

### Study Purpose:

This study serves as an extension of the 2013 Bus Accommodation Study. The previous study covered certain bus routes that were noted as high activity levels and cited specific ,improvements needed under state and federal guidelines, with a focuses on those guides and recommendations as instructed under the 1990 ADA act. This study reviews those previous stops as well as notes those stops that were affected by construction during the time of the previous study.

### Important of study:

This study directly correlates to general accessibility in Roanoke, especially to those area in commercial or residential zones. How easy it is for the public to safely and conveniently access these areas directly relates to economic growth and sustainability of commercial businesses.

Bus accessibility also relates to sidewalks and walkability as pedestrians should expect to be able to safely and conveniently walk to and from a bus stop with ease of access. If there are little pedestrian accommodations that support walkability then bus routes being serviced are not providing safe areas for pedestrians to walk and conduct their business.

Those who use buses do not all have the same body type and maneuverability. Those with physical disabilities or sense imparities should be able to access bus stops and pedestrian accommodations equally alongside those with “standard” physical abilities. This also directly relates to walkability as pedestrians using scooters or wheelchairs should be able to travel on and off of a bus alongside residential or commercial areas with ease of access.

### Neighborhoods:

Those areas served by bus routes directly affect walkability and economic growth. Residential areas near commercial centers should have ease of access to bus stops and pedestrian accommodations such as sidewalks connecting them to nearby commercial centers for convenience.

### Focus of study:

How accessible are bus stops for those boarding and unboarding the bus? This focuses on only on the bus stop itself but the general area and route it is on. Is the street safe and walkable? How often do people use this stop? Is the stop visible and easily accessible? What is around to bus stop and how does it impact its use or access?

General themes included noting whether the area the bus stop is in was a residential or commercial area as well as if it had access to a hospital or local school. These variables greatly affect what pedestrian accommodations should be present and what state the bus stop accommodations are now. Typically, those area in high commercial zones should have extensive sidewalks and pedestrian accommodations while those in residential areas (with little traffic and no high speeds) usually don't have the same accommodation standards. Areas with high volumes of people (such as apartment and housing complexes) should have more

accommodations than those of standard suburban areas and more sidewalks connecting to commercial areas.

Overall walkability is taken into account since at some point in the travel process, pedestrians are expected to walk to and from the bus stop to their intended destination. Whether it be to return home, access a shopping center or place of employment, or for recreational purposes; at some point the pedestrian utilizing the bus must walk to finish their journey. Those using mobility assistance devices also rely on the walkability of an area to support their general ease of use when accessing these devices and transport. This is why sidewalks are noted as important aspects of bus stop accessibility.

#### Aspects that were not focused on:

This study is a general review of the walkability and bus infrastructure along the routes in Roanoke, Salem and Vinton that are accessed by the Valley Metro bus system. General stops and passenger use was not followed, specifically those who got on and off at specific stops were not noted. Counting the amount of passengers per ride was not a focus priority. Some stops are noted as having higher volume passengers than others, these are all almost always at major commercial centers that had a steady flow of five or more passengers boarding or unboarding at a time. But general use and numbers of people using these buses were not studied or noted.

#### Buses/Routes studied

71, 15, 22, 61, 55, 85, 41, 35

#### Recent changes from previous study:

Tanglewood mall has changed the two bus locations on its property, both are now located off property and contain a bus shelter attached to the location.

#### Recent construction:

Some routes were affected by recent construction during the time of this study. During the previous study, several routes were noted as having been affected by construction patterns of parking lots and street lines.

- Colonial Avenue Corridor Improvement Project

Over the summer of 2018, Roanoke City will be making construction improvements for the ease of traffic flow on Colonial Ave by installing three around-about near the intersections of VWCC and the intersection of Colonial Ave and Overland. This construction will affect the flow of bus routes but will mostly affect the bus stop at VWCC. Other future bus stop accommodations may be met by the city during these traffic improvements, but cannot be determined until after the construction is finished. The project is set to last for 18 months, starting in May of 2018.

