

Priority Regional Transportation Needs

Roanoke Valley Transportation Planning Organization



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| Introduction | This spreadsheet lists the regional priority transportation needs in the Roanoke Valley Transportation Plan along with available information for understanding the nature of the need. Additional information will be added as the needs are further studied, matched with possible solutions, and in some cases, advance to the stage of projects. See the NEST tool to map the projects: https://experience.arcgis.com/experience/ba6a7632c966493e8bc60459676fd1af |
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|------------------------|----------------------|
| Priority Status | Yes |
| Need Type | Access (Non-Transit) |

| Need ID | Need Type | Simple Location | Detailed Location | Need | Score | Investment | Need Status | Rationale | Possible Common Transportation Solutions | Possible Unique or Non-Transportation Solutions | Relevant Recent or Ongoing Studies and/or Recommendations | Preferred Solutions or options | Project / Service/Study, Lead Agency |
|------------|----------------------|--------------------|--|---|-------|---|---------------------|---|--|--|---|---|---|
| N_1250_N_A | Access (Non-Transit) | Route 419 | Brambleton Ave | | 42 | | Partially addressed | | | | | | |
| N_1765_N_A | Access (Non-Transit) | U.S. 11 - Lee | Cloverdale Road | Access to Troutville | 42 | | Gap | Difficult intersection - Botetourt is applying for SMART SCALE Round 5 to correct it. | Intersection Reconfiguration (install new signal or innovative intersection); Safety Improvements for Motorists - Pavement Markings; Safety Improvements for Motorists - Signage | | US 220/220 Alt - Roanoke Road/Cloverdale Road from Route 11 to Commons Parkway Project Pipeline Study | Interchange Reconfiguration to remove and realign ramps. | Botetourt County SMART SCALE Round 5 application: Route 220 Access Management - Route 11 to Appalachian Trail |
| N_532_N_A | Access (Non-Transit) | Water Plant | South end of the bridge of the Roanoke River Greenway at the Water Pollution Control Plant | Access from here to Bennington St greenway parking area and to Explore Park | 33 | Engineering and ROW funded for a greenway. | Partially addressed | Construction of greenway not yet funded. | | | | | |
| N_544_N_A | Access (Non-Transit) | Explore Park | River trail | Access to Roanoke River Greenway | 33 | | 0 | | New Shared-Use Path/ADA Accessible Greenway Trail | New interchange at Hardy Road / Blue Ridge Parkway | | Roanoke River Greenway for bicylists/pedestrian access to Explore Park; New interchange at Hardy Road/Blue Ridge Parkway for more direct vehicular access from Vinton/Bedford County. | Roanoke County to study additional preferred solutions to provide more access routes to Explore Park. |
| N_541_N_A | Access (Non-Transit) | Lynchburg Turnpike | North end of Mason Creek Greenway | Access to south end of Hanging Rock Battlefield Trail | 25 | None as of May 2022. | Gap | | New Shared-Use Path/ADA Accessible Greenway Trail | | Preliminary cost estimate and concepts as part of a truck bypass for the City. | None identified at this time. | None. |
| N_948_N_A | Access (Non-Transit) | I-581 | Valley View Boulevard | | 0 | | Partially addressed | | | | | Extend Valley View Boulevard to Andrews and then Cove Road | |
| N_1372_N_A | Access (Non-Transit) | Franklin Street | Phillips Brook Ln | | 0 | Revenue Sharing improvements to pay to straighten a curve on Franklin Street and put curb/gutter. | Gap | Mainly a safety concern for automobiles. Additionally, new development taking place increasing traffic and adding to the unsafe concerns. | Roadway Reconstruction; New Sidewalk | | | None identified at this time. | None. |

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| N_2071_T_A | Access (Transit) | U.S. 11-Williamson | Peters Creek Road | | 100 | Williamson Road Pedestrian Improvements Peters Creek Road to | Gap | Only accessible to older or disabled | New Transit Route (local, commuter, intercity); New Transit Service (ex. | Alternative/new mode infrastructure (drone | Long-Term, see recommendations in Transit | None identified at this time. | Valley Metro to study options to address this |
| N_474_T_A | Access (Transit) | DMV | DMV | Access to DMV | 92 | Botetourt Van Service, CORTRAN | Gap | Only accessible to older or disabled Botetourt County residents via Botetourt Van Service, Roanoke County/Vinton residents via CORTRAN. | New Transit Route; New Transit Service (ex. Elderly/disable on-demand transportation, flexible on-demand transit service, taxi vouchers, destination specific shuttle services, etc.); Get a ride from a friend/family/taxi/ride-hailing | Alternative/new mode infrastructure (drone docking, e-bike or scooter docking, etc...); Provide satellite DMV kiosks/stations where | Transit Vision Plan. Check most recent TDP. | Provide satellite DMV kiosks/stations where transit exists. Get a ride from a friend/family/taxi/ride-hailing when DMV | Valley Metro to study options to address this need. |
| N_505_T_A | Access (Transit) | Vinyard Park | Vinyard Park | | 25 | Glade Creek Greenway Phase 2B (construction phase starting in 2023) and Glade Creek Greenway Phase 3 (PE starting in 2022) will address this need. | 0 | | New Transit Route (local, commuter, intercity) | Provide alternative access via a greenway trail. | Glade Creek Greenway Phase 3, 4 providing access via walking/biking to Vinyard Park. | Continuation of Glade Creek Greenway to the park. | Roanoke County to continue planning alternative access for people traveling from Vinyard Park to the Roanoke County border. |

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| Priority Status | Yes |
| Need Type | Congestion |

