent to truckers who might want to use the train?*

A. Not necessarily. Truck drivers on I-81 most likely stop for such things today somewhere in Virginia. A driver who decides to stop at White's Truck Stop, midway in his 325-mile traverse of the state, will have to pay for meals or showers. And if he opts to spend the night at a Sleep Inn or La Quinta, he, or his company, will have to pay for the lodging.

Q. *I don't understand how the trucks drive onto the train. How is that accomplished?*

A. Steel plates cover the gaps between the flatcars, forming one continuous roadway-like surface. The last car of the train fits flush with the loading ramp and trucks drive aboard in single file. Military convoys and circuses have loaded and unloaded from trains for years using a similar approach. This roll-on, roll-off concept is sometimes referred to as "circus-style" loading for this reason.

Q. *How are the trucks secured on the train?*

A. More study needs to be done to determine what or whether tie-downs would be needed. A one-foot high beam runs the length of the train on either side so trucks cannot slide off. Setting the air brakes and chocking the wheels ideally is all that will be needed. No rough handling in freight yards will occur, and the fixed-consist train without coupler slack action will provide a smooth ride. Railroad grades and curvature are far less severe than those on highways, so there should be no tendency for trucks to topple over, especially at the 55 – 60 mph speeds envisaged for this operation.

Q. *Trucks pass me all the time on I-81 going 75 or 80. Wouldn't the trains have to be a lot faster than 55 or 60 mph to be competitive?*

A. No. Predictability and reliability are more important than actual speed. Plus the relevant standard is transit time. Truckers don't *average* 75 or 80. They lose time for refueling, meals, legally mandated driver rest, and for construction, accident and weather delays.

Advantus
STRATEGIES, LLC

3620 Brymoor Road, SW
Roanoke, VA 24018
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804 783 7508 RICHMOND FAX
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boakey@advantusstrategies.com
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Daniel G "Bud" Oakey
MANAGING DIRECTOR/CEO

June 24, 2003

VIA FAX

Mark McCaskill – (540) 343-4416

Dear Mark:

I am writing in support of the following items coming before the MPO involving the Roanoke Valley's Long Range Transportation Plan. It is very important for our region's future to keep I-73 in the long range transportation plan. I understand that a public-private transportation proposal may be in the works for I-73. Removing the I-73 Project from the long range plan will eliminate this project from future consideration by VDOT. That elimination will certainly make the Roanoke Valley a less attractive place to operate a business.

As a business owner in Roanoke, I can attest at how difficult it is to operate from home. Our transportation infrastructure in and out of Roanoke, North and South, is critical to my business's operation. My business is not unique. This highway is critical.

In addition to I-73 above stated, I am urging the committee to keep road improvements for I-81 on the front burner and not to delay the improvements waiting on rail to catch up. While noteworthy, freight and passenger rail recommendations are too far in the future. I-81 and I-73 can become realities within the next ten years.

If you have any questions, please do not hesitate to give me a call.

Sincerely,

Daniel G. "Bud" Oakey

DO/ms
Cc: Mike Pace, Chair, RRC
Joyce Waugh, RRC
Members of Roanoke City Council
Members of Roanoke County Board of Supervisors
Ms. Darlene Bircham, Roanoke City Manager
Elmer Hodge, Roanoke County Administrator
Wayne Strickland, Fifth Planning District Commission

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
PO BOX 3071
SALEM, VA 24153-0560

PHILIP A. SHUCET
COMMISSIONER

FRED ALTIZER, JR., P.E.
DISTRICT ADMINISTRATOR

September 19, 2003

Mrs. Mevelyn Snow
233 Morning Dove Lane
Blue Ridge, Virginia 24064

Dear Mrs. Snow:

Thank you for your recent letter regarding Route 460. The areas on Route 460 Orange Avenue that you are concerned about are located in the City of Roanoke. I will forward a copy of your letter to Mr. Bob Bengston, Traffic Engineer for the City of Roanoke.

Regarding the need for a beltway in inner city areas, the Roanoke Valley Regional Planning District Commission is charged with providing the localities and the Virginia Department of Transportation with long range plans for transportation issues in the Roanoke Valley. I will also forward a copy of your letter to Mr. Wayne Strickland, Executive Director of the Planning District Commission for review.

Thank you for your interest and concern in our roadways.

Sincerely,

Fred Altizer Jr.