- 10th Street Improvements

Improvements along 10th street connecting to Williamson Rd have been progressing for the last two years and are expected to continue. This affects only one bus but significantly impacts the residential area bus stops along this route. It however does not affect the bus route along Williamson Rd going to Crossroads mall.

- Franklin Rd Bridge Repair

The bridge repair along Franklin Rd significantly impacted the service area of the buses along this route. Only one bus had a regular route through this residential area and another bus had to re-route itself along the area during construction. Residential Franklin is served by one bus.

04/27/2018

Time: 2:20pm

Bus Route: 71 (Lewis Gale)

Number of stops: 12 - 20

Quadrant: SW - Lewis Gale Hospital (Salem)

Neighborhoods: Memorial Ave, Patterson Ave, Brandon Ave

Zones: Commercial and Residential

No accommodations: Paterson Ave. and 10th street, YMCA on Campbell, Memorial and Grandin, Memorial and Chesterfield, Memorial and Derkwood Ave., Stratford Apartments - Brandon, stripmall on Brandon,

No sidewalk: Memorial and Edgeview, Brandon and Edgewood St.,

Themes: Residential areas that have no apartment complexes tend to have better sidewalks and more street side signs, but only few accommodations. Apartment complexes tend to have a lack of sidewalks or accommodations, especially those situated on top of a hill which is a hazard for pedestrians with physical disabilities.

Ridge Apartments on Brandon and Edgewood St- no accommodations and no sidewalk, bus stop is situated at the bottom of a steep hill and right on the busy road where there are cars traveling at high speeds and often long periods of heavy traffic.

Lewis Gale Hospital - Bus stop is partially situated in front of a small parking lot, but it is within walking distance of the front entrance of the hospital and does have a bus shelter.

Recommendations would be to expand standing area, add another bench and extend shelter.

Brandon Rd. - The length of Brandon Rd does have basic sidewalks, although they are slightly out of date with a few repairs necessary and a few widening measures that need to be met. There are no pedestrian accommodations around Brandon. Benches and trash cans should be installed along Brandon, especially those near apartment buildings and large commercial complexes.

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04/27/2018

Time: 3:11pm

Bus Route: 15 (Valley View Mall)

Number of stops: 20

Quadrant: NW

Neighborhoods: Gainsboro, Burrell St, Gale Ave, 10th St., Hunt Ave, Hershberger Rd, Orange Ave, Cove St

Zones: Commercial (high activity), residential, school (William Ruffner and William Fleming)

\* Extra information: The entire bus was full, both going up and getting off

\*10st was under extensive construction so some stops were unable to be accounted for\*

No accommodations: Burrell and Witen (school and residential stop), Liberty Rd and Gale Ave (Lincoln Terrace Elementary School), Hunt Ave and 5th St (Apartment complex), Hershberger Rd, William Ruffner and William Fleming High School (school zones, also serves apartment complex on other side of street), Burrell Commercial Center, Madonna Baptist Church

No sidewalk: Olive Garden, Walmart, Sears/Valley View stop, Orwey and Hershberger Rd,

Gainsboro: good sidewalks but few pedestrian accommodations.

Most residential sectors in NW have little to no accommodations and often times have sidewalks that are too small or don't exist. The bus stop is usually too close to the road or is on a high incline, making it hard for pedestrians with disabilities or children to utilize and blocks the sight of incoming traffic.

This route does not return from Valley View through 10th st and Gainsboro (like it comes in), instead it exists through Cove and Orange Ave, taking a more residential path through NW back to Campbell.

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04/27/2018

Time: 4:19pm

Bus Route: 22 (Crossroads mall)

Number of stops: 20 -25

Quadrant: NW

Neighborhoods: Williamson Rd, Hershberger

Zones: Commercial only (high activity)

No accommodations: There are no pedestrian accommodations (benches, bus shelters) until you reach the Kroger at Crossroads Mall (last stop), and even then they are slightly too far from the actual bus stop, the bus sign itself is also a little too hard to see and there are no pedestrian crosswalk marks. All along Williamson Rd there are no pedestrian accommodations or bus accommodations.