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| N_1652_T | Congestion | U.S. 460 - Orange | I-581 to Roanoke city limit | Hard to judge oncoming traffic when turning; Speeding, hard to merge; Short turn lanes | 86 | Transit projects (Route 26 & 25, 21 & 22 fixed-routes), #SMART18 - HOLLINS RD & ORANGE AVE INTERSECTION IMPROVEMENTS (address congestion on small portion) | Partially addressed | Various investments along this corridor funded to address these concerns. Additional project to address congestion planned for SMART SCALE Round 5. | Access management; New Turn Lane; New General Travel Lanes; Signal Coordination/Re-timing; ITS for Roadways | Offset left turn lanes from travel lanes. | #SMART18 - HOLLINS RD & ORANGE AVE INTERSECTION IMPROVEMENTS (address congestion on small portion) | Install a signal at 581NB off-ramp at Orange Ave., additional left-turn lane to Williamson Road.; alternative intersections constructed at multiple locations between 11th St. and 24th St. | I-581/U.S. 460/U.S. 11 Improvements - SMART SCALE Round 5 application; 460/Orange Ave - 11th to 24th Improvements - SMART SCALE Round 5 application from Roanoke City |
| N_2082_T | Congestion | I-581 | Elm Avenue to I-81 | | 83 | Route 16 Fixed-Route Transit Service, SMART WAY Base Fixed-Route Transit Service, I-581 Exit 2 Interchange Study | Partially Addressed | Congestion at interchanges makes merging difficult. | Interchange Reconfiguration; New Turn Lane | | Studies taking place at Peters Creek Road, Orange Avenue, and Williamson Road to identify interchange improvements. | Additional 581 NB exit ramp to Orange Ave. plus a new signal at this ramp and Orange Ave., reconfigure NB exit ramp to Peters Creek Rd. | Roanoke City SMART SCALE Round 5 applications: I-581 at Exit 2 Interchange Improvements and I-581/U.S. 460/U.S 11 Improvements |
| N_15_T | Congestion | Bypass Road | Hardy Road | HighTraffic/slow flow;speed;signal timings;ped safety | 72 | Fixed-Route Transit Service, Routes 35 & 36. | Partially addressed | Investment partially addresses the need. | Access Management; Signal Coordination/Re-timing; Intersection Reconfiguration (install new signal or innovative intersection) | | Vinton applying for a SMART SCALE Round 5 grant to address this congestion need with a roundabout. | Alternative intersection - roundabout | Vinton SS Round 5 application for a two-lane roundabout with sidewalk in the immediate area of the roundabout. |
| N_8_T | Congestion | Hardy Road | Chestnut Street to Bypass Road | p9-Projected to be LOS F by 2035 | 72 | Hardy Road/Dillon Woods Crosswalk | Gap | Funded project does not address congestion on Hardy Road. | | | Route 24 Bike/Pedestrian Plan | | |
| N_216_T | Congestion | Washington Avenue | Pollard Street to Blue Ridge Parkway | Not enough turning lanes for cars leaving the two lanes. Slows down traffic in both lanes, traffic volume/congestion; Projected to be LOS F by 2035; Congestion | 59 | Route 35 & 36 fixed-routes. Route 24 Bike/Pedestrian Plan completed in 2022. | Partially addressed | County notes significant crash data at several intersections - may contribute to congestion. Transit service investment only partially addresses the need. | Access Management; New Turn Lane; Intersection Reconfiguration (install new signal or innovative intersection); Lane Reconfiguration - Road Diet | | Included in Congestion Management Plan and Transit Vision Plan. Most recent Route 24 Bike/Pedestrian Plan indicates a road diet with one travel lane in each direction, a center turn lane, and bike lanes. Continue to study the congestion need to determine a preferred solution. | No preferred solution to address this need has been identified at this time. | Study of Washington Avenue congestion needs. |
| N_104_T | Congestion | Hershberger Road | Peters Creek Road to I-581 | | 48 | | Partially addressed | | | | | Add turn lanes, curb & gutter, sidewalk, bike lanes, drainage between Cove Rd and Peters Creek Rd | |
| N_2068_T | Congestion | Hershberger Road | Peters Creek Road | | 41 | | Partially addressed | | | | | Add turn lanes, curb & gutter, sidewalk, bike lanes, drainage between Cove Rd and Peters Creek Rd | |
| N_2081_T | Congestion | Plantation Road | Walrond Park | | 35 | | Gap | No funded projects address congestion at Plantation Road and Walrond Park. | | | | Address congestion by constructing a sidewalk between Plantation Rd and Walrond Park. | None. |

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| N_1626_T | Congestion | I-81 | RVTPPO boundary to RVTPPO boundary | Short ramps, Left merge on/off I-81; Future LOS forecasted to deteriorate, Speeding traffic; Left merge on/off I-81 | 31 | I-81 widening (Project UPCs 108906, 111373, 116203, 116201, 116197) - MM 144 to Exit 150 one more lane in both directions, I-81 NB widening to add one more lane - Exit 128 to Exit 137, I-81 SB widening to add one more lane - MM141 to MM136; I-81 Auxilliary Lane from Exit 143 to 141; SMART WAY Express & Base Fixed-Route Transit Service; AMTRAK extension from Roanoke to the New River Valley | Partially Addressed | Investments meet most congestion needs. Exit 137-128 SB is not scheduled to be widened currently, and there are concerns about reliability in this section. | New Turn Lane; Interchange Reconfiguration; Safety Improvements for Motorists - Pavement Markings; Safety Improvements for Motorists - Signage | | Congestion Management Process | Additional study for Exit 137-128 SB - Look at crash statistics in this section. Clarify the need in this section. Montgomery County supports the SmartWay service as an additional way to reduce traffic on I 81. Focus on off-of I-81 improvements to support I-81 including signal improvements in towns parallel to I-81. | Virginian Line railroad 8.5 miles of track improvements to Additional study of exit 137-128 SB and general I-81 congestion trends, utilizing Smart Way to reduce I-81 congestion and improvements needed on parallel routes to relieve I-81 congestion. |
| N_1624_T | Congestion | U.S. 11 | Plantation Road to Cloverdale Road (U.S. 220 Alt.) | | 16 | Widening of I-81 may help alleviate congestion on U.S. 11 in Botetourt and Roanoke Counties if motorists use I-81 instead of U.S. 11. UPC 107055, 111317, 107055, 113947 (Rt 11/117/Williamson Rd. pedestrian safety improvements in Hollins) | Partially Addressed | Funded projects partially address the need. | Access Management; Intersection Reconfiguration (install new signal or innovative intersection) | Examine the land uses in this corridor. This suburban strip development likely influences safety for motorists and other travelers. Explore new alternative intersection designs. | As a parallel route and part of the CoSS - I-81 Corridor Improvement Plan. | None identified at this time. | Study: Williamson Rd/Rt 11 multimodal safety, land use and access management study from Hershberger Rd. to RT 221 Alt/I-81. Length of corridor and complexity of needs requires a comprehensive review of multimodal safety, access management, and traffic needs from Hershberger to US 221 Alt/I81, incorporating solutions and connecting to existing programmed pedestrian safety projects in Hollins area and access management on Rt. 11 in Botetourt (also to understand long-term impact of I-81 widening on traffic flow within this corridor). |