Fred Altizer, Jr. P.E.
District Administrator

c: Bob Bengtson
Wayne G. Strickland

233 Morning Dove Lane
Blue Ridge, VA 24064
September 17, 2003

Mr. Fred Altizer
Dept. of Transportation
731 Harrison Avenue
Salem Sa, VA 24153

Dear Sir:

Would you please respond to my question as follows:

Route 460 is the only major east-west highway across the State of Virginia that passes through Roanoke. Why is the passing lane consistently blocked on the 460 West section between Route 604 and the light at Gainsboro Road where Holiday Inn Express is on the left? There needs to be construction of long aprons to turn left at King Street, Gus Nicks Blvd, Kimball Avenue and Gainesboro Road. All other major municipalities across the state have created beltways around inner city areas or at least made the passing lanes clear but the Roanoke area Dept of Highways has chosen to ignore annoying/dangerous conditions. As a citizen who travels 460 from Botetourt to my place of employment in inner-city Roanoke each morning and evening, I note these conditions are worsening daily.

When will corrective left turn lanes be constructed?

Very truly yours,

(Mrs.) (Mevelyn Snow

Public Comments FY 2003-2005 TIP
Submitted by Rick Williams
November 6, 2003

TIP Item #16595
This item calls for modifying the new Valley View interchange on I-581 to provide collector distributor roads from Liberty to one mile north of Hershberger Road. This will be, I suppose, on the east side of I-581 in Williamson Road Action Forum territory. This is bound to be controversial because it will provide a foothold for more low-density, commercial strip development. The intrusive, blight-inducing impacts of these kinds of developments will fall heavily on adjoining residential neighborhoods which are already under stress from the mall and the interstate. To add insult to injury this project will spend scarce transportation money on infrastructure for more strip commercial development instead of spending it on revamping an existing commercial corridor, Williamson Road, to support compact neighborhood commercial development in accordance with the city's comprehensive plan.

TIP Item #17698 among several others
These items note that the MPO's regional bike plan suggests wide lanes or paved shoulders to encourage use of the streets by bicyclists. The focus on merely providing facilities is shortsighted at best and may be positively harmful. It fails to distinguish between building facilities and creating a bicycle and pedestrian friendly environment. This is the same mistake that is being made by the VDOT committee that is working on crafting a new bicycle and pedestrian policy.

The fact that bicycle and pedestrian facilities may not produce a safe and inviting environment for non-motorized users is illustrated by the wide outside lanes on Peter's Creek Extension. The 14 foot outside lanes provided for bicyclists are unsafe. The wide lanes encourage cars to travel as fast as they comfortably can using all 14 feet of space.

Until policy makers get serious about using traffic calming, context sensitive design, and road diets to produce safe and inviting streets and roads that will attract bicyclists and pedestrians, we risk spending money on facilities that will be minimally used. At best this would mean a waste of money. At worst it would provide additional right-of-way and asphalt that could at some point be used for additional travel lanes, which would further degrade the travel environment for bicyclists and pedestrians.

Bike lanes, such as on Hardy Road, are an improvement over wide outside lanes because they separate bicyclists from cars. But even they have problems. Separation of users is not sufficient because it does not deal with the need to safely execute left turns. Riding a bike to the Wolf Creek greenway is a harrowing experience because of the speed of traffic on Hardy Road. At the greenway entrance a bicyclist must leave the bike lane, enter the travel lane, signal his intention to turn left, and yield to any oncoming traffic. Sitting in the travel lane, waiting to make the left turn, and fearing being hit from behind is an adrenaline experience. Memorial Ave. is a good example of providing bike lanes through a road diet. The street has been much improved but it's the reduction in number and width of travel lanes that did it, not the bike lanes. As nice as the bike lanes are the left turn problem still exists at the intersection of Memorial and Grandin as well as at other cross streets, especially Roanoke Ave., because the traffic still goes too fast.

Separate facilities may be useful for one kind of experienced user. But they do not necessarily provide for safe use by people who need or want to use their bikes on a daily basis for transportation. I gave two examples. One is the fellow in my neighborhood who works at Wal-Mart and rides his bike along 10th Street to the Lick Run greenway to get to work. The second is Lisa Lamphier, an epileptic who lives in my neighborhood. She does not drive a car because she does not want to be responsible for what might happen if she had a seizure while driving. She walks or bicycles to her job, to the grocery store, the drugstore, and the laundry. She often takes roundabout routes because she fears traffic. Though she rides every day she does not consider herself an experienced bicyclist. She notes that she has epileptic friends who do drive because they cannot get by without a car. What a sad commentary.

I didn't make the following comment at the meeting but I want to make it a written addendum.
TIP #16596
This deals with Interstate 73 corridor location. I support building I-73 as a context-sensitive, access-managed upgrade of US 220. Placing the environmental and social burdens of a new terrain I-73 on some of the oldest and poorest residents of Roanoke city is profoundly unjust and immoral. Many of the same people (some who are members of the MPO) who accept the current alignment were vocal in opposing the east and west alignments. The fact that opposition by powerful interests to the east and west corridors was resolved by putting the interstate in the neighborhood of people who can't fight back demonstrates both cowardice and a willingness to bully.