No sidewalk: Sidewalks are not complete and tend to be scattered around Williamson Rd. It is very common to see pedestrians walking through parking lots or on the street. This makes it harder bus buses to properly stop and service pedestrians, especially at stops where there is no sidewalk present or built in landing pad.

Recommendations: Extend sidewalks all along Williamson Rd for better pedestrian walkability. Add benches along next to bus stops, especially those at high volume areas such as the Dollar Tree, Williamson Rd branch library and Estrella Latina.

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05/04/2018

Time: 1:43 pm

Bus Route: 61

Number of stops: 20 - 35

Quadrant: SW

Neighborhoods: Brambleton Rd.

Zone: Commercial and Residential

No accommodations: No accommodations down 2nd street, Main St, Colonial, Lakewood Park and Brambleton. There are few crosswalks and almost no benches.

No sidewalk: No sidewalk all along residential Brambleton, putting pedestrians at risk since the road is very narrow and usually has a high traffic flow.

Recommendations: Sidewalks that are present should be expanded to accommodate people in wheelchairs and on scooters, specifically those at Lakewood Park and Towers Shopping Center. Towers mall should have an appropriate timed pedestrian crosswalk on its upper level lot where the bus shelter is, but it remains a hazardous street to cross and puts pedestrians in danger of the busy traffic. Shell Station stop has the highest volume of bus users and should have a bus shelter attached to it to make it more noticeable and safer, since there is no surrounding sidewalks attached to it.

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05/04/2018

Time: 2:18pm

Bus Route: 55 (Tanglewood)

Number of stops: 30 - 40

Quadrant: SW - South County

Neighborhoods: Colonial Ave, Electric Rd, Jefferson

Zone: Primarily commercial, residential (apartments), hospital

No accommodations: No accommodations along Franklin Rd, but decent sidewalks. There are no accommodations made along residential Colonial Ave and Ogden Rd, and bus stops are usually hidden behind overgrown foliage or not visible. Electric Rd has no accommodations, neither does the residential areas of Broadway and McClanahan.

No sidewalk: Sidewalk immediately stops at the Virginia Western Community College stop (facing East) and needs to be extended. Colonial Rd (Winding Way Rd) is far too narrow and cars usually travel at high speeds, pedestrians walk in foliage and are often not visible (especially at night). Ogden Rd has no sidewalks all along the area, a very hazardous area because the road is so narrow and traffic is constantly flowing from the shopping center at high

speeds (there are multiple stops also used along this path). Those stops on Ogden are also often in awkward positions along the road with no bus accommodations such as landing pads and are inaccessible to people with disabilities. There are no sidewalks along Electric Rd in Roanoke County and the sidewalks along the city section are scattered and too small, they also need major repairs.

Recommendations: Walkability all along Colonial Rd is very hazardous. Accommodations near Towers Shopping mall and Virginia Western Community College are desperately needed (current construction addresses traffic problems but not pedestrian accessibility problems). The stops are Tanglewood Mall have no bus accommodations or pedestrian accommodations and should be fixed. AC Moore should have a bus shelter and more visible sign, the stops along Barnes and Noble and Kroger should have bus stop signs, benches and bus shelters (even though they are off the property of both stores). Improving general walkability along Electric and Colonial Ave would improve overall pedestrian life along these important corridors.

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05/04/2018

Time: 3:37 pm

Bus Route: 85

Number of stops: 30 - 40

Quadrant: NW

Neighborhoods: Gainsboro, Melrose, Staunton, Peterscreek

Zone: Primarily residential

No accommodations: No accommodations along Staunton, but decent sidewalks and walkability for a residential area. Benches and bus shelter should be added to the bus stop at Staunton Park. Melrose has no bus accommodations, but decent sidewalks, accommodations such as benches and a bus shelter at shopping districts would greatly improve the area. Peters creek had no accommodations along the bus route. Stop at Food Lion shopping center is not on the property and has no accommodations, it is barely visible and hazardous for those on a scooter or with a wheelchair.

