



TOWN OF VINTON

311 S. POLLARD STREET
VINTON, VIRGINIA 24179

PHONE: (540) 983-0601

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EMAIL: amcmillan@vintonva.gov

ANITA MCMILLAN
PLANNING AND ZONING DIRECTOR

October 30, 2015

Ms. Julie Brown, Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

Attached please find the Town of Vinton's completed and signed application for allocation of Virginia Department of Transportation (VDOT) MAP-21 Transportation Alternative Program funds, as well as the supporting materials for the proposed Glade Creek Greenway Phase 2 Project. The total estimated cost for this greenway is **\$526, 210.00**, and we are requesting funding in the amount of **\$417,710.00** from the VDOT MAP-21 TA Program funds.

The Town of Vinton, along with the Roanoke Valley Greenway Commission and other localities, such as the County of Roanoke and City of Roanoke, have worked diligently together to develop a partnership for greenway development to benefit our citizens. Phase 2 of this greenway will provide an extension to the Glade Creek Greenway Phase 1, for which funding has already been secured and construction is scheduled to begin in May 2016. Once Glade Creek Greenway reaches full completion, it will provide a connection to the City of Roanoke's Tinker Creek Greenway (already fully developed and in use), Vinton's downtown area amenities and merchants, and the adjoining residential neighborhoods.

I hope that you will find this grant application to be acceptable and favorable for grant funding. If you have any questions or need additional information pertaining to our greenway project, please give me a call at (540) 983-0601 or email me at amcmillan@vintonva.gov.

Sincerely,

Anita McMillan
Planning and Zoning Director

Attachments

cc: Christopher S. Lawrence, Town Manager
Liz Belcher, Roanoke Valley Greenway Coordinator

**APPLICATION DEADLINE
NOVEMBER 1, 2015**

Use TAB KEY to reach each field

1. Project Sponsor	Name and Title:	Christopher S. Lawrence, Town Manager
	Organization:	Town of Vinton
	Address:	311 S. Pollard Street
	City, State, Zip+4:	Vinton, VA 24177-2531
	Telephone/Fax:	(540) 983 - 0607 / (540) 983 - 0626
	E-mail Address:	clawrence@vintonva.gov

2. Project Manager	Name and Title:	Anita J. McMillan, Planning and Zoning Director
	Organization:	Town of Vinton
	Address:	311 S. Pollard Street
	City, State, Zip+4:	Vinton, VA 24179-2531
	Telephone/Fax:	(540) 983 - 0601 / (540) 983 - 0621
	E-mail Address:	amcmillan@vintonva.gov

3. Sponsor DUNS Number	001574052	4. Project UPC Number (Existing Projects Only)	n/a
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Project Title	Glade Creek Greenway Phase 2
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5a. Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds.

This project is a construction of Phase 2 of Glade Creek Greenway, from Walnut Avenue to Gus Nicks Boulevard in the Town of Vinton. Glade Creek Greenway is a 10-foot wide, paved, off-road, ADA-accessible, bicycle/pedestrian trail. Phase 2 of the project will include 3060' of trail, a trailhead at Gus Nicks Boulevard, and a crossing under a railroad trestle with an overhead protection shelter.

Glade Creek Greenway is envisioned to run from Tinker Creek Greenway at Virginia Ave. (VA 24) to Vinyard Park and the Blue Ridge Parkway. Construction of Phase 1 of this bicycle/pedestrian trail will begin in spring 2016, using revenue sharing funds, matched by Town and County monies and private donations. Phase 1 will run from Virginia Avenue to Walnut Avenue along Glade and Tinker Creeks, following an existing sewer easement and utilizing a grade separated crossing of Virginia Avenue/VA 24.

Phase 2 will continue the 10-wide shared use trail, beginning at Walnut Avenue with an at-grade crossing in a crosswalk. Near Walnut Avenue, the trail will go under a Norfolk Southern railroad trestle over Glade Creek, utilizing the eastern most of three 14' (w) x 12' (h) sections. This section of the creek crossing has an existing concrete floor and a low protection wall on the inlet end; the creek normally runs in the two western sections, except during flood conditions. The trail will go along Glade Creek through Gearhart Park, owned by the Town and leased to Roanoke County, and then will skirt the Old William Byrd High School property, which is for sale by the County. The County has agreed to donate the easement for the greenway, prior to selling the property. At Gus Nicks Boulevard there will be a trailhead with parking. On both Walnut Avenue and Gus Nicks Boulevard there are existing sidewalks that will provide connections to and from the greenway from Town of Vinton and City of Roanoke neighborhoods and commercial areas.

6. Identify beginning and ending termini and provide a location map with the project area clearly marked.

Start Location: Walnut Avenue, Vinton	End Location: Gus Nicks Boulevard, Vinton/City of Roanoke
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6a. Provide ZIP+4 for project location 24179-2531

7. Project Location

Is this project located within a Transportation Management Area (TMA)? Yes No

yes, please indicate which MPO area: Northern Virginia Richmond Tri Cities Roanoke
 Hampton Roads Fredericksburg (Portion of North Stafford in TMA)

If project is in a TMA, complete **Attachment A – Supplemental Information for Projects in TMAs**

8. Local Jurisdiction Population (based on 2010 census data)

Less than 5,000 5,000 to 200,000 Greater than 200,000

9. Primary Category of Eligibility (Select ONLY one)

Select **primary category of eligibility** even if other categories may apply.

Construction of bicycle and pedestrian facilities
 Improvement or system that will provide safe routes for non-drivers (*includes Safe Routes to School*)
 Conversion of abandoned railway corridors to trails
 Construction of scenic turnouts and overlooks
 Inventory, control, or removal of outdoor advertising
 Historic preservation and rehabilitation of historic transportation facilities
 Vegetation management within transportation rights of way
 Archeological activities in conjunction with a highway construction project
 Environmental mitigation activity focused on storm water management
 Environmental mitigation activity focused on wildlife mortality or habitat connectivity

9. Does this project qualify as a "Safe Routes to School" project based on the criteria below? Yes No

- Eligible infrastructure activity
- Project is located within 2 miles of an elementary school – Fallon Park Elementary School

10a. Do you wish to pursue this as a SRTS project? If so, complete the required Attachment B – Supplemental Information for Safe Routes to School Projects Yes No

Project Funding

11. Total project cost (*) is to be limited to the project described in this application and based on the beginning and ending termini provided. This should not be considered the "whole" of a multi-phased project. According to the attached Project Budget - Attachment C, the following project costs can be demonstrated:

11a. Total Anticipated TA Funding	Cannot exceed 80% of total project cost	\$ 417,710
11b. Total Local 20% Match Required	Based on the anticipated TA funds above	\$ 104,428
11c. Other Project Funds (Non-TAP funds)	Include local funds, other grants and donations	\$ 4,072
11d. Total Project Cost (*)	Sum of above; should match Attachment C	\$ 526,210

12. Total Anticipated Transportation Alternatives Funding (same as Item 11a above)

		Federal Funding	Local Match Required
12a. Current TA Funds Requested	This Application Only	\$417,710	\$104,428
12b. Prior TE/TA Funds Received	This Project Only	n/a	n/a
12c. Future TA Funds	This Project Only		

13. Do you plan to use in-kind to meet all or part of the 20% local match requirement?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13a. If yes, provide the estimated value of services and / or donations to be applied as in-kind match.	Value: \$ 89,000.00
13b. If planning to use in-kind match, explain in detail the services to be provided and where possible, provide documentation identifying the donations being made and the dollar value for each.	
Grant administrative costs including FEMA coordination, environmental document, grant administration, and contract bidding (\$50,000); greenway easement donated by Roanoke County (\$5,000); labor and materials donated by Pathfinders for the Greenways, Inc. and civic groups for landscaping and construction of kiosk and overhead shelter protection (\$34,000).	

14. If the 20% local match is being provided in cash, identify the proposed source(s) of funding.
Town of Vinton General Funds to purchase drainage pipes and pay for installation (\$19,500).

15. A local 20% match contribution is required – how much additional local funding (above the required 20%) is proposed?
N/A

16. Is there additional (above the 20% match) non-sponsor or non-local funding available for this project – other grants, state funds, corporate donations, etc.?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide the amount of non-local funds, identify the source of this funding and documentation confirming the commitment of these funds including when they will be available.	
\$30,000 in labor and materials has been committed by Pathfinder for Greenways, Inc. for construction of the overhead shelter protection to go under the railroad trestle. This \$30,000 puts the total match at 21%. Letter of documentation attached. Funds are available upon request.	

17. If this request is not fully funded, or if the estimated project cost increases during design, how do you plan to complete this project?
If the project is not fully funded, the Town will phase the project, doing the PE and ROW first, then constructing as far as Gearhart Park, then constructing the final section to Gus Nicks. If the Old William Byrd site is sold to a developer, as intended by Roanoke County, the Town will ask the developer to assist with grading and construction of that section, if costs are exceeding budget.

Project Concept

18. Has the sponsor performed an on-site evaluation of the project to determine the project's constructability and cost?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide date and attendees.	
The feasibility of the project was first evaluated in May 1999 by Liz Belcher, Greenway Coordinator, and Bill Gorge, Pathfinders for Greenways, with results reviewed by Town and County staff. On Monday, October 12, 2015, Anita McMillan, Vinton Planning and Zoning Director; Liz Belcher, Roanoke Valley Greenway Coordinator; and Jay McGuire, engineer with Anderson & Associates, Inc., walked the entire length of the proposed Glade Creek Greenway Phase 2 and discussed constructability and cost issues.	

19. Describe any possible challenges or obstacles that will require additional design consideration, cost or design waivers.
The crossing under Norfolk Southern Railroad Trestle at Glade Creek will require NS approval. The Town has a sewer easement in this location already. Currently, the crossing is concrete, with a diversion wall on the upstream end. This will not be changed, and nothing will touch the trestle itself. On other greenways in the valley the Railroad has required an overhead protection shelter to prevent debris falling from the tracks or train from hitting greenway users. Three of these exist on Tinker Creek Greenway and one on Roanoke River Greenway. These shelter design plans are in hand. The railroad has a process detailed in the Public Projects Manual, which says "trails can be allowed under or over the tracks provided appropriate safety measures are provided and that the project follows the previously described preliminary engineering review and construction monitoring processes," and this process will be followed. While the process can be time consuming, the engineer is not expecting any particular difficulty with design.

20. The use of federal transportation funds requires compliance with the Americans with Disabilities Act (ADA); describe how this project will meet these design requirements.
If this is a pedestrian and/or bicycle facility, include a description of the proposed surface (concrete, asphalt, etc.) and width of the completed facility including any bridges.

This will be a 10-foot wide, paved, off-road, ADA-accessible, bicycle/pedestrian trail. Under the railroad trestle, the trail will be concrete, to reduce scour from flooding.

21. Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, RW limitations, historic features, etc.

- The approaches to the crossing under Norfolk Southern Railroad Trestle at Glade Creek will have to be graded to meet ADA standards. Because of the floodway rules and the proximity to the creek and the sewer line, this will require careful calculation of the cut and fill. In addition, a stormwater pipe will need to be replaced on the Walnut Avenue side. The engineer did not anticipate problems, but perhaps challenges, in making it all fit.
- The overhead protection shelter is described in Q.19.

22. Is the project located within a designated historic district or within a downtown business district?

Yes No

If yes, how will the project improve the aesthetic value of the affected area? What economic impacts will the proposed changes have?

23. It is expected that the sponsor will maintain the facility for its useful life. Provide details regarding maintenance and upkeep of the completed facility – identify who will be providing upkeep, what services will be provided, how long the services will be provided and where the funding for these services will come from.

