

Notes

Regional Bicycle & Pedestrian Committee

October 21, 2021

313 Luck Ave SW, Roanoke VA

Present

Tim Pohlad-Thomas, RVARC
Wayne Wilcox, Halcyon Planning
Rachel Ruhlen, RVARC
Carol Moneymaker, Virginia Department
of Transportation
Brendan Hall
Ken McLeod, League of American
Bicyclists
Nathan Hilbert, National Park Service
Ray Varney, Virginia Department of
Transportation

Will Simpson, Salem
Kathleen Herndon
Matt McKimmy, Ride Amigos
Dave Bess, City of Roanoke
Dwayne D'Ardenne, City of Roanoke
Frank Maguire, Greenway Commission
Phil Hobrle
Fayula Gordon, Vinton
Nathan McClung, Vinton
Lisa Cooper, Franklin County
Terry McGuire
Greg Walter, Greenway Commission

This was a hybrid in-person/online meeting. The recording is [available here](#).

Ken McLeod called the meeting to order at 3:00 pm.

1. Repaving schedules

Routine repaving is an important opportunity for bicycle and pedestrian improvements. Lane reconfigurations, bike lanes, and crosswalks can be done during repaving for a fraction of the cost of a stand-alone project, and accessible curb ramps are required during repaving. The recent Brandon Avenue road diet, crosswalks, and green bike lanes were possible because Brandon Avenue was being repaved. Locality and agency staff described how roads are selected to be repaved and where that information can be found. Understanding repaving schedules could help the bike/ped committee identify the next "Brandon Avenue", our next opportunity to support ambitious bike/ped improvements.

Dwayne D'Ardenne and Dave Bess, City of Roanoke:

In the City of Roanoke, repaving is scheduled several years in advance so that utility work can be coordinated with repaving. Repaving is done by neighborhood, several streets in a small area are repaved at the same time, so that residents know when to expect street crews. The City's [repaving schedule](#) is online.

A significant opportunity for bike lanes in upcoming repaving is Valley View Boulevard. The green bike lanes used on Brandon Avenue and Colonial will be applied to Valley View Boulevard. Green bike lanes are considerably more expensive than standard bike lanes, so it is only used where there is potential for a high number of conflicts points.

Out of an annual \$4 million repaving budget, about \$1 million is spent on accessible curb ramps. On Valley View Boulevard, the green paint alone will cost \$100,000.

The Melrose Avenue streetscape project used the first-ever bicycle detour in the City of Roanoke when the bike lanes were shut down for that project.

The City finds that flexible bollards are very difficult to maintain so they don't use those for separated bike lanes.

Ray Varney, Virginia Department of Transportation:

The Salem District of the Virginia Department of Transportation (VDOT) rates interstates, primary, and high volume (>3500 Average Annual Daily Traffic, or AADT) secondary routes every year, and low volume (<3500 AADT) secondary routes every five years. Candidates for resurfacing are interstates, primary, and high-volume secondary roads with Critical Condition Index (CCI) less than 82, and low-volume secondary roads with CCI less than 60. The type of surface treatment depends on the characteristics of the road and affects the cost of resurfacing. From this rating and the desired surface treatment, the district determines which roads will be resurfaced, sometimes riding candidate routes. From rating to repaving takes about three years.

Opportunities for striping a bike lane are limited because repaving doesn't change road widths. VDOT policy (established by the Commonwealth Transportation Board) distinguishes between a bicycle facility, which is an AASHTO-standard minimum 5-foot lane, and a bicycle accommodation is a 2-foot paved shoulder.

VDOT publishes [VDOT Pavement Condition Map](#) and [Statewide Paving Status Map](#). Other VDOT Web Maps are available at [Virginia Roads](#).

Will Simpson, Salem:

The new project manager, Matt King, who is also an avid cyclist, is developing a new rating system for road conditions in Salem. Next year's repaving is finishing up last year's list which is mostly narrow subdivision roads. Future repaving will use the new rating system and larger roads will be considered for bike lanes.

An upcoming project will extend the Hanging Rock Battlefield Trail, part of which will be 5-foot bike lanes on Kessler Mill Road (AADT 1200) and sharrow markings north of the Gish Mill bridge where the road narrows.

Phil Hobrila pointed out that a potential Salem-Roanoke City connection is Ellis Court (Salem) and Youngwood Drive (City). These two roads have continuous pavement but are separated by a guard rail. Creating a small opening in the guard rail would create a bike/ped



Nathan McClung, Vinton:

Vinton receives road maintenance funds through VDOT. The current public works director is open to incorporating bike lanes. Upcoming improvements on Walnut Avenue will result in bicycle accommodations, greenway or bike lanes the entire length.

Gus Nicks Boulevard has bike lanes that end at the City limit. It is not currently scheduled to be repaved but it is strong candidate to be striped with bike lanes when it is repaved to resolve the discontinuity.

Phil Hobrila commented that the greenways need to be better connected to shopping centers and suggested a spine-and-ribs concept where the greenway is the spine and connections to neighborhoods and shopping centers are the ribs.

2. Route 24 Bike/Pedestrian Plan

Nathan McClung shared that Vinton is developing the [Route 24 Bike/Pedestrian Plan](#). Vinton has a population of 8,000 but Route 24 has Average Annual Daily Traffic of 24,000 – three times the population of the town. The plan is named for Route 24 and addresses the area bordered by Route 24 (Virginia Avenue, Hardy Road, and ByPass Road), Washington Avenue, and Pollard Street. A [map survey](#) is open through October 31.

3. Updates

Roanoke County is updating the Comprehensive Plan and is having a series of community meetings with extensive virtual presence, including storymap, videos, surveys. The meeting schedule and virtual materials are available on the [Roanoke County 200 Plan website](#) and there is a place to sign up for email updates.

The Valley to Valley Trail will connect the Roanoke River Greenway to the New River Trail and the Huckleberry Trail. VDOT is conducting a study. The [Valley to Valley Trail Study website](#) has a presentation and will have a survey available for two weeks, from November 10 – November 24.

4. Other comments

Phil Hobrila commented that it is difficult and time consuming to figure out which app to use to report issues since each jurisdiction has its own system. Dwayne D'Ardenne mentioned SeeClickFix as a single tool that multiple jurisdictions could use.

City of Roanoke: [iRoanoke](#)

Salem: [Report-a-Problem](#)

Counties (VDOT-maintained roads): [myVDOT](#)

The meeting adjourned at 4:45 pm.

The next meeting will be Thursday, January 20, 2022, 3:00 – 5:00 pm.