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| Priority Status | Yes |
| Need Type | Safety (auto) |

| Need ID | Need Type | Simple Location | Detailed Location | Need | Score | Investment | Need Status | Rationale | Possible Common Transportation Solutions | Possible Unique or Non-Transportation Solutions | Relevant Recent or Ongoing Studies and/or Recommendations | Preferred Solutions or options | Project / Service/Study, Lead Agency |
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| N_683_MV_S | Safety (auto) | I-581 | U.S. 460 | Short merge lanes; Too many lanes for pedestrians to cross; on street parking dangerous; Speeding traffic; reckless driving; Visibility; Short ramps; Dangerous for pedestrians to cross ramps; Drivers run red lights; Confusing lane markings; Distracted drivers | 94 | STBG funding placed on unspecified project by RVTPO in March 2022. | Partially addressed | Study ongoing; aim to submit a preferred solution for SMART SCALE Round 5 funding. | Interchange Reconfiguration; Safety Improvements for Motorists- Pavement Markings | | Study to be completed in Summer of 2022 with possible solution(s) and preferred solution identified for submission to SMART SCALE Round 5. | Add a signal at the off-ramp from I-581N to Rt. 460 with dual right turns; Realign the I-581SB ramp. | I-581/U.S. 460/U.S. 11 Improvements - SS Round 5 application from Roanoke City |
| N_749_MV_S | Safety (auto) | U.S. 460 - Orange | Williamson Road | | 94 | STBG funding placed on unspecified project by RVTPO in March 2022. | Partially addressed | Study ongoing | Intersection Reconfiguration; Access Management; ITS for Roadways | | Study to be completed in Summer of 2022 with possible solution(s) identified. | Add a second left turn lane from Orange Ave. WB to Williamson Rd. NB. Add a turn lane on Williamson Rd. NB to Carver Ave. NE. | I-581/U.S. 460/U.S. 11 Improvements - SS Round 5 application from Roanoke City |
| N_250_MV_S | Safety (auto) | Pollard Street | Downtown Vinton | Traffic speed too high; on street parking dangerous | 92 | Routes 35/36 Transit Service. | Gap | On-street parking exists where it can in Downtown Vinton. Traffic speeds being to high is a gap need to further investigate. | Traffic Calming; Safety Improvements for Motorists- Pavement Markings | Police Enforcement; Remove Selected On Street Parking | Vinton Area Corridors Plan | No preferred solution to address this need has been identified at this time. | None. |
| N_226_MV_S | Safety (auto) | Washington Avenue | Pollard Street to Roanoke County limit | p18-BLOS-E/F;p56-traffic volume/congestion | 91 | Routes 35/36 Transit Service. | Gap | High traffic volumes, 4-lane road, topography, make safety a concern when turning onto / off of Washington Ave. | Lane Reconfiguration - Road Diet; Access Management; New Turn Lane | | Vinton Area Corridors Plan; Town of Vinton Route 24 Bike/Ped Plan | No preferred solution to address this need has been identified at this time. | Study options to improve auto safety along Washington Avenue. |
| N_256_2_MV_S | Safety (auto) | Bypass Road | Hardy Road to Washington Avenue | HighTraffic/slow flow; speed; signal timings; ped saf | 91 | Routes 35/36 Transit Service. | Partially addressed | Motorists turning left onto Bypass Road from River park Shopping Center is a concern. | Access Management; New Turn Lane; Intersection Reconfiguration (install new signal or innovative intersection) | | Vinton Area Corridors Plan; Hardy Road/Bypass Road roundabout being pursued; Reconfigure intersection at shopping center entrance to limit left turns onto Bypass Road. | Restrict left turns onto Bypass Road at River Park Shopping Center and build a roundabout at Hardy Road/Bypass Road. | Roundabout at Hardy Rd (Rte. 24/634) and Bypass Rd (Rte. 24) - SS Round 5 application |
| N_1751_MV_S | Safety (auto) | U.S. 460 - Orange | Hollins Road to Gus Nicks Boulevard | Short turn lane | 90 | Route 31 & 32 fixed-route transit | Gap | Funding being pursued in SMART SCALE Round 5 to address this need. | New Turn Lane; Intersection Reconfiguration (install new signal or innovative intersection) | | Eliminate center left turn lane for 24th St | Modify intersections to minimize possible turning movements. | 460/Orange Ave - 11th to 24th Improvements - SS Round 5 Application from Roanoke City |
| N_912_MV_S | Safety (auto) | I-81 | Exit 150 | | 89 | | Still have safety needs at Exit 150 - particularly at US220/11 - submitted a SS application for improvements at this intersection. | Projects didn't fully address the safety needs for motorists. | Intersection Reconfiguration | | | How is auto safety proposed to be improved as part of this project? | Botetourt SMART SCALE Round 5 Application Route 220 Access Management - Route 11 to Appalachian Trail |