No sidewalk: General residential areas have no sidewalks. There are no sidewalks all along Peters creek, creating a very dangerous pedestrian situation where pedestrians walk along a thin area off of the road where traffic flows constantly at high speeds.

Recommendations: Sidewalks should be expanded to areas with apartment complexes for better pedestrian accessibility and for bus accessibility (landing pad, easier to load and unload). Peters creek should have sidewalks installed along with better street lighting for nighttime travel and better pedestrian visibility.

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05/11/2018

Time: 2:16pm

Bus Route: 41

Number of stops: 40 - 45

Quadrant: SE

Neighborhoods: Garden City

Zone: Primarily residential, mixed commercial use, industrial

No accommodations: Stop in front of Community Hospital should have either a bench or bus shelter. Both stops at CVS should have a bench or bus shelter, also a more visible bus stop sign since pedestrians are most often seen sitting away from bus stop under the shaded area. Stop across from Stonewall Jackson middle school is on an incline and needs a bench and bus landing pad. Dollar General stop needs a bench. Carilion Clinic stop is at an awkward position away from the front entrance, should have a bus shelter attached. Food Lion should have a more visible sign. Metropolitan Community Church needs a bus landing pad and benches added.

-Blind man was seen using this bus stop at the CVS stop.

No sidewalks: All along Garden City, sidewalks should be installed. Especially along the residential route (along a mountain) going towards the Garden City Rec Center. Stops following along the Greenway and towards Vinton needs sidewalks.

Recommendations: The Jamestown Place has very good accommodations and sidewalks, that should be mimicked in other residential areas.

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05/11/2018

Time: 3:24pm

Bus Route: 35

Number of stops: 40 - 35

Quadrant: SE - Vinton

Neighborhoods: Vinton, Orange Ave

Zone: Industrial, commercial, residential

No accommodations: Rescue Mission center and housing needs bus shelter. CVS needs bus shelter since it a high volume pick up-drop off center. Walmart Market stop should be moved up to the actual store (currently on the sidewalk street level), the sidewalk should have a bench or bus shelter installed and a bus landing pad installed. Stops along the route Hardy Rd have no accommodations and are often not visible. Big Lots station needs benches and bus shelter, it is a high volume pick up-drop off station. Springtree Health and Rehab stop should have a bus stop sign, bench and landing pad added (as well as extended sidewalk). There are no pedestrian or bus accommodations along Orange Ave. Bus shelter and landing area should be added to the Roanoke Antique Mall.

-Man on a scooter needed extra assistance when trying to board the bus from the Walmart Market stop.

No sidewalks: Expand sidewalks along Rescue Mission center and housing area. Sidewalks are needed along Hardy Rd, a high pedestrian traffic area with shopping complex and different commercial businesses present on street level, pedestrians are often seen walking through

parking lots and green areas or along the street. Orange Ave needs extended sidewalks, pedestrians are often seen walking along the sides of the road alongside bicycle riders and bus stops along this route are either unservable or awkward to board. Apple Market stop is very dangerous and heavily used, should either be moved or be made more visible with sidewalk and extra accommodations.

Recommendations: Orange Ave and Hardy Rd need heavy pedestrian accessibility constructions, with the expansion of sidewalks and installations of timed crosswalks. Bus stop at the Roanoke Industrial Park (SE) should be moved, it is in a hazardous spot right next to the street (too tight) where there is a high volume of traffic going very fast with no pedestrian crosswalks seen.