Vinton Public Works Department will maintain the paved greenway. Additionally, the current and future maintenance of Gearhart Park and Old William Byrd School are handled by Roanoke County Department of Parks, Recreation, and Tourism. The funding will come from the Town and Roanoke County General Funds.

24. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:

- N/A Not a pedestrian / bicycle facility
- Commuting to and from workplace
- Residential connections
- Recreational / exercise
- Alternate transportation for daily needs (shopping, school, library)

25. If this project involves restoring an historic transportation facility, describe the proposed future use of the restored facility including details regarding the proposed staffing and operation of the facility, identifying potential funding sources for these activities.

- N/A Not an historic preservation project

26. If this project provides vegetation management, describe the transportation right-of-way and how the project will improve roadway safety, prevent against invasive species, and/or provide erosion control.

- N/A Not a vegetation management project

Existing vegetation between Glade Creek and the proposed paved greenway will be maintained to serve as a buffer.

27. If this project provides for archeological activities, describe the negative impacts of the related transportation project and how the proposed TA activities will improve or mitigate these impacts.

- N/A Not an archeology project

28. If this project provides environmental mitigation and/or pollution prevention – identify the impacts of highway construction and/or highway run-off and describe how the proposed TA activities will improve or mitigate these

impacts. Identify any waterways (rivers, streams, etc.) being directly impacted / polluted by the current run-off.

N/A Not an environmental mitigation project

The project will provide a riparian buffer between Glade Creek and the greenway trail, park, and future development. There is existing vegetation and trees will be planted to provide additional buffer and shade in open areas.

29. Does this project support or improve an existing or planned highway project?

Yes No

If yes, identify the highway project and explain how this TA project will improve or support it.

Project Improves Transportation Network

30. Does the project provide new access (access that does not currently exist) to transit stations, commuter lots, bus stops, etc.?

Yes No

If yes, provide a description of the public transportation links and explain how this TA project will improve the existing network.

Currently, Walnut Avenue and Gus Nicks Boulevard are served by Roanoke Valley Metro Public Bus Transportation System. This Phase 2 of the Glade Creek Greenway will provide a direct connection from Gus Nicks Boulevard to Walnut Avenue. This will allow pedestrians and bicyclists to head directly south or north to the transit stops on these roads, without having to wind through the sidewalks and narrow streets of downtown Vinton. The buses have bicycle racks, so the transit system and new greenway will expand multi-modal options.

31. Does the project provide connections to existing regional trails or pedestrian / bicycle facilities? Does the project provide a "missing link" in the existing transportation network?

Yes No

If yes, explain making sure to identify the specific location and connections provided and the missing links addressed. Include a location map to demonstrate the connections and/or missing link.

Glade Creek Greenway will ultimately connect the eastern portion of Roanoke and Botetourt Counties to downtown Vinton and the Roanoke River Greenway, thus contributing a major northeast route in the greenway network.

32. Does the project provide bicycle/pedestrian facilities where none previously existed?

Yes No

If yes, explain why this location was chosen and include pictures of the proposed location.

Glade Creek Greenway Phase 2 will provide a direct connection from Gus Nicks Boulevard to Walnut Avenue. This will allow pedestrians and bicyclists to head directly south, without having to wind through the sidewalks and narrow streets of downtown Vinton. At this time there is no direct route because of the creek and the railroad.

33. Does this project increase opportunities to meet daily needs without motorized transportation?

Yes No

If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc. and the anticipated number of persons that will benefit or use the facility.

Fallon Park Elementary School located in the City of Roanoke, Wal-Mart Market on Dale Avenue/VA 24, PFG manufacturing plant, Downtown Vinton Branch Library, Vinton and City of Roanoke Downtown Areas including Farmers Market, Carilion Parkway Physicians Medical facility that is located in downtown Vinton. Numbers are unknown at this time.

34. Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc.)?

Yes No

If yes, provide a description including any accident data available.

This project provides a new crosswalk at Walnut Avenue. (Phase 1 provides a separated grade crossing at Virginia Avenue)

35. Does this project incorporate traffic calming design elements?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, explain what traffic calming elements are being incorporated and how they will improve pedestrian safety.	
The speed limit on Walnut Avenue is 25 mph, so traffic calming is not needed, but the new crosswalk will improve pedestrian safety.	

36. Is this project in the locality's local/regional transportation plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name the plan and explain how this project will help achieve or support the plan goals.	
Town of Vinton 2004-2024 Comprehensive Plan and Economic Development Plan; 2012 Bikeway Plan for the Roanoke Valley Area MPO; Vinton Corridor Study 2010; 2011 Constrained Long Range Transportation Plan; 2015 Regional Pedestrian Vision Plan; 2007 Update to Roanoke Valley Conceptual Greenway Plan. Others are listed in Question 2 of Attachment A.	

Sponsor's Ability to Administer Federal Project

37. The sponsor is required to provide an employee who is responsible for all major project decisions. This person is referred to as the sponsor's Responsible Person (RP) and may or may not be the project manager.
Identify the staff member assigned as the "Responsible Person" for this project:
Name: Anita J. McMillan Title: Planning and Zoning Director Years in this position: 20 Years

38. Describe the experience and / or training that qualifies this person to be the responsible charge for a federal-aid transportation project.
Responsible for the application and administration of two FEMA/VDEM flood hazard mitigation projects; HUD/DHCD Downtown Revitalization Project; Glade Creek Greenway Phase 1 Revenue Sharing project, and attended the VDOT Local Administered Projects workshops in 2013 and 2014.

39. Select from the following the best choice describing the RP's experience:
<input type="checkbox"/> The RP has successful experience providing oversight or administering a federal aid transportation project within the previous five years. <input checked="" type="checkbox"/> The RP has successful experience participating as a team member, but not a RP, for a federal aid transportation project. <input type="checkbox"/> The RP has no experience with federal aid projects, but has provided oversight for a state-aid transportation project. <input type="checkbox"/> The RP has no experience providing oversight for a transportation project.
Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, phases included (PE, RW, CN), cost and whether or not the project finished on-time and on-budget.
RP was responsible for the application and administration of two FEMA/VDEM Flood Hazard Mitigation Projects which involved the acquisitions and demolitions of structures located in the floodplain areas. RP was responsible for the application and administration of the HUD/VA DHCD Planning Grant and Community Development Block Grant (CDBG) of the Downtown Revitalization Project. RP was involved with the VDOT Revenue Sharing Project of the Hardy Road Widening Project and the most recent VDOT Revenue Sharing of the Walnut Avenue Bridge Replacement Project that was completed in 2014. RP was responsible in the application and is currently administering the VDOT Revenue Sharing Glade Creek Greek Greenway Phase 1 Project.

40. Describe the RP's role and responsibilities while overseeing these projects.
Project administration on majority of the projects. On the VDOT Walnut Avenue Bridge Replacement Revenue Sharing Project served as the Town's liaison between VDOT Project Manager and Contractor which involved project update meetings; APCO utility easement and location; obtaining additional property from private property owner for the right-of-way.

41. Has the RP completed VDOT's Core Curriculum on-line training found on VDOT's Locally Administered Projects webpage (www.virginiadot.org/business/local-assistance-lpt.asp)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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VDOT is required by federal regulation to ensure that the sponsor is adequately staffed to ensure the project is satisfactorily completed. Sponsors may supplement their staff with consultants, including project management duties.

Is the Responsible Person also the Project Manager (PM)?	If not, indicate: <input type="checkbox"/> The following staff member will be assigned as Project Manager: _____; <input type="checkbox"/> Project management will be performed by a consultant
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

43. The sponsor's staff and their consultants must have a working knowledge of the locally administered projects (LAP) process and the federal regulations affecting federal aid projects. Select from the following the best choice describing the proposed PM's experience:

The PM has been lead project manager on one or more federal aid transportation project(s) within the previous five years.
 The PM has not directly managed, but has been a team member on one or more federal aid project(s) within the previous five years.
 The PM has no experience with federal aid projects, but has successfully managed a state-aid or locally funded transportation project within the previous five years.
 The PM has no experience managing a transportation project in the recent past.
 Unknown – the project management duties will be performed by a consultant.

Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, cost and whether or not the project finished on-time and on-budget.

N/A

VDOT Revenue Sharing Walnut Avenue Bridge Replacement Project of \$3,417,699.00 was finished on-time and on-budget. Currently involved with Virginia Department of Housing and Community Development (DHCD) Community Development Block Grant (CDBG) Downtown Revitalization Project; and VDOT Revenue Sharing Glade Creek Greenway Phase 1 and RSTP Walnut Avenue Sidewalk Improvement Project. Please see attached RP past and current projects on grant applications and administrations.

44. Describe the PM's role and responsibilities managing the referenced projects including any challenges / delays encountered. How were these challenges resolved?

N/A

Please see Question # 43. Challenges and delays were encountered with one of the mitigation projects which involved the installation of backwater flow control valve on Norfolk Southern (NS) ROW; but it was resolved within nine months with additional funding obtained from FEMA and VDEM and approvals from NS for work to be completed.

45. Provide PM's most recent experience managing a Transportation Enhancement / Alternatives project include brief project description, history and any challenges encountered.

N/A

VDOT Revenue Sharing Grant for Glade Creek Greenway Phase 1 – ongoing. The greenway will be a multi-use 10 feet wide paved surface trail of approximately 1,600 linear feet, which will connect to the existing paved Tinker Creek Greenway located in the City of Roanoke. A connection from Vinton to the Tinker Creek Greenway is crucial and will enable Town residents to access the Roanoke River Greenway, which has always been considered the backbone of the regional greenway and trail network. An easement from private property owner (PFG) will be obtained once plat is completed, which is scheduled to be done in December 2015. Approval has been obtained and coordination with the City of Roanoke in the review and approval will be needed since a portion of the paved trail will be under the existing City of Roanoke Dale Avenue bridge.

46. Has the PM completed training utilizing FHWA's Federal Essentials for Local Public Agencies (www.fhwa.dot.gov/federal-aidessentials/)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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7 Will the sponsor need to supplement their staff to complete their federal aid project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, select the services which will need to be outsourced:

Type of Services	✓	Comments, if necessary
Project Management	<input type="checkbox"/>	
Environmental	<input type="checkbox"/>	
Design	<input checked="" type="checkbox"/>	Engineering firm on retention.
Right of Way	<input type="checkbox"/>	Roanoke County staff will help.
Construction Engineering / Management & Inspection	<input checked="" type="checkbox"/>	Engineering firm on retention.
Materials Testing	<input checked="" type="checkbox"/>	Engineering firm on retention.
Other, please specify	<input type="checkbox"/>	

48. The sponsor must be able to demonstrate "sufficient accounting controls" to administer a federal-aid project. This requirement is identified in Chapter 2.2 of the VDOT LAP Manual. Briefly describe the financial management system – including software and how costs are verified – currently in place that will track / monitor project costs for reimbursement.
The Town Finance/Treasurer Department has the financial management systems in place due to several Federal and state grants that the Town has received in the past and is currently administering (CDBG, Revenue Sharing, etc.)

Project's Readiness to Proceed

49. Design / engineering will be performed:
<input type="checkbox"/> In-house by local staff <input type="checkbox"/> In-house utilizing a current on-call contract <input type="checkbox"/> Utilizing an outside consultant firm yet to be procured <input checked="" type="checkbox"/> Utilizing an outside consultant firm already procured for use on this project

50. Is this project part of a larger / multi-phased project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide the current status of the other phases and describe how they relate to this project – including a map may be helpful.	
Glade Creek Greenway Phase 1 engineering plan has been completed and funding has been secured. Map attached.	