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| N_1269_MV_S | Safety (auto) | Peters Creek Road | Airport Road | | 87 | None as of May 2022 | Gap | No investments planned. | Intersection Reconfiguration (install new signal or innovative intersection); Safety Improvements for Motorists - Pavement Markings | | Corridor length, multiple intersections, current and future development requires a more comprehensive study to identify needs and develop comprehensive safety solutions. | None identified at this time. | Study - Peters Creek Road Multimodal Safety Study |
| N_989_MV_S | Safety (auto) | U.S. 460 - E Main | U.S. 460 - E Main | | 72 | Route 91 Fixed-Route Transit Service; Funded project on East Main Street west of Brand Avenue. | Gap | No funded projects address this need | Access Management; New Turn Lane | | | Add turn lanes from Brand Ave. to Kessler Mill Rd.; Access management with added curbs. | East Main Street Phase II (Previous UPC 106710) |
| N_380_MV_S | Safety (auto) | Peters Creek Road | Williamson Road | | 68 | Williamson Road Pedestrian Improvements Peters Creek Road to Plantation Road, ROUTE 11 & 117 ROANOKE CO. - PEDESTRIAN SAFETY IMPROVEMENTS | Gap | No funded projects address this need. County notes crash data indicates the need for analysis to improve auto safety. | Access Management; Traffic Calming; New Sidewalk; Intersection Reconfiguration (install new signal or innovative intersection) | Examine the land uses in this corridor. This suburban strip development likely influences safety for motorists and other travelers. Explore new alternative intersection designs. | Hollins Center Plan | None identified at this time. | Study the auto safety need at this intersection. Include as part of proposed future Williamson Road Multimodal Safety Study from Botetourt to the City of Roanoke. |
| N_52_MV_S | Safety (auto) | U.S. 11 | Humbert Road to Railroad | | 66 | UPC 75910 - I-81 Exit 150 Improvements Project | Partially Addressed | Some parts of the need are not covered by this project. Access into business off of Route 11 is still a motorist safety concern. Route 11/220 intersection due to crash rates is still a concern. | Access management; New Turn Lane; New Bicycle/Pedestrian Crossing; New Sidewalk; New Bicycle Lane; Streetscape Improvements | | | None identified at this time. | None. |
| N_1180_MV_S | Safety (auto) | I-581 | Peters Creek Rd | | 41 | UPC 113570 - I-581 Exit 2 Interchange Study; Project UPC T26754, I-581 Exit 2 (Peters Creek Rd) Interchange Improvements, Phase 1 | Partially Addressed | Project T26754, I-581 Exit 2 (Peters Creek Rd) Interchange Improvements, Phase 1, will reconfigure the I-581 NB ramp onto Peters Creek Road EB and will be used as match funding for a larger intersection improvement project. | Safety Improvements for Motorists - Pavement Markings; Safety Improvements for Motorists - Signage; Interchange Reconfiguration | | I-581 Exit 2 Interchange Study (STBG funded) | Close two I-581 off-ramps with substandard weave movements. Signalize remaining I-581 off ramps, restrict left turns from SB Thirlane Road to minimize conflict points near interchange ramps. Add a downstream U-turn along Peters Creek Rd. for re-directed left turns. | Roanoke City SMART SCALE Round 5 application: I-581 at Exit 2 Interchange Improvements |
| N_227_MV_S | Safety (auto) | Hardy Road | Bypass Road to Roanoke County limit | | 35 | | Partially addressed | | | | | | |

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| N_440_B_S | Safety (bike) | Downtown Salem | Downtown Salem | | 91 | Meets need: #SMART22 - MAIN ST / MARKET ST INTERSECTION IMPROVEMENTS, Downtown Salem Streetscape Improvements Does not meet need: Route 91 & 92 Fixed-Route Transit Service, #SMART18 - DOWNTOWN SALEM INT. & STREETSCAPE IMPROVEMENTS | Partially addressed | #SMART22 - MAIN ST / MARKET ST INTERSECTION IMPROVEMENTS, Downtown Salem Streetscape Improvements meet need for half of Main St. and not rest of downtown; Transit service provides an alternative to biking as bike racks are available on buses. Bike safety is improved for getting to Downtown Salem via East Main Street, the Elizabeth Greenway to Route 311. Additional bike accommodations are not the priority for downtown - vehicle movements and pedestrian accommodations. Unsure if bicyclists are allowed to ride on | New Bike Lane; New Shared-Use Path/ADA Accessible Greenway Trail; Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | Alternative/new mode infrastructure (drone docking, e-bike or scooter docking, etc...); Consider statutory limitations on bike movements on sidewalks. Low-traffic streets designated through signage or pavement markings as preferred bike corridors. | Bicycle Plan | Designate a parallel corridor such as Clay and/or Calhoun St. as bike corridors potentially using signage or pavement markings. On Main St. bicyclists may ride in the travel lane or walk their bike on the sidewalk. | Salem to study designation of Salem streets as preferred bike corridors. |
| N_749_B_S | Safety (bike) | U.S. 460 - Orange | Williamson Road | | 90 | Route 21 & 22 fixed-route transit and PEDESTRIAN SIGNAL UPGRADES - CITY OF ROANOKE | Gap | Need not addressed by investments. | Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | Several studies taking place on Route 460 and Williamson Road including STARS, Project Pipeline. | No preferred solution to address this need has been identified at this time. | Review studies upon completion for bike safety recommendations. Conduct additional study, if needed. |
| N_590_B_S | Safety (bike) | Jefferson Street | Walnut Avenue to Reserve Avenue | | 90 | SMART WAY Express & Base fixed-route transit, Trolley fixed-route transit service, Route 51 & 52 fixed-route transit PEDESTRIAN SIGNAL UPGRADES - CITY OF ROANOKE | Partially Addressed | Bicyclists not comfortable riding in the travel lanes may utilize the bike racks on the buses to travel through this area. | New Bike Lane; Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...); Lane Reconfiguration - Road Diet | | | Lane Reconfiguration - Road Diet | None. |
| N_219_B_S | Safety (bike) | Gus Nicks Boulevard | Pollard Street to Gearhart Park | | 88 | Gus Nicks Blvd. Pedestrian/Bicycle Crossing, Construction of Glade Creek Greenway Phase 2A; PE for Phase 3 | Partially Addressed | Less experienced bicyclists may feel unsafe biking on Gus Nicks Blvd. trying to travel between Pollard St. and Gearhart Park | New Bike Lane; New Shared-Use Path/ADA Accessible Greenway Trail; New Bridge (Bicycle/Pedestrian); Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing | | Route 24 Bike/Pedestrian Plan | Create an alternate low-stress route to utilize instead of Gus Nicks Blvd. | Glade Creek Greenway Phase 2B. Construction in 2023. |
| N_1250_B_S | Safety (bike) | Route 419 | Brambleton Ave | | 87 | FY 21 PEDESTRIAN CROSSING IMPROVEMENTS | Gap | No funded projects address this need. | New Bike Lane; New Bicycle/Pedestrian Crossing | | Most bicycle users are not looking to travel the length of 419, but rather are trying to access destinations on 419. Study opportunities to improve connections to destinations from existing infrastructure and neighborhood streets. | None identified at this time. | Conduct additional study/analysis in RVTPO Bikeway Plan update. |