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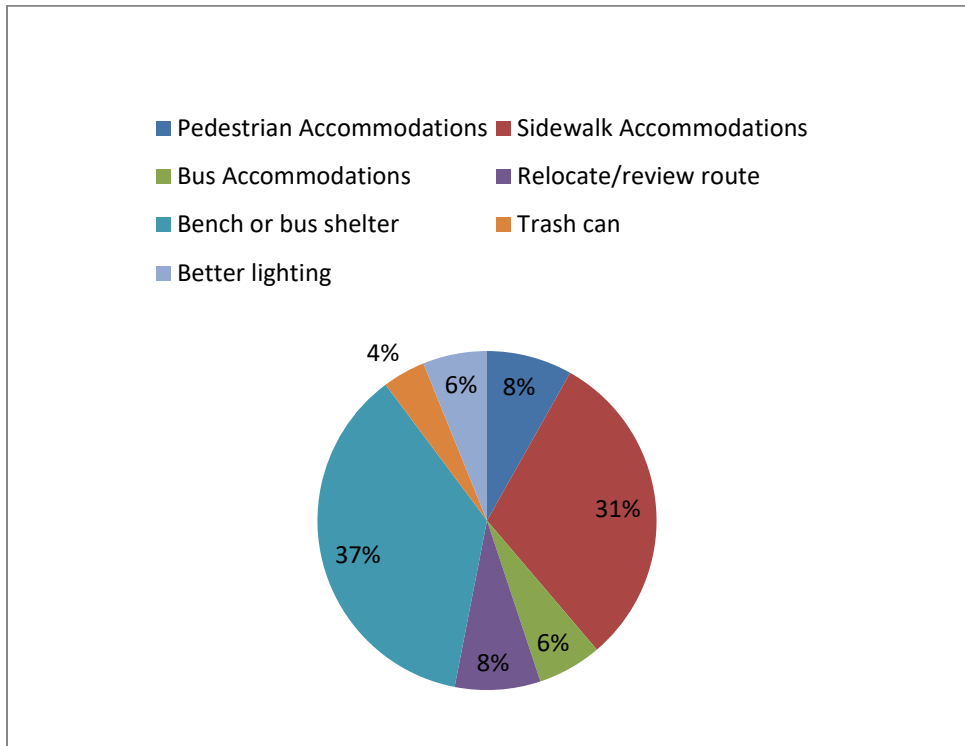


The 2013 accessibility study is the only recent study done on accessibility and Roanoke Valley Metro transit. It lists several recommendations for almost all of the different route locations listed in the Roanoke based Valley Metro Transit system, serving both the main stops and the RADAR bus line stops.

The study describes a general “lack the appropriate pedestrian infrastructure for people to access the bus stop or to wait for the bus in a safe or comfortable place”. Each stop lists several recommendations along with a general price range for completing said project, making it easier for developers to point out needs and pricing to policy makers.

This study is five years old and does not encompass recent developments made or those developments that were finished during the time of the study. However, some of these recommendations can still be made for some of these stops today.

### Recommendations for



Recommendation	Number of stops needing recommendation
Pedestrian Accommodations (crosswalk, ramps, sidewalk)	IIII
Sidewalk Accommodations	IIIIIIIIIIII
Bus Accommodations (landing pads, pull off space)	III
Relocate/review route	IIII
Bench or bus shelter	IIIIIIIIIIII
Trash can	II

Better lighting	III
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High activity spots: 30

Location	Bus routes served	Stakeholders	Recommendation	Progress
Campbell Court	All routes	Valley Metro, City of Roanoke, Downtown Roanoke Inc	1.Suggests a study that could produce advice for pedestrian accommodations.	
Virginia Tech Squires Center	Smartway, Blacksburg Transit	Valley Metro, Blacksburg Transit, Virginia Tech	2. Coordinate with the Smart Way bus system.	
East Main at Goodwill Transfer Center	81, 82, 91, 92	Valley Metro, City of Salem, VDOT, Goodwill Industries	3. Consider relocating stop, add bench or bus shelter	
Valley View Ring Road SB at Walmart	11, 16, 15	Valley Metro, Valley View Mall management, Walmart	4. Construct bus shelter, adequate lighting and other pedestrian accommodations	
Lake Drive Plaza Big Lots (Hardy Road)	35	Valley Metro, Town of Vinton, Lake Drive Plaza management	5. Bus shelter and better lighting	
Spartan Square Kroger/Salem Walmart	91	Valley Metro, City of Salem, Spartan Square management, Kroger, Walmart	6. Determine long-term route and accommodating routes. Install bus shelter, curb ramps and pedestrian accommodations.	
Roanoke Regional Airport	Smartway	Valley Metro, Roanoke Regional Airport	7. Repair existing shelter and add another, install curb ramp and post bus schedule	
Hunt EB at 8 <sup>th</sup>	11, 12	Valley Metro, City of Roanoke	8. Install new bus shelter, repair sidewalks and construct accessibility ramps	
Salem Turnpike WB at Delta	75	Valley Metro, City of Roanoke	9. Construct sidewalk accommodations and curb ramps.	
Ferncliff SB at Hoback	11	Valley Metro, City of Roanoke	10. Construct landing pad, curb ramp and install bus shelter	
Crossroads Shopping Center Driveway WB at Workforce/Kmart	21	Valley Metro, City of Roanoke, Shopping Center management	11. Review & relocate stop	No longer in service
Tazewell EB at 4 <sup>th</sup>	35	Valley Metro, City of	12. Widen and extend	