51. Has a master plan, feasibility and/or preliminary engineering studies been completed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, attach a copy of the plan / study and briefly summarize the results below.	
The feasibility of the project was first evaluated in May 1999 by Liz Belcher, Greenway Coordinator, and Bill Gordge, Pathfinders for Greenways, with results reviewed by Town and County staff. This evaluation was included in Roanoke County's prioritization of greenway projects and in the Town's plans when applying for Phase 1 Revenue Sharing funds.	

52. Has design work started?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Design has been started, and <input type="checkbox"/> 30% plans / <input type="checkbox"/> 50% plans / <input type="checkbox"/> 100% plans have been completed.	

52a. Have these plans been reviewed by appropriate state / local official?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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53. The ability to secure right of way (including easements) needed for a project is critical to a project's success; which of the following best describes the right of way situation for this project:

- All right of way required is publicly owned (local and/or state)
- Right of way is privately owned but right of public use has been secured by deed (donated or purchased)
- Right of way is secured with the exception of some temporary / construction easements
- Right of way has not yet been secured for this project (includes when RW acquisition has started but not been completed)
- It is unknown what right of way and/or easements will be needed

The Town has commitment from Roanoke County that it will provide an easement for the greenway around the Old William Byrd School site, prior to the selling of this property for redevelopment. (See attached letter). The easement is expected to be approved by the County Board of Supervisors in January 2016. The only other ROW needed is from the railroad for the crossing under the trestle. The Town already has a sewer easement in this location, but it may need to be modified to incorporate the trail use.

54. This program will not participate in the cost of relocating overhead utilities for scenic beautification purposes. It will however participate in the costs required to eliminate conflicts. Are there existing utility poles located within the proposed project area that will need to be relocated in order to complete the proposed improvements?

Yes No

If yes, include pictures of poles within the specified project area explaining how they will impact the project and explain how the conflicts will be resolved.

54a. Has the right of way needed for relocation of the poles been secured?

Yes No N/A

55. If overhead utilities are in conflict, has the local utility company(s) been consulted regarding removal and /or relocation of its facilities?

Yes No

If yes, please identify the utility carrier(s) and specify whether or not these costs are included in the attached budget.

56. Are there other conflicts / obstacles that must be addressed for the project to move forward?

- No conflicts / obstacles present
- Underground utilities (gas, water, sewer)
- Guardrail, mailboxes, signs or other roadway structures
- Retaining wall
- Drainage
- Impact to historic properties/district
- Other

57. Attachment A – Supplemental Information for TMA projects

Required if project is located in an MPO within a TMA.

Attached:

58. Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects

Required if answered "Yes" to Question 10a.

Attached:

59. Attachment C – Project Budget

Required for ALL projects.

Attached:

60. Attachment D – Existing Project Status

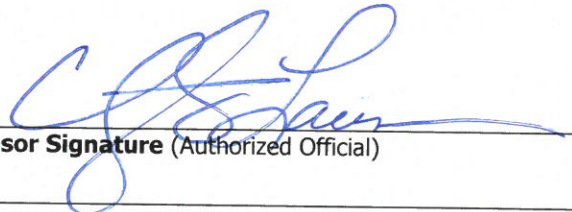
Required for EXISTING projects only.

Attached:

60. Attachment E – VDOT Administration Request

Required if population less than 5,000 and requesting VDOT assistance.

Attached:

Sponsor Certification		
Public Hearing / Information Meeting Held	Date: 10/20/15	Public Notice Attached: <input checked="" type="checkbox"/>
MPO Endorsement (if applicable)	Date: 10/22/15	Endorsement Attached: <input checked="" type="checkbox"/>
Resolution from Project Sponsor	Date: 10/20/15	Resolution Attached: <input checked="" type="checkbox"/>
<p>Sponsor certifies the following: (Read and check each statement below)</p> <p><input checked="" type="checkbox"/> We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.</p> <p><input checked="" type="checkbox"/> We will provide technical guidance and oversight to staff and/or consultants throughout project development.</p> <p><input checked="" type="checkbox"/> Budget accurately reflects cost of proposed project based on preliminary work performed.</p> <p><input checked="" type="checkbox"/> Project development will comply with all state and federal regulations, including ADA requirements.</p> <p><input checked="" type="checkbox"/> We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding.</p> <p><input checked="" type="checkbox"/> We will be responsible for ensuring future maintenance and operating costs of the completed project.</p>		
 Sponsor Signature (Authorized Official)		Date <u>OCT 28, 2015</u>

Submit one (1) electronic copy* and four (4) hard copies of the completed application with all required attachments to:

**Ms. Julie Brown, Director of Local Assistance Division
 Virginia Department of Transportation
 1401 E. Broad Street
 Richmond, VA 23219**

All applications must be received and / or post-marked no later than November 1, 2015. If applications are being hand-delivered, they must be received no later than 5:00pm Friday, October 30, 2015.

*** The electronic copy should be sent to EnhancementProgram@VDOT.Virginia.gov and include the completed application, Attachments A-E as required, and all other supporting documents. This may include required resolutions, public meeting notice, confirmation of grant funding, property deeds and/or appraisals, pictures and maps. If the application submission is too large to send via e-mail, please mail a CD or DVD with all required materials to the above address. This can be included in the package containing the hard-copies of your application.**

1. Describe how the project is consistent with the MPO's current long range transportation plan (LRTP).

Glade Creek Greenway is included as Route 14 in the 2007 Update to the Roanoke Valley Conceptual Greenway Plan. The Greenway Plan has been adopted by the four local jurisdictions and is included in the 2035 Constrained Long Range Transportation Plan. Chapter 8 of the CLRTP is Bicycle, Pedestrian, and Greenway Transportation. Glade Creek Greenway is specifically listed on page 131 as a bicycle/pedestrian facility. In addition, Glade Creek Greenway is listed as a High Priority, ID 201, in the Regional Pedestrian Vision Plan adopted by the TPO in January 2015.

2. Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.

Since development of the regional greenway plan in 1995, each of the four local jurisdictions has included in its comprehensive plan a description of the greenway program and the role of greenways as transportation and recreation facilities with economic, environmental, and health benefits.

Glade Creek Greenway will ultimately connect the eastern portion of Roanoke and Botetourt Counties to downtown Vinton and the Roanoke River Greenway, thus contributing a major northeast route in the greenway network. Glade Creek Greenway is included in the following local, regional, and state plans.

- 1995 Conceptual Greenway Plan, Roanoke Valley, VA, Route 26, p. 37.
- 2004-2024 Town of Vinton Comprehensive Plan, p. 45, p. 72 -74.
- 2004-2024 Town of Vinton Economic and Community Development Plan, p. 26 - 31.
- 2005 Roanoke County, VA Community Plan, under the Transportation objectives p. 109, "To reduce Roanoke County's dependence on single occupant vehicle use as a primary mode of travel. a. Strategy: *Bicycle Facilities & Greenways* – and subsequent adoption of the 2007 Greenway Plan.
- 2007 Update to the Roanoke Valley Conceptual Greenway Plan, p. 5-23, includes Glade Creek Greenway as Route 14, with a description of the corridor.
- 2010 Vinton Area Corridors Plan – A Component of the Roanoke County and Town of Vinton Comprehensive Plans, p. 17-22, p. 30-31;
- 2011 Constrained Long Range Transportation Plan 2035, p. 131.
- 2012 Bikeway Plan for the Roanoke Valley Area MPO, incorporating all greenways in the Greenway Plan, p. 16.
- The Virginia Outdoors Plan 2013 strongly supports greenway and trail development, citing the Roanoke Valley Greenway program and routes. On page 10.56, the VOP specifically recommends "Develop the Glade Creek Greenway in Vinton from Walnut Avenue to Vinyard Park."
- 2015 Regional Pedestrian Vision Plan, Roanoke Valley TPO, p.86.
- 2015 Roanoke Valley-Alleghany Regional Comprehensive Economic Development Strategy includes (p.44) greenways in its strategy of "5. Seek to maintain and promote the region's natural beauty as well as its cultural amenities, and seek sustainable growth opportunities. 5.1 Invest in appropriate natural and outdoor amenities to simultaneously preserve open space and outdoor quality while further promoting the region as a destination for outdoor activities. 5.2 Promote existing outdoor amenities (greenway networks, hiking trails, lakes, State and National Park lands, and the National Forest) to residents and external markets."
- 2015 Vtrans 2040 Roanoke MPO Needs Summary, "completing the regional greenway network."

3. Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

This phase of Glade Creek Greenway will provide a direct connection from Gus Nicks Boulevard to Walnut Avenue. This will allow pedestrians and bicyclists to head directly south, without having to wind through the sidewalks and narrow streets of downtown Vinton.

4. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.

Glade Creek Greenway will be a hard surface, 10' wide, ADA compliant, bicycle/pedestrian shared-use path. It will connect to streets which have sidewalks, but will provide a new facility between busy arterial roads, thus providing new pedestrian and bicycle access.

5. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.

- There were multiple public input meetings for the 1995 and 2007 Greenway Plans, leading to Glade Creek Greenway being included in those plans.
- In 1998 Roanoke County did an analysis and prioritization of greenway corridors in the County, including Glade Creek, talked to various stakeholders, presented conceptual plans to Planning Commission and the Board of Supervisors.
- In 2009 the Greenway Commission worked with Orvis, Trout Unlimited, Mountain Castles Soil and Water Conservation District, and Botetourt and Roanoke Counties on stream restoration plans for Glade Creek from Vinyard Park to Botetourt.
- Most of the plans listed in question 2 included public input and review.
- On January 16, 2014 Vinton held a community meeting to discuss Phase 1 of Glade Creek Greenway and the design concepts. Modifications were made in response to the public input.
- On October 20, 2015 Town Council, at a regular monthly meeting open to the public, received a presentation on Phase 2 of Glade Creek Greenway and the grant application.

If your project is in the National Capital Region, please answer the following additional questions:

1. As a regional policy, the TPB seeks to promote the development of Transportation Alternatives in Regional Activity Centers. Is any portion of the project located within a Regional Activity Center?