The MPO should withdraw its support from the current alignment.

Rick Williams
3725 Sunrise Ave.
Roanoke, VA 24012

Virginians
for
Appropriate
Roads

P.O. Box 2153, Rocky Mount, Virginia 24151

November 6, 2003

Roanoke Valley Area MPO
The Hon. ~~W.D. Bestpitch~~ D.L. Davis
Chair
c/o Roanoke Valley Alleghany Regional Commission
P.O. Box 2569
Roanoke, VA 24010

Dear Mr. ~~Bestpitch~~ Davis:

The following comments are offered by Virginians for Appropriate Roads regarding our vision of how the I-73 project in Virginia should be built – as a high-quality upgrade of U.S. 220. Since the MPO has jurisdiction of a significant proportion of the U.S. 220 corridor and the planned I-73 corridor, we would like to share our views in hopes that they may be of help in the regional collaborative transportation planning process that is integral to the mission of the MPO.

In light of known environmental impacts and prohibitive cost of Virginia's present preferred alignment for I-73, transportation officials at the state level may soon be called upon to reconsider options for building I-73 in Virginia.

Virginians for Appropriate Roads (VAR) offers the following discussion in an effort to encourage careful reconsideration of a high-quality upgrade of U.S. 220 as a way to significantly improve the capacity and safety of the U.S. 220 corridor while meeting the purpose and need for I-73.

SUMMARY

VAR is seeking revision of the Environmental Impact Statement for I-73 to include a new build option that would include all the TSM option improvements, a strategy to conserve and prepare the U.S. 220 corridor for access management and related design enhancements, and construction of a retrofit of access management and related design enhancements on U.S. 220.

The new build option, which may be named "TSM Plus", should include all the following strategies:

- **TSM.** Build all the improvements in the existing TSM Option for I-73.
- **CORSIM.** Conduct CORSIM analysis on U.S. 220 to predict capacity changes with access management
- **TRAFFIC SIGNALS.** Observe a moratorium on installation of any new traffic signals on the U.S. 220 corridor, except in cases dictated by imminent threats to motorist safety that cannot be corrected with median improvements and addition/improvement of turning lanes. Coordinate existing stoplights to optimize traffic flows.
- **FOCUS GROUPS.** Conduct focus groups involving representatives of Roanoke, Franklin and Henry County governments, Roanoke Valley Area MPO, U.S. 220 businesses, and communities served by U.S. 220 to educate them about proposed improvements to U.S. 220 and engage their input regarding the proposed improvements. Input received from focus groups should be incorporated into plans for construction of U.S. 220 improvements to the fullest extent possible.
- **ORDINANCES.** In a "U.S. 220 Regional Work Group" coordinate with Roanoke, Franklin and Henry County governments on the development of local ordinances giving VDOT authority to manage access on U.S. 220. The creation of local ordinances should be part of a state-sponsored corridor conservation initiative targeting U.S. 220 as Virginia's first corridor conservation case study.
- **CONSTRUCTION.** Engage in ongoing construction of a retrofit of access management, Intelligent Transportation technology, and related design enhancements on U.S. 220 as funding is made available for this purpose.

Additionally, VAR supports the resumption of VDOT's statewide outreach and education program on access management and the vigorous pursuit by VDOT of General Assembly passage of statewide access management policy and regulations.

DISCUSSION

Design flexibility for I-73

I-73 is an Interstate in name only. As a National Highway System road, I-73 need not be built as a limited access freeway on new terrain, as it is being planned in Virginia. West Virginia and Ohio, the two states who engaged in extensive highway construction with I-73 funds, used those funds to build four-lane arterial highways with at-grade intersections. Neither state used I-73 funds to build the type of limited access facility associated with the Interstate Highway System.

The decision to interpret I-73 in Virginia as a new-terrain limited access facility was made voluntarily by the Commonwealth Transportation Board (CTB) as early as 1995. Contrary to the repeated use of the term "congressional intent" by Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), and state

transportation officials from both the Gilmore and Warner gubernatorial administrations, there is no congressional mandate that VDOT study or build I-73 at all. Nor is there language anywhere in federal legislation requiring I-73 to be planned and built as a limited-access freeway, as envisioned by the CTB. Federal funds are available to Virginia for feasibility studies and preliminary engineering for I-73, yet it is crucial to understand that Virginia uses these funds voluntarily. VDOT and others have claimed "Congressional intent" as providing a mandate not only to conduct feasibility studies, but also to include I-73 as part of the Interstate system. Such inclusion is nowhere stated as the intent of Congress.