		Roanoke	sidewalk	
Towers Shopping Center Upper Lot	55, 56	Valley Metro, Towers Shopping Center management	13. Relocate, shelter, landing pad, trash can, ramps, sidewalk connections to shopping center and existing CVS sidewalk	Completed
Towers Shopping Center Kroger	61, 62	Valley Metro, Towers Shopping Center management	14. Consider relocating bus stop.	
Elm EB at 8 <sup>th</sup>	62	Valley Metro, City of Roanoke, adjacent property owners, Old Southwest Neighborhood Association	15. Possible amenity improvement options	
Colonial SB at VWCC Pedestrian Overpass	55	Valley Metro, City of Roanoke, VWCC	16. Add small bus shelter, trash can, paved landing area and side walk accommodations	
Valley View Mall SB at Sears	55	Valley View Mall management, Valley Metro	17. Sidewalk accommodations, better lighting and additional bus shelter.	
Hardy WB at Bedford	36	Valley Metro, Town of Vinton, Adjacent property owners	18. Move bus stop, install bus shelter and improve pedestrian and sidewalk accommodations.	
VA Hospital Private Road Stop 2	75, 76, 91, 92	Valley Metro, VA Medical Center management	19. Install bus shelter	
Burrell SB at Whitten	16	Valley Metro, City of Roanoke	20. Install bus shelter, relocate trashcan and extend sidewalk	
Melrose EB at Victoria (Melrose Towers)	82 (peak), 92	Valley Metro, City of Roanoke, Melrose Towers management	21. Install bus shelter and sidewalk	
Elm EB at 5 <sup>th</sup>	61	Valley Metro, City of Roanoke, Citgo property owner	22. Install bench or shelter, extend sidewalk and install landing pad	
Towne Square Kroger	21, 22, 25, 26	Valley Metro, City of Roanoke, Kroger property management	23. Review bus routes	
Tazewell WB at 1-581 Bridge	36	Valley Metro, City of Roanoke	24. Construct new sidewalks with sidewalk curb and install bus shelter	

Campbell WB at Norfolk (Valley Metro Administration Building)	32	Valley Metro, City of Roanoke	25. Improve sidewalk	
Salem Turnpike EB at 24 <sup>th</sup>	76	Valley Metro, City of Roanoke, Landsdowne property management	26. Extend and widen sidewalks, install bus shelter	
Tanglewood Mall at AC Moore	51, 52, 55, 56	Valley Metro, Tanglewood Mall management	27. Install bus shelter and bus sign	
Hunt WB at 8 <sup>th</sup>	15	Valley Metro, City of Roanoke	28. Construct landing pad and ramps, add a bus shelter	
Exit 140 Park & Ride	Smartway	Valley Metro, Roanoke County, VDOT	29. Transit services & amenities included	
Melrose EB at 35 <sup>th</sup>	82, 92	Valley Metro, City of Roanoke, Adjacent property owner (The Clean Machine Car Wash)	30. Improve pedestrian accommodations and install bus shelter	

Common themes:

- Installing bus shelter
- Better lighting
- Reassess for adequate landing area (in order to provide easier access for those on scooters and other mobility devices), install a landing pad
- Repair or extend sidewalk for easier pedestrian and bus rider accessibility
- Curb ramp (for both bus and pedestrian use)
- Post bus schedule
- Install a trash can and a trash route to regularly empty /clean the area

Highly contested recommendations: redesigning Campbell Court Bus Station. It is very crowded but the redesigning would be expensive and take a long amount of time with a lot of public contesting. The purposed \$300,000 study for solutions sounds reasonable but would have to be along with the promise that they would look for solutions outside of recommending a new transfer center/station.