Yes No Center:

2. Is this project located within ¾ miles of a Metrorail (existing or under construction) or commuter rail station?

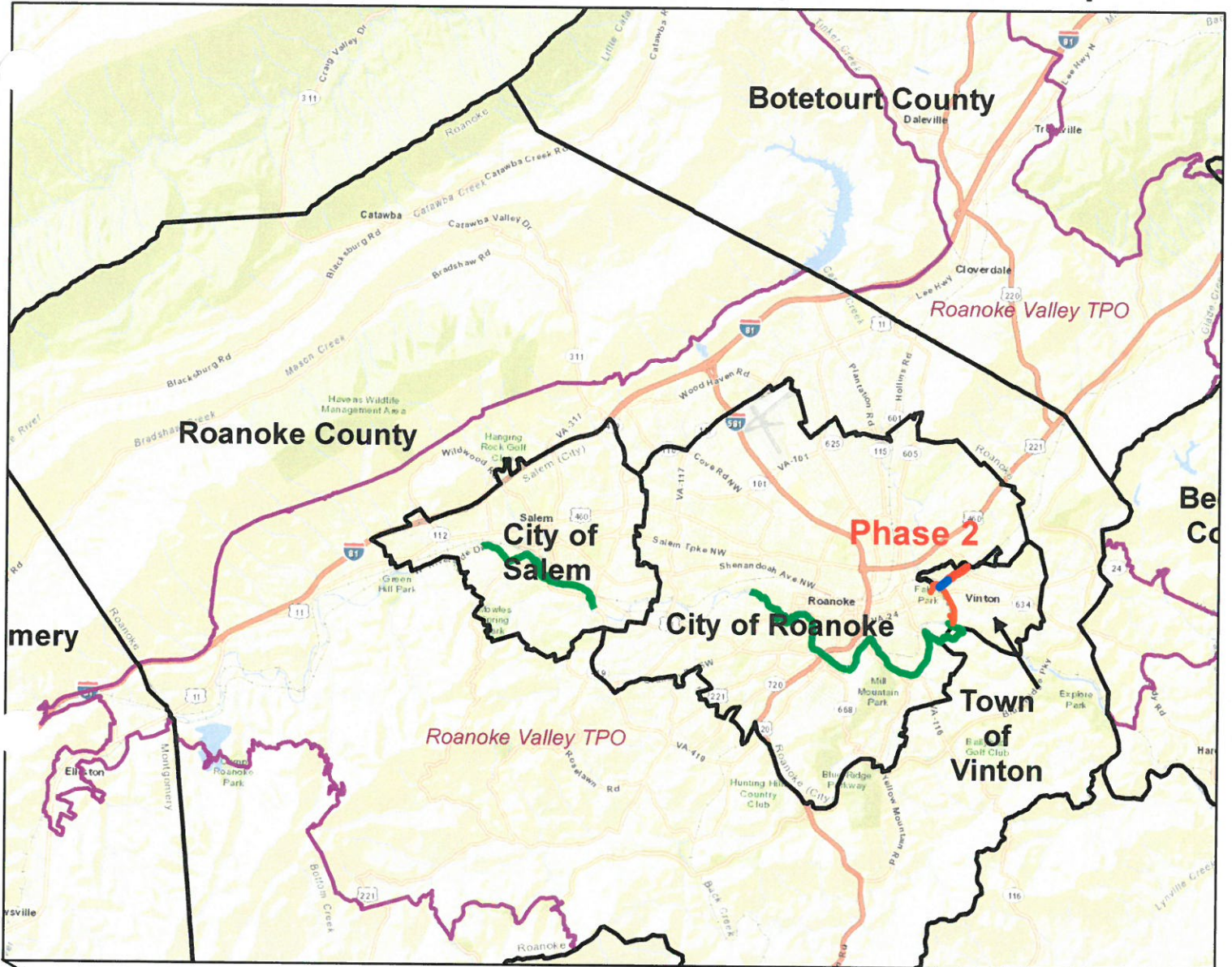
Yes No Station:

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.

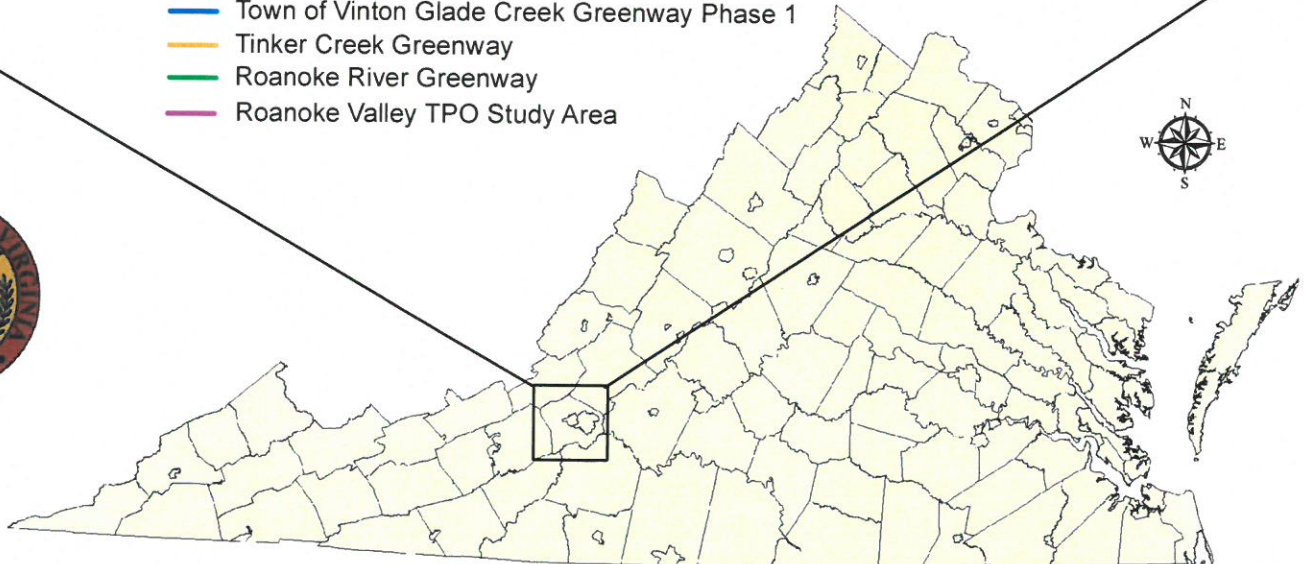
Glade Creek Greenway Phase 2 (~3060 lf)

PRELIMINARY ENGINEERING PHASE				
Preliminary Engineering				
	Engineering/Design			\$35,000
	FEMA Coordination			\$20,000
	Surveying			\$10,000
	Environmental Document			\$10,000
	VDOT Review Fees			\$5,000
	Grant Administrative Costs			\$10,000
PE Phase Total Cost				\$90,000
RIGHT OF WAY PHASE				
	Right of Way			\$5,000
	Railroad Coordination			\$5,000
RW Phase Total Cost				\$10,000
CONSTRUCTION PHASE				
Construction Cost				
Item	Phase 6a Quantities	Units	Engineers Estimate	
			Unit Price	Cost
MOBILIZATION	1	LS	\$ 27,837.00	\$ 27,837
CONSTRUCTION SURVEY	1	LS	\$10,000.00	\$ 10,000
CLEARING & GRUBBING	1	AC	\$5,000.00	\$ 5,000
EARTHWORK	2500	CY	\$15.00	\$ 37,500
18" PIPE	100	LF	\$75.00	\$ 7,500
18" ENDSECTIONS ES-1	10	EA	\$1,200.00	\$ 12,000
AGGR. BASE MATL. TYPE 1 NO. 21B	1600	TON	\$30.00	\$ 48,000
CURB RAMP with Truncated Domes	1	EA	\$2,500.00	\$ 2,500
BOLLARD	6	EA	\$750.00	\$ 4,500
ASPHALT CONCRETE TY. SM-9.5A	450	TON	\$125.00	\$ 56,250
DRY RIPRAP CL. A1	50	TON	\$60.00	\$ 3,000
DRY RIPRAP CL. 1	60	TON	\$70.00	\$ 4,200
PERMANENT SEEDING	1	AC	\$5,000.00	\$ 4,000
PRE-EMERGENT HERBICIDE	3800	SY	\$0.30	\$ 1,140
CULVERT INLET PROTECTION	5	EA	\$250.00	\$ 1,250
CHECK DAM, ROCK TY. 1	20	EA	\$300.00	\$ 6,000
CONSTRUCTION ENTRANCE	2	EA	\$2,500.00	\$ 5,000
TEMP. SUPER SILT FENCE	3000	LF	\$8.00	\$ 24,000
TEMP. SILT FENCE	100	LF	\$3.50	\$ 350
SIGNAGE	1	LS	\$1,200.00	\$ 1,200
CROSSWALK	1	EA	\$2,500.00	\$ 2,500
SPLIT RAIL WOOD FENCE	200	LF	\$18.00	\$ 3,600
TRAILHEAD KIOSK	1	EA	\$1,500.00	\$ 1,500
LANDSCAPING	1	LS	\$5,000.00	\$ 5,000
NS BRIDGE UNDERPASS	1	EA	\$20,000.00	\$ 20,000
NS OVERHEAD PROTECTION SHELTER	1	EA	\$30,000.00	\$ 30,000
Sub-Total Construction Costs				\$323,827
Construction Implementation				
	Construction Contract Administration & Bidding			\$20,000
	Inspection Fees			\$35,000
	Materials Testing			\$10,000
	Contingency (10%)			\$32,383
	Construction VDOT Oversight Charges			\$5,000
Sub-Total Construction Implementation				\$102,383
CN PHASE TOTAL COST				\$426,210
TOTAL COST (PE, RW, & CN)				
TOTAL ESTIMATED PROJECT COST				\$526,210

Glade Creek Greenway-Phase 2 Roanoke Valley-Town of Vinton-Project Location Map



- Town of Vinton Glade Creek Greenway Phase 2
- Town of Vinton Glade Creek Greenway Phase 1
- Tinker Creek Greenway
- Roanoke River Greenway
- Roanoke Valley TPO Study Area



Commonwealth of Virginia

PROPOSED GLADE CREEK GREENWAY - VINTON, VA





Glade Creek Greenway Gas Lines



Virginia law requires that any party call 811 before beginning underground construction or excavation. Access to Roanoke Gas Company maps and records does not relieve the undersigned or their company or agency from that duty or from any liability resulting from damage to natural gas facilities.

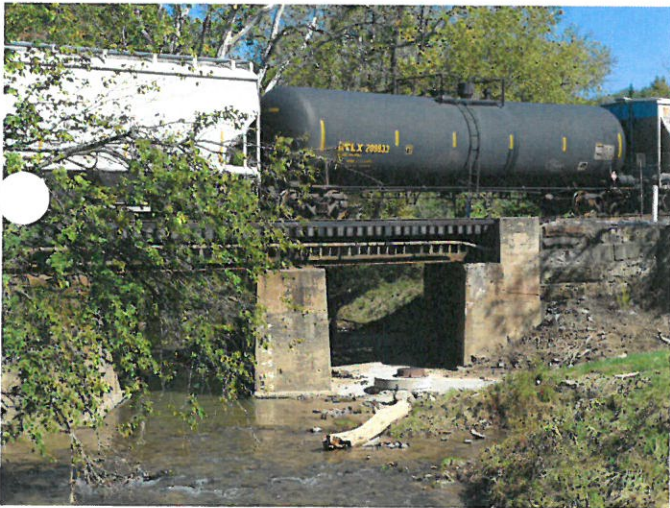


Date: 10/23/2015
1 inch = 305 feet

Legend

- Regulator Station
- Firm Top
- Regulator
- Relief Valve
- Services
- Unknown
- Bare Steel
- Cast Iron
- Coated Steel
- Plastic
- Plastic Insulated
- Mains
- Unknown
- LP-Bare Steel
- HP-Bare Steel
- LP-Cast Iron
- HP-Cast Iron
- LP-Plastic
- HP-Plastic
- LP-Public Insulated
- HP-Public Insulated
- LP-Steel Coated
- HP-Steel Coated
- Sub-Transmission-Steel Coated
- Transmission-Steel Coated
- Terminating Sites
- Town Borer Station
- Control
- Drip
- Gas Pipe Casing
- Railroad

Town of Vinton's Glade Creek Greenway—Phase 2
Existing Conditions



Bradley E. Grose, Mayor
Matthew S. Hare, Vice Mayor
I. Douglas Adams, Jr., Council Member
Sabrina McCarty, Council Member
Janet Scheid, Council Member



Vinton Municipal Building
311 South Pollard Street
Vinton, VA 24179
(540) 983-0607

**Vinton Town Council
Regular Meeting
Council Chambers
311 South Pollard Street
Tuesday, October 20, 2015**

AGENDA

Consideration of:

- A. 6:00 p.m. - WORK SESSION**
1. Briefing on the Virginia Pollutant Discharge Elimination Systems (VPDES) Permit Program.
- B. 7:00 p.m. - ROLL CALL AND ESTABLISHMENT OF A QUORUM**
- C. MOMENT OF SILENCE**
- D. PLEDGE OF ALLEGIANCE TO THE U. S. FLAG**
- E. UPCOMING COMMUNITY EVENTS/ANNOUNCEMENTS**
- F. CONSENT AGENDA**
1. Consider approval of minutes for the following:
 - a. Regular meeting of September 15, 2015
 - b. Special called meeting of September 24, 2015
 - c. Special called meeting of October 7, 2015
 - d. Special called meeting of October 14, 2015
- G. APPOINTMENT OF INTERIM CHIEF OF POLICE**
- H. AWARDS, RECOGNITIONS, PRESENTATIONS**
1. Recognition of Paul Mason, Outgoing Planning Commission Member
 2. Recognition of Benjamin L. Cook, Chief of Police
 3. Officer of the Month for September 2015
- I. CITIZENS' COMMENTS AND PETITIONS - This section is reserved for comments and questions for issues not listed on the agenda.**

J. PUBLIC HEARINGS

1. Consideration of public comments regarding a proposed ordinance to declare 123 Gus Nicks Boulevard, Tax Map Number 60.16-1-3, zoned CB Central Business District, a blighted property and in violation of Chapter 14 Buildings and Building Regulations, Article V Spot Blight Abatement, of the Vinton Town Code, and to consider approval of the proposed plan to demolish the structure and clear the property.
 - a. Open Public Hearing
 - Report from staff
 - Receive public comments
 - Council discussion and questions
 - b. Close Public Hearing
 - c. Council to consider adoption of Ordinance

2. Consideration of public comments regarding a proposed ordinance to declare 830 S. Pollard Street, Tax Map Number 60.19-4-4, zoned R-2 Residential District, a blighted property and in violation of Chapter 14 Buildings and Building Regulations, Article V Spot Blight Abatement, of the Vinton Town Code, and to consider approval of the proposed plan to demolish the structure and clear the property.
 - a. Open Public Hearing
 - Report from staff
 - Receive public comments
 - Council discussion and questions
 - b. Close Public Hearing
 - c. Council to consider adoption of Ordinance

3. Consideration of public comments regarding a proposed ordinance to declare 308-B 9th Street, Tax Map Number 60.10-4-27, zoned R-2 Residential District, a blighted property and in violation of Chapter 14 Buildings and Building Regulations, Article V Spot Blight Abatement, of the Vinton Town Code, and to consider approval of the proposed plan to demolish the structure and clear the property.
 - a. Open Public Hearing
 - Report from staff
 - Receive public comments
 - Council discussion and questions
 - b. Close Public Hearing
 - c. Council to consider adoption of Ordinance

K. TOWN ATTORNEY

L. TOWN MANAGER

ITEMS REQUIRING ACTION

1. Consider adoption of a Resolution authorizing the Town Manager to file an application for allocation of Virginia Department of Transportation (VDOT) Fiscal Year 2017-2018 MAP-21 Transportation Alternatives (TA) Program funds for Glade Creek Greenway Phase 2.

2. Consider adoption of a Resolution authorizing the creation of two part-time employee positions to convert them from Historical Society Contract employees to Town of Vinton part-time employees and approving the appropriation and transfer of funds.

M. FINANCIAL REPORT FOR AUGUST 2015

N. MAYOR

O. COUNCIL

1. Public Safety Committee Report
2. Comments from Council Members

P. ADJOURNMENT

NOTICE OF INTENT TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. Reasonable efforts will be made to provide assistance or special arrangements to qualified individuals with disabilities in order to participate in or attend Town Council meetings. Please call (540) 983-0607 at least 48 hours prior to the meeting date so that proper arrangements may be made.

NEXT TOWN COUNCIL MEETINGS/COMMITTEES:

October 26, 2015 - 6:30 p.m. to 9:00 p.m. – Council Strategic Planning Session – Vinton War Memorial

October 28, 2015 - 8:00 a.m. to 4:00 p.m. – Council Strategic Planning Session – Vinton War Memorial

November 3, 2015 - 6:00 p.m. - Work Session followed by regular meeting at 7:00 p.m. – Council Chambers

CERTIFICATION

I, Susan N. Johnson, duly appointed Town Clerk of the Town of Vinton, Virginia, do hereby certify that the attached is a true and correct copy of Resolution No. 2118, consisting of two (2) pages, adopted by the Vinton Town Council on October 20, 2015.

<u>Town Clerk</u> (Official Position)	<u><i>Susan N. Johnson</i></u> (Signature)	<u>October 23, 2015</u> (Date)
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RESOLUTION NO. 2118

AT A REGULAR MEETING OF THE VINTON TOWN COUNCIL HELD ON TUESDAY, OCTOBER 20, 2015, AT 7:00 P.M., IN THE COUNCIL CHAMBERS OF THE VINTON MUNICIPAL BUILDING LOCATED AT 311 SOUTH POLLARD STREET, VINTON, VIRGINIA

GLADE CREEK GREENWAY PHASE 2

A *RESOLUTION* authorizing the Town Manager for and on behalf of the Town of Vinton, to file an application for allocation of Virginia Department of Transportation (VDOT) MAP-21 Transportation Alternatives Fiscal Year 2017 Program funds.

WHEREAS, in accordance with the Commonwealth Transportation Board (CTB) construction allocation procedures, it is necessary that a Resolution be received from the sponsoring local jurisdiction requesting the Virginia Department of Transportation (VDOT) to establish a Transportation Alternatives (TA) project in the Town of Vinton, Virginia.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Vinton, requests the Commonwealth Transportation Board (CTB) to establish a project for the construction of **Glade Creek Greenway Phase 2**, a 10-foot wide paved, off-road, ADA-accessible, bicycle/pedestrian trail from Walnut Avenue to Gus Nicks Boulevard.

BE IT FURTHER RESOLVED, that the Town of Vinton hereby agrees to provide a minimum 20 percent matching contribution for this Project.

BE IT FURTHER RESOLVED, that the Town of Vinton hereby agrees to enter into a project administration agreement with the VDOT and provide the necessary oversight to ensure the project is developed in accordance with all state and federal requirements for design, right-of-way acquisition, and construction of a federally funded transportation project.

BE IT FURTHER RESOLVED, that the Town of Vinton will be responsible for maintenance and operating costs of any facility constructed with Transportation Alternatives Program funds unless other arrangements have been made with VDOT.

BE IT FURTHER RESOLVED, that if the Town of Vinton subsequently elects to cancel this Project, the Town of Vinton hereby agrees to reimburse VDOT for the total amount of costs expended by VDOT through the date VDOT is notified of such cancellation. The Town of Vinton also agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration.

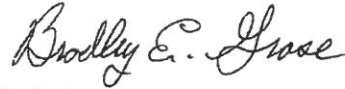
This Resolution adopted on motion made by Vice Mayor Hare and seconded by Council Member Scheid, with the following votes recorded:

AYES: McCarty, Scheid, Hare, Grose

NAYS: None


ABSENT: Adams

APPROVED:



Bradley E. Grose, Mayor

ATTEST:


Susan N. Johnson, Town Clerk

The 22nd day of October, 2015

RESOLUTION

SUBJ: Endorsement of Transportation Alternatives (TA) Grant Applications

WHEREAS, the Transportation Alternatives (TA) Program was created by the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) by combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category.

WHEREAS, MAP-21 allows state departments of transportation to set aside a portion of their Surface Transportation Program allocation each year to be used for TA activities; and

WHEREAS, Virginia has chosen to set aside funds for TA activities; and

WHEREAS, the following four Transportation Alternatives grant applications submitted are new projects and did not have previous resolutions and/or have expanded their scope:

Applicant: *Roanoke County*

Project: *Friendship Lane/Carvins Creek Bridge Replacement*

TA Funds Requested: *\$136,495*

Applicant: *Town of Vinton*

Project: *Glade Creek Greenway (Phase 2 from Walnut Ave. to Gus Nicks Blvd.)*

TA Funds Requested: *\$417,710*

Applicant: *City of Salem*

Project: *Main Street (US 460) Pedestrian Improvements*

TA Funds Requested: *\$500,000*

Applicant: *Virginia Western Community College*

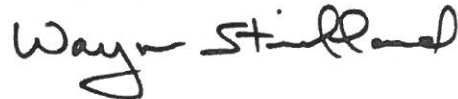
Project: *Colonial Avenue Improvements (Pedestrian & Bike-Friendly Boulevard)*

Approximate TA Funds Requested: *\$400,000*

WHEREAS, project applications that have not previously been endorsed in prior years and that fall within the Roanoke Valley Transportation Planning Organization (*Official Name: Roanoke Valley Area Metropolitan Planning Organization*) Study Area Boundary, must be formally endorsed by the Policy Board of the Roanoke Valley Transportation Planning Organization prior to submittal to the Virginia Department of Transportation by November 2, 2015;

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

NOW, THEREFORE BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board endorses the four Transportation Alternatives grant applications, listed herein, for the purpose of applying for TA funds, and if federal money is awarded to these projects, will be included in the appropriate fiscal year Transportation Improvement Program.

A handwritten signature in black ink that reads "Wayne Strickland". The signature is written in a cursive style with a large, stylized 'W' and 'S'.

Wayne Strickland
Secretary to the TPO Policy Board



County of Roanoke

OFFICE OF THE COUNTY ADMINISTRATOR

PO Box 29800, 5204 Bernard Drive
Roanoke, Virginia 24018-0798

THOMAS C. GATES
COUNTY ADMINISTRATOR

TEL: (540) 772.2004
FAX: (540) 561.2884

October 23, 2015

Ms. Julie Brown, Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

I am writing to you to express the County of Roanoke's support of the application submitted by the Town of Vinton for MAP-21 Transportation Alternatives Grant funding from the Virginia Department of Transportation for Glade Creek Greenway Phase 2 in Vinton. This funding will enable the Town of Vinton, in cooperation with the Roanoke Valley Greenway Commission, to complete additional sections of an urban trail within the Roanoke Valley Greenways System.

Glade Creek Greenway is envisioned to run from Tinker Creek to Vinyard Park and the Blue Ridge Parkway. Construction of Phase 1 of this bicycle/pedestrian trail will begin in spring 2016, using revenue sharing funds, matched by Town and County monies and private donations. Phase 2 of Glade Creek Greenway will continue the 10-wide shared use trail, beginning at Walnut Avenue. The trail will traverse along Glade Creek through Gearhart Park, owned by the Town and leased to Roanoke County. It will then skirt the Old William Byrd High School property, which is currently offered for sale by the County of Roanoke. The County has already agreed to donate an easement on this property for the greenway, prior to selling it. At Gus Nicks Boulevard, there will be a trailhead with parking. On both Walnut Avenue and Gus Nicks Boulevard there are existing sidewalks that will provide connections to and from the greenway from Town of Vinton and City of Roanoke neighborhoods and commercial areas.

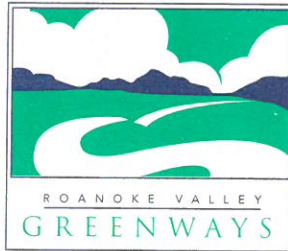
I hope you will look closely at the potential this project offers, and I hope you will support the Town of Vinton and Roanoke Valley Greenway Commission in their efforts to complete additional regional urban trails to incorporate into the Roanoke Valley Greenway System.