Lack of full range of alternatives for I-73

The Draft Environmental Impact Statement for I-73 considers only two options for upgrading the existing U.S. 220 roadbed: (a) building an Interstate highway (limited access freeway) superimposed on the existing U.S. 220 roadbed, and (b) the TSM Option. Building an Interstate highway superimposed on U.S. 220 would virtually eliminate the commercial, industrial and residential development that presently exists alongside the road. On the other hand, the TSM option, VDOT's only other proposal for building I-73 on the existing U.S. 220 roadbed, provides an incomplete and outdated set of solutions. There is an option "in between" the two extremes. U.S. Environmental Protection Agency and U.S. Army Corps of Engineers, in their comments on the Draft Environmental Impact Statement for I-73, each asked for the "in between" option, calling it an "upgrade of Route 220". It is less than an Interstate, but more than TSM.

Public support for upgrade of U.S. 220 as build option for I-73

Public comments received during the I-73 Public hearings in December, 2000 reveal a strong public sentiment favoring an upgrade of U.S. 220 as the best option for building I-73. According to VDOT's records, the "Improve 220" option received 3,614 favorable comments, the largest number of favorable comments given for any option during the I-73 public comment period. The second highest number of favorable comments went to "Central Option" with 1,082 votes. Comments favoring new-terrain options ranged from 302 votes for "East" to 20 votes for Option 2b.

Lack of access management in the TSM Option

The TSM Option for I-73 contains a set of road improvements for U.S. 220 including: straightening curves, correcting grade, adding turn lanes, closing median crossings and widening medians and shoulders. The TSM improvements would considerably improve U.S. 220's safety and should be implemented. However, the large number of uncontrolled traffic ingress points -- driveways, parking lot entrances, and roads intersecting with U.S. 220 throughout the corridor -- will continue to make U.S. 220 hazardous and inefficient no matter how perfectly the median, grade, curvature, and shoulders have been improved under the existing TSM option. Seen from the perspective of the driver on U.S. 220, it is the proliferation of uncontrolled right turns that remains unimproved in the TSM option.

Local documentation of the problem of access on U.S. 220

John Moore, an independent consultant working for Virginians for Appropriate Roads early in 2003 documented all the access points (right turns) on a segment of U.S. 220, including both northbound and southbound lanes, beginning at the intersection of Rt. 419 and extending southward for 26 miles. His findings are as follows:

- ✓ There are 406 access points (right turns) on the 26-mile segment of U.S. 220, including northbound and southbound lanes.
- ✓ 35 of the 406 total right turns on the 26-mile segment have turn lanes. He found that half the numbered and named roads intersecting with U.S. 220 in the 26-mile segment have adequate turn lanes.
- ✓ Turn lanes leading to busy commercial properties are virtually nonexistent.

In a presentation to the Roanoke Valley Area MPO on March 13, 2003, Mr. Moore recommended closing 107 (26%) of the 406 access points and recommended that an additional 100 access points could be closed with moderate cost and effort. He said that each access closure would decrease the likelihood of an accident occurring at that intersection by 4%.

Mr. Moore's analysis of access points on U.S. 220 makes it clear that that the existing TSM option for I-73, while offering a desirable set of improvements for U.S. 220's median, grade, turn lanes and curvature, fails to provide a solution to the road's obviously hazardous proliferation of right hand turns.

Uncontrolled traffic signal density in TSM option

Another area not addressed by TSM is the potential for the installation of an inappropriately high density of stoplights on U.S. 220. With each new stoplight, U.S. 220 becomes less attractive as a routing for truck traffic. If the number of stoplights on U.S. 220 continues to increase at the present rate, we will have succeeded in denigrating U.S. 220 as a truck linkage between I-40 and I-81. This would further sabotage the economic development aims of Martinsville and Henry County, while benefiting a very small constituency of property owners whose parcels on U.S. 220 are enhanced by the stoplights. With the exception of situations where safety concerns are an imminent threat that cannot be corrected by median and turn lane improvements, a moratorium on installation of new stoplights on U.S. 220 should be observed immediately as a means of preserving the corridor as an economic tool for the benefit of all businesses in and around southwestern Virginia.