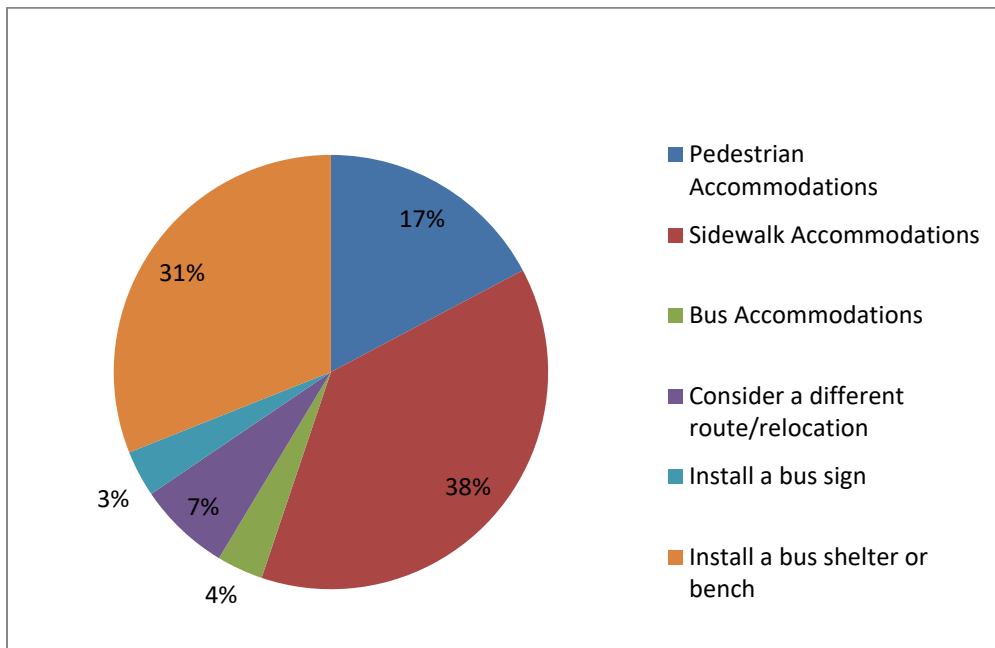
General sidewalk maintenance and pedestrian accessibility seems to be the most common themes with these bus stops. An infrastructure solution that includes upgrading the sidewalks and providing curb ramps and landing pads is the most recommended solution for most of the proposed projects. Others ask that crosswalk lines be repainted for more noticeable pedestrian crossing while others suggest

extending the sidewalks. A few also ask for bus shelters while the ones with the heaviest traffic call for a complete reassessment of the bus stop (Walmart, Goodwill and Valley View).

A few ask for extensions of the current stops, especially those in commercial centers. They focus on making sure the bus stop can manage multiple people occupying it at all times of the day and night and that it is accessible to all mobility types and devices.