Sincerely,

Thomas C. Gates
County Administrator

e-copy: Mr. Chris Lawrence, Vinton Town Manager

PATHFINDERS FOR



October 30, 2015

Ms. Julie Brown, Local Assistance Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Ms. Brown:

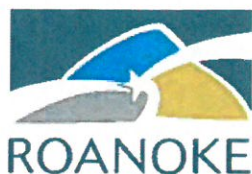
I am writing on behalf of Pathfinders for Greenways, Inc. in support of the Town of Vinton's Transportation Alternatives grant application for phase 2 of Glade Creek Greenway. The Town of Vinton has been working hard to get phase 1 of the project under construction, so that it can connect its citizens to Roanoke River Greenway. Glade Creek Greenway is the route, and the farther it goes, the more citizens in Vinton and northeast Roanoke will have alternative transportation options and the opportunity to connect to Roanoke River Greenway, the arterial route of the valley's network.

Pathfinders for Greenways is a non-profit organization that coordinates volunteers, marketing, and private fund raising for greenways. We have donated funds for construction of several sections of the greenway, as well as providing some of the bridges, signage, milepost markers, and volunteers for installation and landscaping. We appreciate the funding your department has provided in the past through various programs. Most recently we have built trail bridges in Roanoke and Salem and have built a long trail staircase for the Blue Ridge Parkway.

We have talked with Vinton about this project. The **Board has voted unanimously to assist the Town by providing the manpower and materials for the overhead protection shelter** under the railroad trestle. We have looked at the structures previously built, and our own carpentry experts have committed to building the one needed. The last one built in the City cost \$30,000. We will use the plans approved by the railroad and will have the structure inspected by Roanoke County. We have funds available and committed at this time for materials for this project. Glade Creek Greenway will provide new destinations for many users, allow connections to different neighborhoods and businesses, and greatly facilitate use of the new facilities in downtown Vinton. We are committed to helping with funding and skilled volunteers. We are eager to see the entire greenway finished and thank you for VDOT's part in this effort.

Sincerely,

Kemper Fant
President, Pathfinders for Greenways



OFFICE OF THE CITY MANAGER

Noel C. Taylor Municipal Building
215 Church Avenue, SW, Room 364
Roanoke, Virginia 24011
540.853.2333
www.roanokeva.gov

October 23, 2015

Ms. Julie Brown, Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

I would like to express the City of Roanoke's support for the application from the Town of Vinton for grant funding for the Glade Creek Greenway Phase 2 from the MAP-21 Transportation Alternatives Grant by the Virginia Department of Transportation. The Roanoke Valley Greenways System is an important part of our communities in the Valley, and this funding is vital to enabling the Town of Vinton to complete the Glade Creek Greenway Phase 2 project with support of the Roanoke Valley Greenway Commission.

Glade Creek Greenway will provide much needed links to City of Roanoke and Town of Vinton neighborhoods and business areas, and also provide easy access to other parts of our area like the Blue Ridge Parkway. Phase 2 of Glade Creek Greenway is planned to begin at Walnut Avenue, in close proximity to the City of Roanoke limits and our own Tinker Creek Greenway. Additionally, it will include a trailhead at Gus Nicks Boulevard at the City/Town limits which will provide easy access to the trail for the City and Town residents in the surrounding neighborhoods.

On behalf of the City of Roanoke, I give this grant funding request from the Town of Vinton for the Glade Creek Greenway Phase 2 my fullest support.

Sincerely,

Christopher P. Morrill
City Manager



Roanoke Valley-Alleghany
REGIONAL
commission

rvarc.org

313 Luck Avenue, SW | Roanoke, Virginia 24016 | P: 540.343.4417 | F: 540.343.4416 | rvarc@rvarc.org

October 27, 2015

Ms. Julie Brown, Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

As executive director of the Roanoke Valley-Alleghany Regional Commission (RVARC), I am contacting you to let you know that RVARC fully supports the application for funding for the Glade Creek Greenway Phase 2 from the MAP-21 Transportation Alternatives Grant from the Virginia Department of Transportation. This funding is an important factor that will assist the Town of Vinton, with the support of the Roanoke Valley Greenway Commission, in completing additional sections of the Roanoke Valley Greenways System.

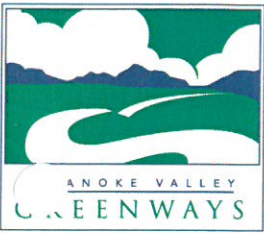
Glade Creek Greenway will be an important asset to the greenway system. It is planned to run from Tinker Creek to Vinyard Park and on to the Blue Ridge Parkway. Phase 2 of Glade Creek Greenway will begin at Walnut Avenue, travel along Glade Creek through Gearhart Park, through a portion of the Old William Byrd High School property, and on to Gus Nicks Boulevard where there will be a trailhead and parking area. This trail will be a vital link that provides valuable connections to Town of Vinton and City of Roanoke neighborhoods and commercial areas. It will also help to promote a healthy lifestyle by providing recreational opportunities to Roanoke Valley residents and visitors.

I respectfully ask for your support of the Town of Vinton's application for grant funding for the Glade Creek Greenway Phase 2.

Sincerely,

A handwritten signature in black ink that reads "Wayne Strickland".

Wayne Strickland
Executive Director



1206 KESSLER MILL ROAD

SALEM, VA 24153

540-777-6330

540-387-6146 (FAX)

lbelcher@roanokecountyva.gov

www.greenways.org

October 30, 2015

Ms. Julie Brown, Director of Local Assistance Division
Virginia Department of Transportation
1401 East. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

The Roanoke Valley Greenway Commission would like to express its support for the Town of Vinton's request for Transportation Alternatives funding for Phase 2 of Glade Creek Greenway. The Greenway Commission reviewed Transportation Alternatives projects at its October 28 meeting and passed a resolution of support for Vinton's application.

The Town of Vinton has worked diligently through the years to take advantage of greenway opportunities. Vinton has already received Revenue Sharing funds to develop Phase 1 of Glade Creek Greenway from Virginia Avenue to Walnut Avenue. Construction is expected to begin in spring 2016. The Greenway Commission assisted the Town in securing corporate matching funds.

If Glade Creek Greenway were extended from Walnut Avenue to Gus Nicks Boulevard, Phase 2, it would serve additional residents from Roanoke City and the Town, providing a wonderful avenue for bicycles and pedestrians to go from downtown Vinton to Roanoke River Greenway and on to the rest of the Valley. This would allow residents from the northeast quadrant to ride bicycles to work at PFG in Vinton or even Carilion in Roanoke. The greenway would complement the downtown revitalization and the new library. The connection to Gus Nicks would provide new multi-modal opportunities, connecting to the transit routes, where buses have bike racks. Plus, the Greenway is considered a great amenity that would help Roanoke County with redevelopment of the Old William Byrd High School Property.

In the Greenway Plan, Roanoke River is the number one priority, and the number two priorities are the greenways that connect to it. For Vinton, because Roanoke River Greenway is on the south side of the river, the connection to it is a high priority. Vinton is moving forward to connect folks from the river to downtown and the northeast part of the Valley. The Glade Creek Greenway and its connection to the greenway network are critical to make these routes continuous.

Thank you for your consideration of this important greenway connection and your recognition of its importance to economic development in downtown Vinton.

Sincerely,

Liz Belcher
Roanoke Valley Greenway Coordinator



VINTON AREA
CHAMBER
OF
COMMERCE

October 29, 2015

Ms. Julie Brown, Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Dear Ms. Brown:

As the Executive Director of the Vinton Area Chamber of Commerce, I would like to state my full support of the application from the Town of Vinton for grant funding from the MAP-21 Transportation Alternatives Grant by the Virginia Department of Transportation for Glade Creek Greenway Phase 2.

The Vinton Area Chamber of Commerce strives to attract and retain businesses within the Vinton area, and the Roanoke Valley Greenways System is an important asset and marketing tool for our community and the entire Roanoke Valley. The Glade Creek Greenway will provide an important link to neighborhoods, business districts, other greenway trails in the area, as well as the Blue Ridge Parkway. In order for the Town to successfully complete the Glade Creek Greenway Phase 2 project, with support of the Roanoke Valley Greenway Commission, this funding is vital.

On behalf of the Vinton Area Chamber of Commerce, I hope that you will find the Town of Vinton's grant application favorable for funding.

Sincerely,

Angie Chewning
Executive Director

PROJECT MANAGER EXPERIENCE: ANITA MCMILLAN

TOWN OF VINTON – MIDWAY COMMUNITY FLOOD DAMAGE MITIGATION PROJECT: 1997 - 2001

The installation of a backwater flow control valve on the Norfolk Southern Railway Company box culvert near 6th Street and Tinker Avenue adjacent to Glade Creek. The installation of the box culvert was completed in **June 2001**.

The acquisition of residential properties and vacant lots properties and the demolition of the residential structures that were located in the special hazard areas of the National Flood Insurance Program (NFIP). The demolition of the structures was completed in **June 1999**.

Total Project Costs from 1997 to June 2001 was \$520,825.97. The Project was Total project costs were direct costs. Administrative cost (Town Planning and Zoning Director) to administer the grant project was not included in the total project costs. Breakdown of funding for the project:

VA DHCD: CDBG CIG Project Funds	\$ 100,000.00
FEMA/VDEM Project Funds	\$ 399,996.46
Town of Vinton Local Match	\$ 20,829.51
Total Project Costs	<u>\$ 520,825.97</u>

TOWN OF VINTON – WOLF CREEK GREENWAY PROJECT

The Project involved the construction of an eight feet wide of 3,500 linear foot long greenway along Wolf Creek from Hardy Road to Washington Avenue and a pedestrian bridge across Wolf Creek. Grant was awarded in February 1998 and completed in **May 1999** with a lot of volunteer involvement for the construction of the bridge, sign, and landscaping. Administrative cost to administer the grant project and volunteer hours were not included in the total project.

VA DCR Project Funds	\$30,000.00
Town of Vinton Local Match	\$10,000.00

Total Project Costs **\$40,000.00**

TOWN OF VINTON - WALNUT AVENUE FLOOD HAZARD MITIGATION PROJECT – VOLUTARY PROPERTY ACQUISITION: 2004 – 2005

The three properties consisted of two sing-family dwellings and a vacant parcel that were located in the NFIP Special Flood Hazard Areas inundated by 100-Year Flood and floodway area in zone AE. Project completed in **September 2005**.

*Federal (FEMA) Project Funds	\$ 209,550.00
State (VDEM) Project Funds	\$ 55,880.00
Town of Vinton Local Match	\$ 13,970.00
Total Project Cost	<u>\$ 279,400.00</u>

TOWN OF VINTON DOWNTOWN REVITALIZATION PROJECT: On-going

VA DHCD CDBG Project Funds, Awarded March 2013	\$ 700,000.00
Town of Vinton/Roanoke County (Downtown Library)	\$ 1,417,772.00
Estimated Total Project Cost	<u>\$ 2,137,371.00</u>

TINKER CREEK CANOE LAUNCH IMPROVEMENT PROJECT

Project completed on **June 24, 2015**

Appalachian Power Foundation, Awarded October 2014	\$11,500.00
VA Department of Game and Inland Fisheries DGIF), Awarded December 2014	\$10,000.00
Town of Vinton In-kind Match – Administration/Labor/Equipment, June 2015	\$13,171.17
Total Project Cost	<u>\$34,671.17</u>

TOWN OF VINTON GLADE CREEK GREENWAY: On-going

VDOT Revenue Sharing Program Funds, Awarded June 20, 2013	\$ 81,000.00
Novozymes Biologicals, Inc./Private Contribution	\$ 50,000.00
Town of Vinton Local Match	\$ 31,000.00
VDOT Revenue Sharing Program Funds, Awarded July 15, 2015	\$ 50,000.00
Pathways for Greenways/Roanoke Valley Greenway Commission	\$ 12,500.00
Roanoke County Corridor Funds	\$ 10,000.00
Roanoke County EDA Funds	\$ 10,000.00
Town of Vinton Local Match	\$ 17,500.00
Estimated Total Project Cost	<u>\$262,000.00</u>

TOWN OF VINTON TINKER CREEK PEDESTRIAN BRIDGE

Regional Surface Transportation Program (RSTP), September 2014	\$1,800,000.00
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TOWN OF VINTON Urban Development Areas (UDA) PLANNING GRANT ASSISTANCE: On-going.