Special needs of commercially and industrially developed areas

Areas along the U.S. 220 that are well established commercial and/or industrial corridors require special care in a comprehensive U.S. 220 upgrade. Included in this category are areas such as the commercial development near Hunting Hills in Roanoke City, Clearbrook in Roanoke County, Boones Mill in Franklin County, and Ridgeway in Henry County. VDOT should consider every possible technique for providing safe access to roadside businesses while maintaining good through traffic capability in highly developed areas such as those mentioned above. Needed are intelligent transportation

complete its work on developing statewide access management regulations and begin the necessary political processes for getting those regulations passed into law. The new access management regulations should then be applied, if necessary, in the ongoing process of retrofitting U.S. 220 with access management.

Real transportation value -- on a payment plan

The TSM Plus option for I-73 as described above could be planned and built over a period of many years, using relatively modest increments of funding. The cost effectiveness of the TSM Plus option, coupled with its ability to address the thorny issue of access management on U.S. 220, makes it the most practical and feasible solution for meeting the purpose and need for I-73 as articulated by Federal Highway Administration. TSM Plus protects natural and historic areas by forestalling new highway construction, preserves industrial and commercial areas along U.S. 220 with state-of-the-art Intelligent Transportation and related systems, increases safety for motorists on U.S. 220 and residents and businesses whose properties adjoin the highway, and preserves U.S. 220 as a truck and car linkage between I-40 and I-81. The TSM Plus solution to building I-73 demonstrates that less can be more. If successful, I-73 in Virginia could be used as a model for revamping similarly distressed principal arterial roadways in Virginia and throughout the U.S.

Sincerely,

Ann M. Rogers

Ann M. Rogers
Member, Board of Directors

X-Mailer: Novell GroupWise Internet Agent 6.0.3
Date: Fri, 07 Nov 2003 13:00:17 -0500
From: "Liz Belcher" <LBELCHER@co.roanoke.va.us>
To: <jpace@rvarc.org>
Subject: Comments

TIP Comments
By Liz Belcher

TIP:
The following routes included in the TIP are on the greenway plan (adopted by all four localities) and thus need pedestrian, as well as, bicycle accommodations.

Route 11/460
10th St.
Thompson Memorial
East Main Street
Cotton Hill Road
Hollins Road
Colonial Avenue

Also, Rt 11 at Apperson is listed in the City of Roanoke, but is in the City of Salem. The Roanoke River Greenway goes under this route and needs to be accommodated.

Under Enhancements, Hanging Rock Phase I had $549,300 in fed. $s, $200,000 for phase II.

Roanoke River Greenway should say 18 miles not, 7.

Long Range Plan
The following routes are on the greenway plan and thus need bicycle/pedestrian accommodations.
10th St
Salem Turnpike
Hollins Road
Cotton Hill Road
Colonial Ave.
Hardy Road (which connects from Wolf Creek to McDonald Farm, where Vinton is building a greenway)
Garst Mill Road (Mudlick Greenway)

Liz Belcher
Roanoke Valley Greenway Coordinator
P.O. Box 29800
Roanoke, VA 24018
540-776-7159
FAX 540-772-2108
Cell - 540-392-0526
lbelcher@co.roanoke.va.us

11/7/2003

Comments for MPO at public meeting November 6, 2003.

Bicycle lanes. We are missing the boat. Our Greenways are wonderful, but they need to connect to each other and to places that people go. One way to do that is to provide bike lanes along roads, for example between the end of the Hanging Rock Greenway and downtown Salem. Another is to use TEA funds for real transportation, such as completing the Lick Run Greenway so that it goes all the way downtown.

In the Draft TIP amendments, I see frequently the statement: "*The MPO's regional bikeway plan suggests providing wide lanes or a paved shoulder to enhance bicycle usage." I don't understand the meaning of "wide lanes". Wide traffic lanes only encourage faster travel, thereby discouraging bicycle usage. Paved shoulders help, but a clearly marked bicycle lane tells motorists to watch for bicycles, and a bike lane cannot just disappear at, say, a bridge, the way a paved shoulder can.

- To complement the efforts of Ride Solutions, make the inside lane of I-581 an HOV lane, to encourage ride sharing and relieve congestion on I-581 and at its exits.

Ensure that all repaving and restriping projects incorporate traffic calming measures and consider cyclists and pedestrians. An example of a recent repaving project that utterly failed is Plantation Road from I-81 to Williamson Road. Traffic calming is badly needed along this stretch of Plantation Road. The lanes are too wide, and the cars drive too fast. (I know because I cross it on foot every day.) There is enough width to provide true bike lanes if the traffic lanes are narrowed.

- On the Financially Constrained Plan, Plantation Road (Roanoke County - Rt. 115) from Route 11 to the Roanoke City Line is mentioned for 4-laning, because there is "a lot of development in the area". All that development is residential, so 4-laning would be a very bad idea. It would make pedestrian crossing from one side to the other impossible. Traffic calming techniques and turn lanes might be necessary, but widening would be a disaster. Also, bicycle lanes are needed either on Plantation Road or on Williamson Road, because at present there is no way to go by bike from the Hollins area to downtown Roanoke.