RADAR bus stops: 32

Recommendations for



Pedestrian Accommodations	IIII
Sidewalk Accommodations	IIIIIIII
Bus Accommodations	I
Consider a different route/relocation	II
Install a bus sign	I
Install a bus shelter or bench	IIIIIIII

Location	Bus Routes	Stakeholders	Recommendation	Completion
Adult Day Care	75	Valley Metro, City of Salem, Adult Day Care management	1. Needs a new bus pull off; construct better landing platform and bus shelter, and sidewalk	

			connection to the Adult Day Care Center.	
VA Hospital			2. Extend sidewalks and pedestrian accommodations for better access.	
NW Dialysis	25, 26	Valley Metro, City of Roanoke	3. Consider different route.	
Crystal Springs Dialysis		Valley Metro, City of Roanoke	4. Consider having a route run past this spot. Re-install sign, add curbs to sidewalks and extend sidewalks along with other pedestrian accommodations such as cross walks and traffic lights.	
Clearview Manor Apartments	36	Valley Metro, Town of Vinton, Adjacent property owners	5. Another curb to sidewalk, potentially replace bench with bus shelter	
Lewis Gale	71, 72, 92	Valley Metro, Lewis Gale Medical Center	6. Construct new bus and pedestrian accommodations congruent to Friendship Manor's new parking lot-	
Friendship Manor	25, 26	Valley Metro, Friendship Manor Retirement Community management, VDOT, Roanoke County, City of Roanoke	7. Waiting for construction of parking lot to finish, but recommends pedestrian accommodations, bus shelters and extended sidewalks.	
Stratford Park Residential Apartments	71, 72	Valley Metro, City of Roanoke, Brandon Oaks Retirement Community management	8. Pedestrian accommodations such as a pedestrian refuge, traffic signal for pedestrian crossing and widening landing area to standard bus size. Install bench or small bus shelter.	
Walmart/Valley View Mall			9. Significant accommodations are needed (mentioned in last recommendations)	
Planet Fitness			10. No real bus stop but recommends better pedestrian access to the other two bus stops.	
Goodwill Service Center	81, 82, 91, 92		11. Curb ramps, pedestrian accommodations and bus shelters.	
Blue Ridge Village Apartments	81, 82, 91, 92	Valley Metro, City of Roanoke	12. Install pedestrian flashing lights and crosswalks, side walk curbs and extend sidewalks to	

			standard size. Perhaps relocate West bound bus stop.	
Melrose Towers			13. Reviewed in previous section.	
Morningside Manor	41		14. Install bus shelter and landing platform. Additional sidewalk curb.	
Fairington Apartments			15. Needs a fixed-route schedule	
McDonalds in Vinton			16. Location not evaluated.	N/A
Kroger/Towers Mall			17. Reviewed in previous section.	Completed
Kroger/Vinton			18. Reviewed in previous section.	Completed
Raleigh Court Nursing Home	65, 66	Valley Metro, City of Roanoke	19. Install bus shelter	
Fallon Park Elementary School	35, 36	Valley Metro, City of Roanoke	20. Better pedestrian crossing through flashing lights or crossing signal. Extend sidewalk	
Carilion Clinic	Star Line Trolley	Valley Metro, City of Roanoke	21. Install small bus shelter	
The Park/Oak Grove Retirement			22. Needs a fix-route schedule	
Private Residence	61, 62	Valley Metro, City of Roanoke	23. Construct curb ramps on both sides, extend sidewalk.	
Pain Management	55	Valley Metro, Roanoke County	24. Construct sidewalks for better connection to surrounding areas	
On Our Own	61, 62	Valley Metro, City of Roanoke, Old Southwest Inc	25. Extend sidewalk to create a more adequate stopping platform and install a bench.	
Private Residence			26. Recommended to extend transit service to this location-	
Hanover District	25, 26		27. Do something about the on street parking and install a bench, possibly re-route a bus.	
Water Authority	41, 42, 51, 52	Valley Metro, City of Roanoke	28. Remove on street parking or better bus access, install a bench.	
Community Hospital	41, 42		29. No improvements recommended.	N/A
BB&T Bank			30. Location was not reviewed.	N/A
Private Residence			31. Location is too incompatible for pedestrians	
Bank of Botetourt	85		32. Sidewalks and better pedestrian accommodations	

- Friendship Manor needs to be revisited in order to assess the accessibility of the area after its parking lot has been redesigned.

Common themes:

- Install a bus shelter at most used spots and spots in public areas near commerce sections
- Pedestrian traffic cross walk lights and service machines so pedestrian may cross roads and sidewalks more conveniently