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| N_1104_B_S | Safety (bike) | Campbell Ave | Campbell Ave | | 85 | Transit projects (Route 65, 92, 71, 85, 61, 72 & 62 fixed-routes) | Partially addressed | This is a long road from SE Roanoke to SW Roanoke (Hurt Park). There are no designated bicycle facilities and bicyclists riding on this corridor ride in the travel lane and may not feel safe doing so. | New Bike Lane; New Shared-Use Path/ADA Accessible Greenway Trail; Bicycle/Pedestrian Crossing Improvement; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | Cycletrack between 7th and 13th SW; Eliminate right-turn lanes in downtown, wayfinding, utilize a parallel corridor (Patterson Ave.) | Assess the use of space for parked cars vs. bike accommodations. | Shared-use path from 3rd St. SE to Tinker Creek. | Campbell Avenue Corridor Bicycle and Pedestrian Improvements; Study the modal preference for use of limited street pavement (parking, bikes, cars, transit stops, etc.) |
| N_1103_B_S | Safety (bike) | Grandin Road | Memorial Ave | | 85 | Transit projects (Route 65 & 66, 71 & 72 fixed-routes); Roanoke River Greenway Phase 2 Bridge the Gap | Partially addressed | Bicyclists travel in the travel lanes here. A bike lane ends on Memorial Ave. at Winborne Street and bicyclists turning left onto Grandin Road must use travel lanes and may feel uncomfortable doing so. This is also a common way for cyclist to get to the sections of greenway near Peters Creek Road and in Salem. This might be partially addressed by RRG Bridge the Gap Phase 2 where cyclists will be able to connect to Peters Creek and Salem via greenway in August 2023. | New Bike Lane; New Shared-Use Path/ADA Accessible Greenway Trail; Bicycle/Pedestrian Crossing Improvement; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | Bike box at the intersection, sharrows, green painted bike lanes on Memorial Avenue | Roanoke River Greenway Phase 2 Bridge the Gap | Bike box, sharrows for left turn from Memorial WB to Grandin. | None. |
| N_732_B_S | Safety (bike) | U.S. 460 - Orange | Gainsboro Rd | | 82 | Bus routes funded and pedestrian signal project. | Gap | Signal improvement doesn't change the perception of safety crossing the road. | Bicycle/Pedestrian Crossing Improvement; New Bridge (Bicycle/Pedestrian) | Another option would be a mid-block crossing away from the interchange and away from where many vehicles are turning. Direct bicyclists to use the left travel lane on Gainsboro Road to continue southbound on Lick Run greenway - same option for northbound on Gainsboro, use the left turn lane to continue NB on the greenway. Direct bicyclists to use 10th Street if they are uncomfortable crossing at Orange and Gainsboro. | | None identified at this time. | Study possible solutions during RVTPO Bikeway Plan Update. |
| N_141_B_S | Safety (bike) | Williamson Road | Orange Avenue to Airport Road NW | | 82 | | Partially addressed | | | | | | |
| N_435_B_S | Safety (bike) | Route 419 | Oak Grove Elementary School | | 81 | None as of May 2022 | Gap | No funded projects address this need | New Shared-Use Path/ADA Accessible Greenway Trail; New Bike Lane; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | 2018 Greenway Plan | None identified at this time. | Study the need to improve bike safety at Oak Grove Elementary on Route 419. |

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|-----------|---------------|-------------------|--|--|-------|--|---------------------|--|--|---|---|---|---|
| N_422_B_S | Safety (bike) | Plantation Road | Hershberger Food Lion/Walmart | | 76 | Route 25 & 26 Fixed-Route Transit Service, Pedestrian Crossing Improvements on 419 and at Plantation/Hershberger Intersections | Gap | No funded projects address this need | New Shared-Use Path/ADA Accessible Greenway Trail; New Bike Lane; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | Encourage bicyclists to use John Richardson Rd. to access this area rather than Hershberger Road. Consider replacing the bridge at the end of John Richardson Rd as a bike/ped only bridge. | 2018 Greenway Plan; Bikeway Plan | Multi-use path to serve bicyclists traveling through the intersection. | None. |
| N_431_B_S | Safety (bike) | U.S. 460 - E Main | Electric Road to Thompson Memorial Drive | | 35 | East Main Street Phase I project. | Partially addressed | Bike safety need is being addressed by the East Main Street Phase I project. | New Bike Lane | | 2018 Greenway Plan; Bikeway Plan | Construct bike lanes to improve bike safety. | East Main Street Phase III from Brand Ave. to Parkdale Dr. |
| N_48_B_S | Safety (bike) | Williamson Road | Peters Creek Road to Orange Ave | Many pedestrians, Local small businesses could benefit from better access for bicyclists and pedestrians | 33 | Project Pipeline 2022 Study - Williamson Rd. from Orange Ave. to Hershberger Rd. | Gap | No funded projects address this need. County notes crash data indicates the need for analysis of this corridor to improve bike safety. | New Bike Lane; New Shared-Use Path/ADA Accessible Greenway Trail; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | Hollins Center Plan - noted additional study needed; Initiate a Williamson Road Multimodal Safety Study from Botetourt to the City of Roanoke; Bike lanes between Hershberger and Orange Ave. | Install bike lanes where none exist between Hershberger and Orange Ave. to improve bike safety. | Roanoke City SMART SCALE Round 5 application: Williamson Road Corridor - Safety Improvements. Initiate Williamson Rd Multimodal Safety Study for section north of Hershberger Rd. |