VDOT Office of Intermodal Planning and Investment, September 2015	\$ 65,000.00
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PROGRAMMATIC PROJECT ADMINISTRATION AGREEMENT
Revenue Sharing Projects

THIS AGREEMENT, made and executed in triplicate this 30th day of July, 2013, by and between the Town of Vinton, Virginia, hereinafter referred to as the LOCALITY and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT.

WHEREAS, the LOCALITY may, in accordance with §33.1-23.05 of the *Code of Virginia* (1950), as amended (the *Code*), and Commonwealth Transportation Board (CTB) policy, submit application(s) for Revenue Sharing funding and may also administer projects approved for Revenue Sharing funding by the CTB; and

WHEREAS, Appendix A documents the funding allocated to each Project and shall be developed and included as an attachment to this agreement. Such attachment may be amended, revised or removed or an additional Appendix A may be added as additional projects or funding is approved by the CTB and allocated to the LOCALITY to finance the Project(s) within the term of this Agreement without the need to execute an additional project administration agreement; and

WHEREAS, current and future projects approved for Revenue Sharing funding by the CTB within the term of this agreement and subject to the terms and conditions specified herein shall be identified on a list which will be included as an attachment to this Agreement as Appendix B. Such attachment may be amended as additional projects are approved by the CTB and shall be signed by an authorized LOCALITY and VDOT official, without the need to execute an additional project administration agreement. If any active project with an existing agreement is incorporated herein, the original project agreement shall automatically terminate upon inclusion in this programmatic agreement of an updated Appendix A and an amended Appendix B to reflect that project; and

WHEREAS, both parties have concurred in the LOCALITY's administration of the phase(s) of work for the respective Project(s) listed in the attachments in accordance with applicable federal, state and local laws and regulations and that the locality will certify compliance with those laws and regulations as prescribed by the Department.

NOW THEREFORE, in consideration of the mutual premises contained herein, the parties hereto agree as follows:

1. This agreement shall be effective for an initial period of THREE fiscal years and may be extended by an addendum signed by each party for one additional term of THREE fiscal years unless a change in policy or the *Code* necessitates a change in terms and conditions before the term of this agreement shall have passed. This Agreement shall NOT extend beyond SIX fiscal years. In the event that a new agreement becomes necessary during the life of this Agreement, Appendix A and Appendix B may be incorporated within the new approved agreement upon mutual agreement by both parties.

2. The LOCALITY shall:
- a. Be responsible for all activities necessary to complete the noted phase(s) of each Project shown on the Appendix B and on the respective Project's Appendix A, except for activities, decisions, and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties.
 - b. Receive individual prior written authorization from the DEPARTMENT to proceed with each project.
 - c. Administer the Project(s) in accordance with guidelines applicable to state funded Locally Administered Projects as published by the DEPARTMENT.
 - d. Provide certification by a LOCALITY official of compliance with applicable laws and regulations on the State Certification Form for State aid projects or in another manner as prescribed by the DEPARTMENT for each project included in Appendix B.
 - e. Maintain accurate and complete records of each Project's development of all expenditures and make such information available for inspection or auditing by the DEPARTMENT. Records and documentation for items for which reimbursement will be requested shall be maintained for not less than three (3) years following acceptance of the final voucher on each Project.
 - f. No more frequently than monthly, submit invoices with supporting documentation to the DEPARTMENT in the form prescribed by the DEPARTMENT. The supporting documentation shall include copies of related vendor invoices paid by the LOCALITY and also include an up-to-date Project summary and schedule tracking payment requests and adjustments.
 - g. Reimburse the DEPARTMENT all Project expenses incurred by the DEPARTMENT if, due to action or inaction solely by the LOCALITY, the project becomes ineligible for state reimbursement, or in the event the reimbursement provisions of Section 33.1-44 or Section 33.1-70.01 of the *Code*, or other applicable provisions of state law or regulations require such reimbursement.
 - h. Pay the DEPARTMENT the LOCALITY's matching funds for eligible Project expenses incurred by the DEPARTMENT in the performance of activities set forth in paragraph 3.a.
 - i. Administer the Project in accordance with all applicable federal, state, and local laws and regulations. Failure to fulfill these obligations may result in the forfeiture of state-aid reimbursements. DEPARTMENT and LOCALITY staffs will work together to cooperatively resolve any issues that are identified so as to avoid any forfeiture of state-aid funds.

- j. If legal services other than those provided by staff counsel are required in connection with condemnation proceedings associated with the acquisition of Right-of-Way, the LOCALITY will consult the DEPARTMENT to obtain an attorney from the list of outside counsel approved by the Office of the Attorney General. Costs associated with outside counsel services shall be reimbursable expenses of the project.
 - k. For projects on facilities not maintained by the DEPARTMENT, provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the DEPARTMENT.
3. The DEPARTMENT shall:
- a. Perform any actions and provide any decisions and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties.
 - b. Upon receipt of the LOCALITY's invoices pursuant to paragraph 2.f, reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the DEPARTMENT within 30 days of an acceptable submission by the LOCALITY.
 - c. If appropriate, submit invoices to the LOCALITY for the LOCALITY's share of eligible Project expenses incurred by the DEPARTMENT in the performance of activities pursuant to paragraph 2.a.
 - d. Audit the LOCALITY's Project records and documentation as may be required to verify LOCALITY compliance with applicable laws and regulations.
 - e. Make available to the LOCALITY guidelines to assist the parties in carrying out responsibilities under this Agreement.
4. Appendix A identifies the specific funding sources for each Project under this Agreement, phases of work to be administered by the LOCALITY, and additional project-specific requirements agreed to by the parties. There may be additional elements that, once identified, shall be addressed by the parties hereto in writing, which may require an amendment to this Agreement.
5. If designated by the DEPARTMENT, the LOCALITY is authorized to act as the DEPARTMENT's agent for the purpose of conducting survey work pursuant to Section 33.1-94 of the *Code*.
6. Nothing in this Agreement shall obligate the parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. In the event the cost of a Project under this agreement is anticipated to exceed the allocation shown for such Project on the respective Appendix A, both parties agree to cooperate in providing additional funding for the Project or to terminate the Project before its cost exceeds the allocated amount, however

the DEPARTMENT and the LOCALITY shall not be obligated to provide additional funds beyond those appropriated pursuant to an annual or other lawful appropriation.

7. Nothing in this agreement shall be construed as a waiver of the LOCALITY's or the Commonwealth of Virginia's sovereign immunity.
8. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.
9. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY or the DEPARTMENT shall not be bound by any agreements between either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY or the DEPARTMENT has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.
10. This agreement may be terminated by either party upon 30 days advance written notice. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraphs 2.f, 2.g, and 3.b, subject to the limitations established in this Agreement and Appendix A. Should the LOCALITY unilaterally cancel a project agreement, the LOCALITY shall reimburse the DEPARTMENT all state funds reimbursed and expended in support of the project, unless otherwise mutually agreed-upon prior to termination.

THE LOCALITY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any party.

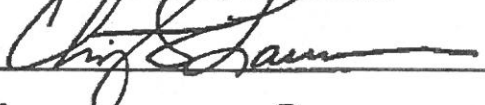
THE LOCALITY and the DEPARTMENT further agree that should Federal-aid Highway funds be added to any project, this agreement is no longer applicable to that project and the applicable Appendix A shall be removed from this agreement and the Standard Project Administration Agreement for Federal-aid Projects executed for that project.

THIS AGREEMENT, when properly executed, shall be binding upon both parties, their successors, and assigns.

THIS AGREEMENT may be modified in writing by mutual agreement of both parties.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

TOWN OF VINTON, VIRGINIA:



CHRISTOPHER S. LAWRENCE

Typed or printed name of signatory

TOWN MANAGER

Title

July 17, 2013

Date



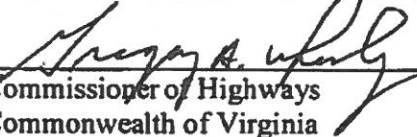
Signature of Witness

7/17/13

Date

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this agreement.

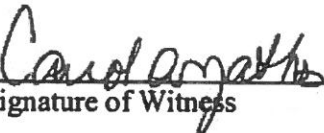
COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:



Commissioner of Highways
Commonwealth of Virginia
Department of Transportation

7/30/13

Date



Signature of Witness

7/30/13

Date

Attachments

Appendix A (for each project covered under this Agreement)

Appendix B (listing Project(s) covered under this Agreement)

Appendix A

Project Number: U000-149-R43 UPC: 104253 Locality: Town of Vinton

Project Location ZIP+4: Locality DUNS#: Locality Address (incl ZIP+4): 311 S. Pollard Street, Vinton, VA 24179

Project Narrative

Scope: Glade Creek Greenway
 From: Walnut Avenue
 To: Virginia Avenue

Locality Project Manager Contact Info: Anita McMillen (540) 883-0881
 Department Project Coordinator Contact Info: Michelle Caruthers, PE 540-387-5408

Project Estimates				
	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	\$30,000	\$0	\$127,500	\$157,500
Estimated VDOT Project Expenses	\$2,500		\$2,000	\$4,500
Estimated Total Project Costs	\$32,500		\$129,500	\$162,000


Project Cost and Reimbursement						
Phase	Estimated Project Costs	Funds type (Choose from drop down box)	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	\$32,500	Revenue Sharing	50%	\$16,250	\$16,250	
				\$0	\$0	
				\$0	\$0	
				\$0	\$0	
Total PE	\$32,500			\$16,250	\$16,250	
Right of Way & Utilities			0%	\$0	\$0	
				\$0	\$0	
Total RW	\$0			\$0	\$0	
Construction	\$129,500	Revenue Sharing	50%	\$64,750	\$64,750	
				\$0	\$0	
Total CN	\$129,500			\$64,750	\$64,750	
Total Estimated Cost	\$162,000			\$81,000	\$81,000	\$76,500

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)	\$81,000
Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)	\$76,500

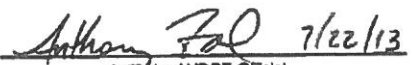
Project Financing					
Revenue Sharing State Match	Revenue Sharing Local Match				Aggregate Allocations (A+B+C+D+E+F)
\$81,000	\$81,000				\$162,000

Program and project specific funding requirements

- This project shall be administered in accordance with VDOT's Locally Administered Projects Manual
- The project will be constructed and maintained in accordance with VDOT's: Urban Manual
- This project is a Revenue Sharing project and must follow the procedures set forth in the Guide to the Revenue Sharing Program.
- The Locality will continue to operate and maintain the facility as constructed. Should the design features of the project be altered by the Locality subsequent to project completion without approval of the Department, the locality inherently agrees, by execution of this agreement, to make restitution, either physically or monetarily, as required by the Department.
- This is a limited funds project. The Locality shall be responsible for any additional funding in excess of **\$81,000**
- Estimated eligible VDOT expenses are based on VDOT processing SERP (if applicable) and inspection. Any additional assistance may result in additional VDOT charges.
- In accordance with §33.1-23.05 of the Code of Virginia, this project must be initiated and at least a portion of the funds expended within one year of allocation. If not initiated by 08/19/2014 the project may be subject to deallocation.
- Revenue Sharing Funds above consist of the following Fiscal Years:
 - FY 14 - \$162,000 (\$81,000 locality and \$81,000 VDOT)
- Funds are not available until July 1 of the fiscal year in which they are allocated.
- Total project allocations: **\$162,000**


 Authorized Locality Official and date

CHRISTOPHER S. LAWRENCE
 Typed or printed name of person signing

 7/22/13
 Authorized VDOT Official
 Recommendation and Date

Anthony Ford
 Typed or printed name of person signing
 Version 8/19/11

APPENDIX B

Locality Town of Vinton

Original Agreement Date _____

Date Appendix B Modified _____

Locality Program Coordinator:

Anita McMillan

Department Program Coordinator:

Michelle Caruthers, PE

CONSTRUCTION PROJECTS						
UPC	Project #	State Match Approved Amount	Date of CTB Approval	Date Appendix A Signed by District	Date Appendix A Revised	Modified State Match
104253	U000-149-R43	\$ 81,000	6/19/2013	7/22/13		

MAINTENANCE PROJECTS						
UPC	Project #	State Match Approved Amount	Date of CTB Approval	Date Appendix A Signed by District	Date Appendix A Revised	Modified State Match

NOTE: Transfers between construction and maintenance projects should not be assumed but will be evaluated on a case-by-case basis.