I-73: Support changing the alignment for I-73 to a high-quality upgrade of U.S. 220 that incorporates all the TSM upgrades and access management, but does not turn US 220 into an interstate. This will allow us to preserve our region's natural and historic resources, save millions of taxpayers' dollars, and make the U.S. 220 corridor a highly-functional car and truck linkage between I-40 and I-81.

I-81: Please do everything in your power to push for a real rail component in the I-81 corridor. The Roanoke Valley is already engaged in an Early Action Compact to reduce air pollution. Adding more room for trucks means more diesel exhaust filling up our valley. Adding more lanes to I-81 will only mean more lanes of congestion. Putting freight onto rail saves money and fuel, is far safer, leaves our air cleaner, and might even allow the Trans-Dominion Express to become a reality.

Kristin Peckman
8131 Webster Dr.
Roanoke, VA 24019
366-7780
Kristin.peckman@wachovia.com

MONTIP draft comments:

City: Norge to Va. Western Colonial Ave
Add Curb, gutter, etc

Bicycle accomodations need to be included to ~~not~~ connect with the Mureay Run Greenway. You have traffic at Colonial & Brandon. Brandon could have a traffic circle. There should be a connector in front of the Roanoker restaurant (a destination) through to Va. Western Public Elementary School and Middle School. Idea: Connect via non motorized route through Bluemont with the connector ~~to~~ to be built. From the connector ramp there can be access to Franklin & Brandon.

County - 220 S. expand to 6 lanes

Economic Development and Tourism are negatively impacted by the lack ~~prohibition~~ of a safe bicycling corridor between the Blue Ridge Parkway and amenities on Franklin Road. ATM, Hotels, food and other supplies are needed ~~meede~~ international & national bicyclist. Currently cyclist fly to Dulles then cycle to ~~Front Royal~~ the Skyline Drive. They fly home from Asheville. Franklin Road makes ~~is~~ an excellent place to access services - if bicyclist could reach them safely.
Barbara Dent

PUBLIC COMMENTS

2025 Roanoke Valley Long Range Transportation Plan "Constrained List of Projects"
November 6, 2003

(Transcribed Verbatim)

"I just want to specifically comment on the Roanoke County section on the part of Plantation Road from Route 11 to Hershberger Road over to the City line. It is mentioned for four laning because *[quote]* there is a lot of development in the area. But I would like to point out that all development all of it is residential. So four laning sounds like a bad idea. It would make pedestrians, just the same types of things Mr. Williams talked about, would make pedestrian crossing from one side to another almost impossible without traffic lights and all kinds of things. On the contrary, if traffic calming techniques were used, for example maybe making a center lane with an island and turn lanes where appropriate and still leaving it just a two-lane road and the lanes being fairly narrow, then it might be safer for the people who live there because it is a residential area. I think widening would be a disaster just the way I described Plantation Road from Route 11 to I-581 where you just about can't cross it safely. Also, we do need some bicycle lane accommodations either on Williamson Road or Plantation Road to allow the possibility of going from the Hollins area to downtown Roanoke by bicycle. And, I want to again emphasis what Liz said about pedestrians. We have to think about pedestrians too. We don't have that many pedestrians right now, because it is not safe, but we really need to allow for pedestrians to become more urbanized. Thank you."

Kristin Peckman
8131 Webster Drive
Roanoke, VA 24019

PUBLIC COMMENTS

2025 Roanoke Valley Long Range Transportation Plan "Constrained List of Projects"
November 6, 2003

(Transcribed Verbatim)