Priority Regional Transportation Needs

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| Priority Status | Yes |
| Need Type | Safety (ped) |

| Need ID | Need Type | Simple Location | Detailed Location | Need | Score | Investment | Need Status | Rationale | Possible Common Transportation Solutions | Possible Unique or Non-Transportation Solutions | Relevant Recent or Ongoing Studies and/or Recommendations | Preferred Solutions or options | Project / Service/Study, Lead Agency |
|------------|--------------|-------------------|---|---|-------|---|---------------------|--|---|---|---|---|--|
| N_440_P_S | Safety (ped) | Downtown Salem | Downtown Salem | | 91 | Meets need: #SMART22 - MAIN ST / MARKET ST INTERSECTION IMPROVEMENTS, Downtown Salem Streetscape Improvements Does not meet need: Route 91 & 92 Fixed-Route Transit Service, #SMART18 - DOWNTOWN SALEM INT. & STREETSCAPE IMPROVEMENTS | Partially addressed | #SMART22 - MAIN ST / MARKET ST INTERSECTION IMPROVEMENTS, Downtown Salem Streetscape Improvements meet need for half of Main St. and not rest of downtown; Transit service provides an alternative to walking to and through downtown. | Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | Pedestrian Vision Plan | No preferred solution to address this need has been identified at this time. | None. |
| N_749_P_S | Safety (ped) | U.S. 460 - Orange | Williamson Road | | 90 | PEDESTRIAN SIGNAL UPGRADES - CITY OF ROANOKE | Partially addressed | Intersection has sidewalks, crosswalks, pedestrian signals, and islands. Long crossing distances make it less comfortable for people to walk. | Bicycle/Pedestrian Crossing Improvement | Consider a grade-separated bicycle and pedestrian facility. | | Refuge islands and sidewalks exist. Add high visibility crosswalks, upgraded ped signals, and pedestrian phasing. | I-581/U.S. 460/U.S. 11 Improvements - SS Round 5 application |
| N_59_1_P_S | Safety (ped) | Route 419 | Brambleton Avenue to Apperson Drive | p32-Want sidewalks addressed and improved | 89 | Meets need: FY 21 PEDESTRIAN CROSSING IMPROVEMENTS Does not meet need: #SMART18 - ROUTE 419 & RTE 221 ADAPTIVE TRAFFIC CONTROL & #PIPELINE22 - RTE. 419 study | Partially addressed | FY 21 PEDESTRIAN CROSSING IMPROVEMENTS covers about half the corridor, also focused on crossings and not sidewalks. Currently actively taking steps to address this need in the County. Status in Salem? Sidewalk exists on CVS side of 419 - Salem doesn't want folks walking on the other side of 419. There are pedestrian crossings where ped movements are desired. | New Sidewalk; Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | Oak Grove Center Plan; Pedestrian Vision Plan, Route 419 Corridor Study, 419 Town Center Plan, 2018 Greenway Plan | New Sidewalk; Bicycle/Pedestrian Crossing Improvement | 1) Route 419/Electric Road Pedestrian Signal Improvements - SS Round 5 Application; 2) Electric Road Safety Improvements - Grandin Road Ext. to Keagy Rd. - SS Round 5 Application; 3) Electric Rd. Safety Improvements, Stoneybrook Dr. - Grandin Rd. Ext. - SS Round 5 Application |
| N_125_P_S | Safety (ped) | Jefferson Street | McClanahan Street SW to Campbell Avenue | Pedestrian safety with permanent green right turn | 88 | Transit projects (SMART WAY Base fixed-route transit, Trolley fixed-route, Route 51 & 52 fixed-route) | Partially addressed | Pedestrians concerned about turning vehicles due to continuous green right turns. | New Sidewalk; Bicycle/Pedestrian Crossing Improvement; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | Pedestrian Vision Plan | None identified at this time. | Study how to improve pedestrian safety when crossing side streets along Jefferson Avenue when continuous green allows vehicles to turn right potentially conflicting with pedestrians. |
| N_119_P_S | Safety (ped) | Grandin Road SW | Ashley Lane SW to Hackney Lane | | 88 | Oak Grove Pedestrian Crossing | Partially addressed | Investment addresses the intersection crossing but not pedestrian safety along the rest of the corridor. | New Sidewalk; Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing; Streetscape Improvements (lights, benches, landscaping, bike parking, etc...) | | Pedestrian Vision Plan; Oak Grove Center Plan | None identified at this time. | None. |

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| N_124_P_S | Safety (ped) | Williamson Road | Elm Avenue to Orange Avenue | | 87 | Pedestrian Signal Upgrades on Williamson Rd.; Existing sidewalks and crosswalks. | Gap | Unsure of locations for ped signal upgrades. Unsure of the reasons for noted pedestrian safety concerns. | Bicycle/Pedestrian Crossing Improvement | | Pedestrian Vision Plan; Pedestrian Signal Upgrades on Williamson Rd | Upgrade pedestrian signal at Williamson / Kimball / Wells intersection. Williamson Rd SS Round 5 includes ped signal upgrades at all intersections from Wells Ave to Orange Ave. | Williamson Road Corridor - Safety Improvements - SMART SCALE Round 5 application from Roanoke City |
| N_864_P_S | Safety (ped) | Williamson Road | Williamson Rd | | 85 | Transit projects (Routes 21/22 fixed-routes); Pedestrian Signal Upgrades | Partially addressed | Sidewalks exist along majority of both sides of Williamson Road. Signalized pedestrian crossings at multiple intersections exist. | New Sidewalk; Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing | | Williamson Road Study from Orange Avenue to Hershberger Road (2022 Project Pipeline study) | Sidewalk and crosswalk improvements. | Williamson Road Corridor - Safety Improvements SMART SCALE Round 5 application from Roanoke City |
| N_61_P_S | Safety (ped) | Fleming Avenue | Williamson Road | | 85 | Transit projects (Routes 21/22 fixed-routes); Pedestrian Signal Upgrades | Partially addressed | Pedestrian may feel unsafe crossing Williamson Road at Fleming Avenue because it is a five lane section of roadway here. There is nothing to stop traffic at this location, nor a clear place where pedestrians should cross. However, there is a crosswalk/pedestrian signal at Broad Street, one block north. Pedestrians should cross one block north rather than at Fleming Avenue. | Bicycle/Pedestrian Crossing Improvement | | Pedestrian Vision Plan | | Williamson Road Corridor - Safety Improvements - SMART SCALE Round 5 application from Roanoke City |
| N_200_P_S | Safety (ped) | Church Avenue | 2nd Street SW to 3rd Street SW | | 83 | | Partially addressed | | | | | Cycletrack and potential lane reconfiguration converting from one- to two-way travel lanes with associated signal upgrades. | |
| N_228_P_S | Safety (ped) | Virginia Avenue | City Limit to Pollard Street | | 83 | None as of May 2022. | Gap | Sidewalks exist through the corridor, but ADA ramps are lacking making it impassable for people with disabilities. Pedestrians may feel unsafe crossing Virginia Avenue. | Bicycle/Pedestrian Crossing Improvement; New Bicycle/Pedestrian Crossing | | | Install ADA compliant ramps. | Vinton is installing ADA ramps. |
| N_198_P_S | Safety (ped) | Liberty Road NW | Gainsboro Road to Williamson Road | | 82 | | Partially addressed | | | | | Add turn lanes, curb & gutter, sidewalk, bike lanes, drainage, reconstruct signal between Burrell St and Hollins Rd | |
| N_88_P_S | Safety (ped) | Bypass Road | Hardy Road to Washington Avenue | | 82 | Routes 35/36 Transit Service. | Partially addressed | No pedestrian safety improvements funded at this time. | New Sidewalk; New Shared-Use Path/ADA Accessible Greenway Trail | | Route 24 Bike/Pedestrian Plan | | |
| N_141_P_S | Safety (ped) | Williamson Road | Orange Avenue to Airport Road NW | Many pedestrians | 82 | | Partially addressed | | | | | | |

Priority Regional Transportation Needs

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| Priority Status | Yes |
| Need Type | System Management (operations, assets) |

| Need ID | Need Type | Simple Location | Detailed Location | Need | Score | Investment | Need Status | Rationale | Possible Common Transportation Solutions | Possible Unique or Non-Transportation Solutions | Relevant Recent or Ongoing Studies and/or Recommendations | Preferred Solutions or options | Project / Service/Study, Lead Agency |
|-------------|--|-----------------|--------------------|--|-------|--|---------------------|--|--|--|--|---|---|
| N_249_N_SM | System Management (operations, assets) | Lee Avenue | Pollard Street | p54-delays, signal coord/timing, speed, trucks; Poor downtown traffic flow esp in pm | 80 | Vinton will be replacing all of the traffic signal equipment in the town within the next three years (through 2025). | Gap | Unclear if traffic signal equipment upgrades will improve signal timing at this intersection for PM traffic. | Signal Coordination/Re-timing; Lane Reconfiguration | Restrict thru-traffic on Lee Ave.; Close some lanes. | | None identified at this time. | None. |
| N_1659_N_SM | System Management (operations, assets) | U.S. 460 | | | 66 | | Partially Addressed | In Salem, on West Main Street, many driveways create access management issues, turning at many points. In Roanoke, additional operational improvement can be made at various locations along Route 460 including from I-581 to Gus Nicks Blvd. | Access management; New Turn Lane; Signal Coordination/Re-timing; ITS for Roadways | | Route 11/460 Corridor Study; U.S. 460 Operational Improvements STARS Study 2021; and the Route 460 Arterial Preservation Program Study | Alternative intersections to limit turning movements between 11th and 24th St. Extend Rt. 460 WB left turn lane to Plantation to the RR overpass. Signalize the I-581NB off ramp at Rt. 460, add another 460EB to Williamson Rd. NB left turn lane. Widen Texas Street in Salem from two to five lanes with sidewalks and bike lanes from Roanoke Boulevard to Electric Road. | Multiple SMART SCALE Round 5 applications: U.S. 460 - 11th to 24th St. Improvements; U.S. 460 - Plantation Rd. Improvements; I-581/Rt. 460/Rt. 11 Improvements; Texas Street Widening from Roanoke Boulevard to Electric Road; Continue to study operational improvements on West Main Street at Dow Hollow Road. |
| N_1063_N_SM | System Management (operations, assets) | 4th Street | Colorado Street | | 63 | None as of May 2022 | Gap | No funded projects address this need. This location is used as a truck route and alternate route for I-81 motorists when the interstate is shut down and getting vehicles through this intersection can be difficult. | Signal Coordination/Re-timing; ITS for Roadways; New Through Travel Lane | | Consider 4-lane section from Broad Street to Roanoke Boulevard. | None identified at this time. | Study options to improve vehicle throughput on 4th St. from Broad Street to Roanoke Blvd. |
| N_331_N_SM | System Management (operations, assets) | Route 419 | Grandin Road Ext | | 62 | Signals on 419 are coordinated; PIPELINE22 - RTE. 419 study | Gap | Funded study is looking into this need. | New Sidewalk; Intersection Reconfiguration (install new signal or innovative intersection) | | | RCUT alternative intersection at 419/Grandin Rd. Ext. | Roanoke County SMART SCALE Round 5 application - Rt. 419 Safety Improvements |
| N_330_N_SM | System Management (operations, assets) | Route 419 | Keagy Road (south) | | 53 | PIPELINE22 - RTE. 419 study | Gap | PIPELINE22 - RTE. 419 study study is recommending safety improvements that will also reduce congestion | New Sidewalk; Intersection Reconfiguration (install new signal or innovative intersection) | | PIPELINE22 - RTE. 419 study - see recommendations for improved system management operations. | Construct sidewalks and crosswalks at the intersection. | Roanoke County SMART SCALE Round 5 application: Rt. 419 Safety Improvements |

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| N_264_N_SM | System Management (operations, assets) | I-81 | Exit 150 | Confusing lane markings, Extend on ramps and off ramps at I581 and exit 150. Improve signage for exit 150 and I581 so drivers are better prepared for turn off or merging traffic. Improve police presence in these areas to reduce speeding and other dangers. | 50 | I-81 widening from 2-3 lanes in each direction from MM 144 to Exit 150. | Gap | Uncertain if funded project will address signage or other means of helping drivers be better prepared for turn off or merging traffic. | Safety Improvements for Motorists - Pavement Markings; Safety Improvements for Motorists - Signage; Interchange Reconfiguration | | US 220/220 Alt - Roanoke Road/Cloverdale Road from Route 11 to Commons Parkway Project Pipeline Study | Interchange Reconfiguration to remove and realign ramps. | Botetourt County SMART SCALE Round 5 application: Route 220 Access Management - Route 11 to Appalachian Trail |
| N_1626_N_SM | System Management (operations, assets) | I-81 | RVTPO boundary to RVTPO boundary | Short ramps, Left merge on/off I-81; Future LOS forecasted to deteriorate, Speeding traffic; Left merge on/off I-81 | 41 | Meets need: I - 81 Auxilliary Lane from Exit 143 to 141 Does not meet need: I-81 widening - MM 144 to Exit 150, I-81 widening - MM136 to MM141, I-81 NB widening - Exit 128 to Exit 137, SMART WAY Express & Base Fixed-Route Transit Service | Partially addressed | Funded projects do not address the challenge of the left exit from I-81SB to I-581 and entering I-81SB on the left side from I-581. | | | | None identified at this time. | Study the I-581/I-81 interchange to identify how vehicle movements can be improved. |
| N_387_N_SM | System Management (operations, assets) | Commons Parkway | | | 35 | | Gap | Botetourt is submitting a SMART SCALE Round 5 application for improvements near here. They are working on reselecting a park and ride to this site. | New Park and Ride Lot; New TDM Incentive Program (vanpool, carpool, trip reduction/telework programs and incentives) | | | Relocate Park-and-Ride to Commons Parkway site | Botetourt County SMART SCALE Round 5 application: Route 220 Access Management-Park-and-Ride-AT to Commons Parkway project |