"I have been closely involved with this process at the City and I will say that it has been a very positive experience to be involved in how carefully they have looked at facilities they have included in this. On the system in the County there are a couple of projects that I would mention – on Colonial Avenue again as a facility that is in our greenway plan as an on-road greenway. While a paved shoulder may provide accommodations for bicyclists, it does not provide any accommodations for pedestrians. On all of our greenways, we try to provide for pedestrians as well as bicyclists. So, I would encourage that any time we have a facility like that which is receiving improvements, that you have pedestrian and bicycle accommodations. I know this project is in the County but I also know that there a lot of schools close by and neighborhoods and there are people walking along the road right now who need some safety even if that safety might be a sidewalk. There needs to be some accommodations for pedestrians. I would mention also Hardy Road. Vinton worked very hard to get the bicycle lanes and sidewalks on the section of Hardy Road that is in Vinton. We know we will be moving on out toward McDonald Farm and McDonald Farm will have a greenway around it. So the connection between the Wolf Creek Greenway and McDonald Farm is a very important component of that whole Wolf Creek link that would then tie into the trails along the Blue Ridge Parkway. As you know, William Byrd is on the Wolf Creek Greenway so if you get on the greenway you can run right now all the way to Hardy Road and then you can be able to get there and go out to facilities that Vinton is planning at McDonald Farm. So, we need more that just a bike lane along Hardy Road, we need some pedestrian and bicycle accommodations. And then on the section of Garst Mill Road, if you are familiar with Mud Lick Creek you know that if you drive down Garst Mill Road you are looking at Mud Lick Creek and you will also see that there is not much space between the creek and the road for the greenway to fit down through there. We have the greenway now going to Garst Mill Park. We have the easement going all the way up into that curve and so if that road is widened and rebuilt, we need to make sure that we have accommodation for that greenway so that those people will be able to get to Garst Mill Park to the Grandin Road area and then on to Patrick Henry High School. There are a lot of students who walk along that road right now on the section that is closer in on Brandon and walk to the high school. So to have that tie in all the way would be very beneficial to both our pedestrians and our cyclists. Thank you."

Liz Belcher, Coordinator
Roanoke Valley Greenway Commission
P.O. Box 29800, Roanoke, VA 24018
Ph: (540)776-7159

X-Sender: clarkt7@pop.east.cox.net
Date: Mon, 29 Dec 2003 22:35:22 -0500
To: clarkt7@cox.net
From: "Clark M. Thomas" <clarkt7@cox.net>
Subject: Draft transportation plan.
X-Archived: msg.1072755318.qjiNRV@server02.rev.net
X-Spam-Checker-Version: SpamAssassin 2.60-rc2-rev.net_1.2 (1.198-2003-08-22-exp) on server02.rev.net
X-Spam-Status: No, hits=1.8 required=5.0 tests=CONSONANTS_7,HTML_20_30, HTML_FONTCOLOR_BLUE,HTML_MESSAGE,RCVD_IN_SORBS,US_DOLLARS_3 autolearn=no version=2.60-rc2-rev.net_1.2
X-Spam-Level: *

Ladies and gentlemen,
I have read the draft report of the RVAMPO Long-Range Transportation Plan (2025), which is available at www.rvarc.org/draft.pdf. I would like to make this one observation:

On page 19, under the "Interstate System Financially Constrained List," it is recommended that between now and 2025 at least $33,807,000 (in today's dollars) be spent on "Preliminary Engineering (PE) Only" for Interstate 73 from I-581 at Hershberger to South SAB (the MPO Study Area Boundary).
In other words, and speaking plainly... This draft 2025 plan would squander more than $33 million taxpayer dollars on a shelf study for a moribund project, while numerous bona-fide exigencies are not funded?

Playing with the numbers, the money saved from returning to fiscal sanity could virtually pay for:

ALL of Salem's local needs, or
ALL of MPO Bedford County, Botetourt County, and Vinton's local needs, or
a THIRD of Roanoke City's local needs, or
HALF of Roanoke County's secondary system needs.
Real roads and real projects *versus* a perverse and evil pork project that still survives as a fetid shelf project only because certain local "leaders" don't have the guts to admit they were duped by the land speculators and highway lobby hustlers.

Folks, do now the honorable thing for our metropolitan community: Put I-73 out of its misery.

Sincerely,

Clark M. Thomas

740 Arbutus Ave.
Roanoke, VA 24014
540-427-1873
clarkt7@cox.net

To: "Mark McCaskill" <mmccaskill@rvarc.org>
Subject: Comment on MPO's Constrained List

Mark,

I apologize for not getting this comment to you by your Feb. 9 deadline. This is a comment about the appearance of I-73 on the Constrained List map and also the inclusion of I-73 in the "Interstate" category in the Constrained List.

The Constrained List map shows I-73 going through the Riverland section of downtown Roanoke. That is an obsolete routing of I-73 that VDOT abandoned after they acknowledged Riverland as eligible for inclusion in the National Register of Historic Places. When I-73 was moved out of Riverland, VDOT re-routed it through Southeast Roanoke. In order to be consistent with VDOT's maps of I-73, your map should reflect the new routing.

However, there is a strong possibility that I-73 won't be routed through the City of Roanoke at all. Due to the citizen-funded surveying of historic resources in the City of Roanoke, the Keeper of the National Register has found Southeast Roanoke Historic District to be eligible for inclusion in the National Register. Therefore, the present routing of I-73 through Southeast Roanoke is in jeopardy, according to Federal Highway Administration.

The identification of Southeast Roanoke as eligible for inclusion in the National Register is part of the federally-mandated environmental review process for I-73 as a federally-funded highway project.