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| Priority Status | Yes |
| Need Type | System Management (transit) |

| Need ID | Need Type | Simple Location | Detailed Location | Need | Score | Investment | Need Status | Rationale | Possible Common Transportation Solutions | Possible Unique or Non-Transportation Solutions | Relevant Recent or Ongoing Studies and/or Recommendations | Preferred Solutions or options | Project / Service/Study, Lead Agency |
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| N_484_T_SM | System Management (transit) | Williamson Road | Elmwood Park | | 81 | Fixed route and trolley service during the day. | Gap | Service is insufficient to accommodate visitors at evening events. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change; New Micromobility Service (scooters, bike share, etc...) | | Transit Vision Plan. Check most recent TDP. | Provide a demand response service for late night service. | Valley Metro studying the feasibility of a late night service. |
| N_460_T_SM | System Management (transit) | Brandon Avenue | Towers | | 68 | Route 61/62 and 55/56 fixed-routes. | Gap | Service is insufficient to accommodate shoppers or employees in the evening. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change; New Transit Route (local, commuter, intercity) | Alternative/new mode infrastructure (drone docking, e-bike or scooter docking, etc...) | Transit Vision Plan. Comprehensive Operations Analysis | Brandon Avenue Connector from Lewis Gale to Roanoke Memorial. | Valley Metro to study the opportunities for a regional funding mechanism to support transportation improvements, an on-demand transit service option for late weekday and Sunday services, and feasibility of a new Brandon Avenue Connector route. |
| N_483_T_SM | System Management (transit) | Downtown Salem | Downtown Salem | | 65 | Routes 91/92 serve Downtown Salem. | Gap | Additional frequency and hours of service are desired to improve transit service in Salem. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change; New Transit Route (local, commuter, intercity); New Transit Service (ex. Elderly/disable on-demand transportation, flexible on-demand transit service, taxi vouchers, destination specific shuttle services, etc.) | | Transit Vision Plan. | Short-term - increase hours of service. Long-term - Provide two separate transit routes - the 91/92 to serve the Main St. corridor and a new route to serve Downtown Salem and the hospitals improve travel time and increase frequency. | None. |
| N_492_T_SM | System Management (transit) | U.S. 460 - E Main St | Lakeside Plaza | | 58 | Hourly service 5:45am-8:45pm, Routes 91 & 92. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. Check most recent TDP. | Short-Term - Expand hours of service. Long-Term - Increase service frequency. | None. |
| N_498_T_SM | System Management (transit) | Williamson Road | Berglund Center | | 58 | Hourly service 5:45am-8:45pm, Routes 21 & 22. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. Check most recent TDP. | Short-Term - Expand hours of service. Long-Term - Increase service frequency. | Valley Metro studying the feasibility of extended/expanded service |
| N_463_T_SM | System Management (transit) | Downtown Roanoke | Downtown Roanoke | | 58 | Hourly service 5:45am-8:45pm, Routes 21 & 22. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. Check most recent TDP. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Valley Metro to study regional funding opportunities to support transit service improvements. |
| N_469_T_SM | System Management (transit) | Campbell Avenue | RAM House | | 55 | Hourly service 5:45am-8:45pm, Routes 71 & 72. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. Check most recent TDP. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Valley Metro to study regional funding opportunities to support transit service improvements. |

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| N_490_T_SM | System Management (transit) | Grandin Road | Grandin Village | | 52 | Hourly service 5:45am-8:45pm, Routes 71 & 72 and 65 & 66. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Valley Metro to study regional funding opportunities to support transit service improvements. |
| N_493_T_SM | System Management (transit) | Route 419 | Lewis Gale Hospital | | 51 | Hourly service 5:45am-8:45pm, Routes 71 & 72 and 92. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. Check most recent TDP. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Study regional funding opportunities to support transit service improvements. |
| N_458_T_SM | System Management (transit) | Valley View Boulevard | Valley View | | 51 | Hourly service 5:45am-8:45pm, Routes 11, 12, 15, 16. | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Valley Metro to study regional funding opportunities to support transit service improvements. |
| N_499_T_SM | System Management (transit) | U.S. 460 - W Main St | Spartan Square | | 47 | Route 91 & 92 fixed-routes | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Study regional funding opportunities to support transit service improvements. |
| N_507_T_SM | System Management (transit) | Colonial Avenue | VWCC | | 42 | Routes 55 & 56 fixed routes | Gap | Limited hours, frequency of service. | Transit/Rail Service Frequency Change; Transit/Rail Service Hours of Service Change | | Transit Vision Plan. | Short-Term - expand service to Sundays and later in the evenings via a demand response service. Long-Term - Revisit frequency at the next RVTP update or earlier if conditions change. | Valley Metro to study regional funding opportunities to support transit service improvements. |
| N_259_T_SM | System Management (transit) | Vinton | Vinton | p76Increase in CORTTRAN use-unanticipated expenses | 36 | CORTTRAN, STAR, Routes 35 & 36 fixed-routes. | Partially addressed | Funded services do not provide transit for residents that are not seniors and don't have disabilities living in the Southhampton Townhomes, Northhampton Apartments, A Porter's Haven Senior Community, and Vinton Industrial Park. | New Transit Route (local, commuter, intercity); New Transit Service (ex. Elderly/disable on-demand transportation, flexible on-demand transit service, taxi vouchers, destination specific shuttle services, etc.); New Micromobility Service (scooters, bike share, etc...) | | Vinton Area Corridors Plan, Transit Vision Plan. | None identified at this time. | Study regional funding opportunities to support transit service improvements and increasing costs of demand response services. |