There is a probability that VDOT will need to seek a new routing for I-73 from the Commonwealth Transportation Board to avoid the present routing through Southeast Roanoke.

There is also controversy associated with I-73's routing through Franklin County. A potential historic district there was identified through citizen-funded surveying -- Oak Hill Old Order German Baptist Historic District and Cultural Property. As a Consulting Party in the Section 106 Process for I-73, Virginians for Appropriate Roads is presently seeking the referral of the Oak Hill district to the Keeper of the National Register for eligibility determination. If the Keeper finds the Oak Hill District to be eligible for inclusion in the National Register, VDOT may be forced to abandon the present routing of I-73 altogether.

Virginians for Appropriate Roads has submitted to VDOT a letter proposing a high-quality upgrade of U.S. 220, a copy of which was submitted to the MPO as public comment last year. VAR's plan for upgrading U.S. 220 was offered as an alternative to routing I-73 through historic and natural resources. VAR will continue its efforts to promote this alternative for building I-73.

Another problem with I-73's listing in the Constrained List is that you list the project under the "Interstate" category. The federal legislation that

created I-73 as a National Highway System High Priority Corridor (The National Highway System Designation Act) states specifically that I-73 shall not be included in the Interstate system until it has been constructed to full Interstate standards. Only after being approved, funded, and built as an Interstate highway will I-73 be included in the Interstate system. At the present time, there are neither state nor federal funds to build I-73, and the federal approval process is a long way from completion. $7 million in construction funds for I-73 were recently reallocated by Commonwealth Transportation Board to be used for improvements to U.S. 220. Including I-73 in the "Interstate" list alongside I-81 presumes that the I-73 project will be approved as an Interstate highway and fully funded and constructed as an Interstate-quality highway during the time frame of this Long Range Plan.

My suggestions for dealing with objections described in these comments include:

(1) Eliminate I-73 from the Constrained List map altogether. To include it on the map forces the MPO to make assumptions about where and how (and if) I-73 will be built that pre-empt the decisionmaking associated with the environmental review processes mandated for I-73 as a federally-funded highway project, and that predicate a funding scenario that bears no relation to reality.

(2) Remove I-73 from the "Interstate" category and put it in a separate category labeled "National Highway System High Priority Corridor".

Thank you for considering these comments. Please include them among the public comments to the MPO's Long Range Plan.

Ann Rogers
Virginians for Appropriate Roads

----- Original Message -----
From: "Mark McCaskill" <mmccaskill@rvarc.org>
To: <TTC Extended List :>; <CAC:>
Sent: Wednesday, February 04, 2004 11:19 AM
Subject: Constrained List Map

> Greetings TTC and CAC members:
>
> Attached please find a PDF version of the constrained list map that will
> accompany the long-range plan text. The map reference #s in the call out
> boxes correspond to the Map # column headings for the constrained list
> projects in the text. The #s are not a priority or ranking of any sort.
>
> Please use the zoom functions to examine the detail of the map.
>
> A revised text of the long-range plan will be forthcoming in future

> emails. Both a B&W and a color version will be available.
>
> The TTC is set to consider the long-range plan at their February 12
> meeting. Please return your comments by February 9 to give staff time to
> incorporate corrections and revisions before the February 12 meeting.
>
> CAC members we would love to hear from you as well.
>
> Best Regards,
>
> Mark McCaskill
> Senior Planner
> RVARC
> 540-343-4417

ROANOKE VALLEY AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

Voting Members

J. Lee E. Osborne	Intergovernmental Review Agency *(Regional Commission)*
The Honorable Bobby Pollard	Bedford County
Rusty Richardson	Botetourt County
The Honorable Wendy Wingo	Botetourt County
The Honorable W.D. "Bill" Bestpitch, ***V. Chair***	Roanoke City
Sherman Holland	Roanoke City
The Honorable Richard C. Flora	Roanoke County
The Honorable Joe McNamara	Roanoke County
The Honorable Howard C. Packett	City of Salem
Joe Yates, Jr.	City of Salem
The Honorable Don Davis, ***Chair***	Town of Vinton
Kevin Boggess	Town of Vinton
Don Wells	Virginia Department of Transportation, Richmond
Chip Holdren	Valley Metro
Jacqueline L. Shuck *(Efren Gonzalez, Alternate)*	Roanoke Regional Airport Commission

Non-Voting Members

Mark Rickards	Virginia Dept. of Rail & Public Transportation
Jennifer DeBruhl	Federal Highway Administration
Patricia Kampf	Federal Transit Administration

Roanoke Valley-Alleghany Regional Commission

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