[Signature] July 17, 2013
Authorized Locality Official Date

[Signature] 7/22/13
Authorized VDOT Official Date

FY 2016 State Match

Project # Road Name

UPC#

Recommended

Location

Priority Selection Status

Project Administration

Salem District

totals: 35 projects

\$14,324,750

Roanoke (City of)

U000-128-R79
various roads

UPC 107303

\$500,000

FR: 500ft north of the bridge
TO: 500ft south of the bridge

Bridge Rehabilitation (maintenance)
other Priority

Locality

U000-128-R80
various roads

UPC 107304

\$130,000

FR: various localtons
TO:

Sidewalk (maintenance replacement)
other Priority

Locality

Roanoke County

0649-080-R77
Dry Hollow Road

UPC 107309

\$200,000

FR: 200ft south of Rt 639
TO: n/a

Reconstruction
Construction Priority

VDOT

1530-080-R78
Kenwick Trail

UPC 107310

\$25,000

FR: 700ft south of intersection of Route 1533
TO: n/a

Drainage Improvements
Construction Priority

Locality

1633-080-R79
Belle Meade Drive

UPC 107312

\$25,000

FR: 0.04 miles east of Route 1635
TO: n/a

Drainage Improvements
Construction Priority

Locality

0613-080-R80
Merriman Road

UPC 107313

\$50,000

FR: Route 1682, Springlawn Avenue
TO: 175ft east of Route 1673, Sunnyside Drive

Drainage Improvements
Construction Priority

Locality

1566-080-R94
Tanglewood Drive

UPC 107455

\$100,000

FR: at intersection of Route 1564
TO: at intersection of Route 1567

Drainage Improvements
other Priority

Locality

Vinton (Town of)

U000-149-R43
Glade Creek Greenway

UPC 104253

\$50,000

FR: Walnut Avenue
TO: Virginia Avenue/Dale Avenue Bridge

Bikeways/Trails
Construction Priority

Locality

Staunton District

totals: 21 projects

\$12,965,700

Augusta County

0608-007-R39
Tinkling Springs Road

UPC 105904

\$825,000

FR: Route 635 (Augusta Farms Road)
TO: Route 935 (Expo Road)

Reconstruction
Construction Priority

Locality

Bridgewater (Town of)

U000-176-R28,P101
Dry River Road

UPC 87071

\$700,000

FR: Old River Road
TO: TCL

Sidewalk (new construction)
Construction Priority

Locality

RS16-176-139
various roads

UPC 107143

\$244,114

FR: various locations
TO:

Pavement Overlay (maintenance)
Maintenance Priority

Locality

Frederick County

1538-034-R16
Coverstone Drive

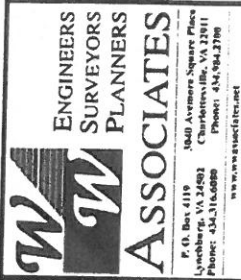
UPC 107227

\$2,000,000

FR: Existing Coverstone Drivel
TO: .70 miles

New Road
Construction Priority

Locality



**ENGINEERS
SURVEYORS
PLANNERS**

ASSOCIATES

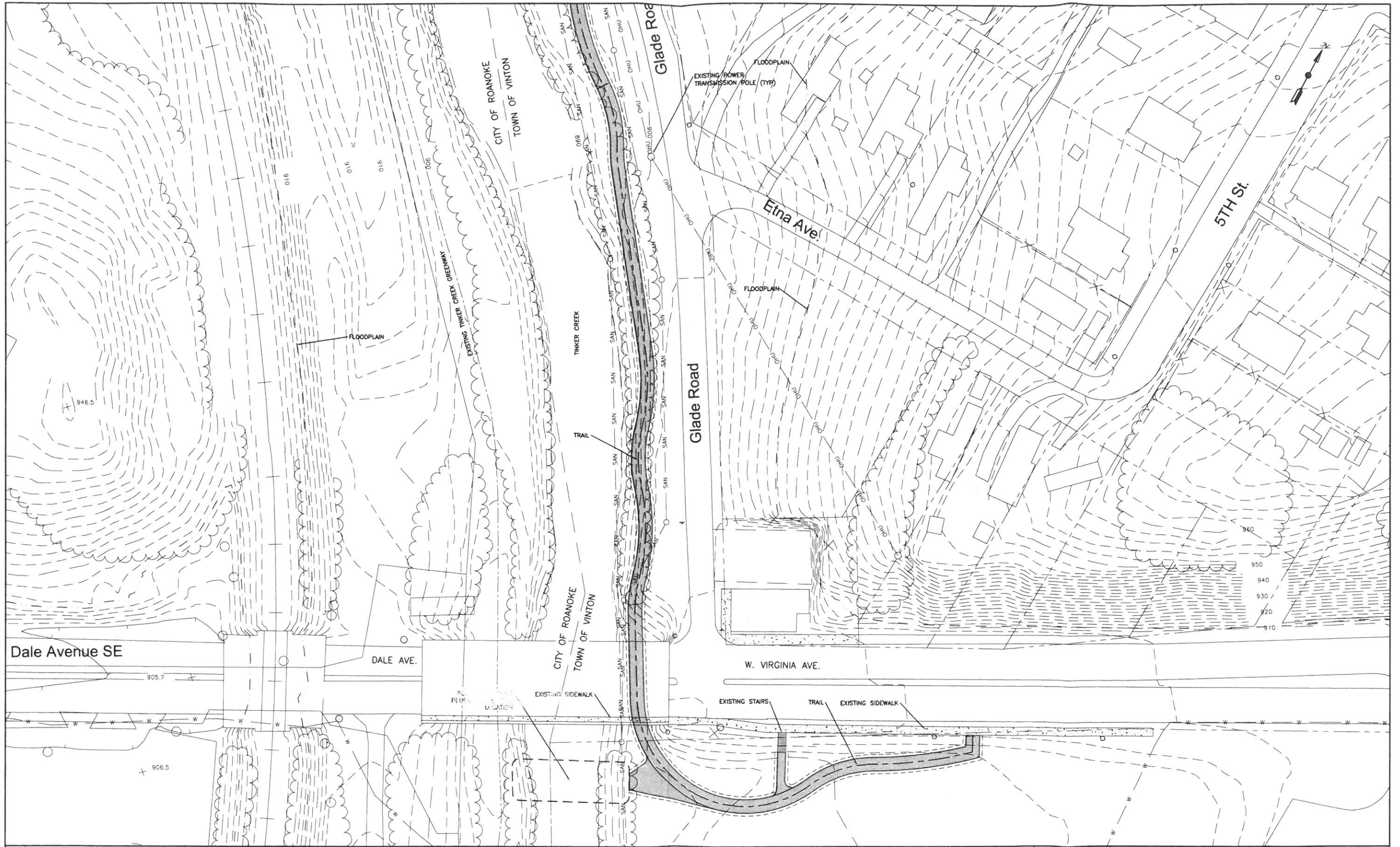
P. O. Box 4119
1940 Armons Square, P.O. Box
Lyndeburg, VA 24893
Charlottesville, VA 22801
Phone: 434-316-0888
Fax: 434-984-3798
www.wassociates.com

Project: Glade/Tinker Creek Greenway
Location: Town of Vinton, VA
WVA Project No: 213099.02
Date: 5-Aug-14
Estimate By: JMF/PCS
Checked By: RBS
Status: Concept Study
Page: 1

Item	Units	Quantity	Construction Costs of Expanded Scope			Total Material Costs	Unit Labor Cost	Total Labor Costs	Total Unit Costs	Total Cost
			Unit Material Cost	Total Material Costs	Unit Labor Cost					
MOBILIZATION	LS	1	\$0	\$0	\$0	\$20,000	\$20,000	\$20,000	\$20,000	
CONSTRUCTION SURVEY	LS	1	\$0	\$0	\$0	\$5,000	\$5,000	\$5,000	\$5,000	
EARTHWORK	LS	1	\$0	\$0	\$0	\$40,000	\$40,000	\$40,000	\$40,000	
DITCH GRADING	LF	800	\$0	\$0	\$0	\$6	\$4,800	\$6	\$4,800	
LOWER SANITARY MANHOLE	VF	5	\$100	\$500	\$200	\$200	\$1,000	\$300	\$1,500	
SSMH COVER (WATERTIGHT)	EA	1	\$500	\$500	\$400	\$400	\$400	\$900	\$900	
AGGR. MATL. NO. 21B	TON	810	\$10	\$8,100	\$20	\$20	\$16,200	\$30	\$24,300	
2" ASPHALT CONCRETE TY. SM-9.5A (10' Wide)	TON	221	\$60	\$13,260	\$70	\$70	\$15,470	\$130	\$28,730	
4" CONCRETE TRAIL UNDER BRIDGE	CY	26	\$125	\$3,250	\$175	\$175	\$4,550	\$300	\$7,800	
DRY RIPRAP CL. A1 W/ LINING	TON	20	\$20	\$400	\$30	\$30	\$600	\$50	\$1,000	
SEEDING, FERTILIZER, LIME, & MULCH (1.1 AC)	LS	1	\$1,000	\$1,000	\$2,000	\$2,000	\$2,000	\$3,000	\$3,000	
CULVERT INLET PROTECTION	EA	2	\$250	\$500	\$250	\$250	\$500	\$500	\$1,000	
TEMP SILT FENCE	LF	2100	\$1	\$2,100	\$1	\$1	\$2,100	\$2	\$4,200	
GUARDRAIL	LF	50	\$25	\$1,250	\$25	\$25	\$1,250	\$50	\$2,500	
SEGMENTAL BLOCK RETAINING WALL	SF	1870	\$10	\$18,700	\$15	\$15	\$28,050	\$25	\$46,750	
HANDRAIL	LF	140	\$35	\$4,900	\$30	\$30	\$4,200	\$65	\$9,100	
STORMWATER MANHOLE W/ FRAME & COVER	VLV	14	\$250	\$3,500	\$250	\$250	\$3,500	\$500	\$7,000	
24" CONC. PIPE	LF	45	\$30	\$1,350	\$30	\$30	\$1,350	\$60	\$2,700	
CONSTRUCTION ENTRANCE	EA	3	\$500	\$1,500	\$500	\$500	\$1,500	\$1,000	\$3,000	
Subtotals:				\$60,810			\$152,470		\$213,280	
5% Sales Tax on Materials									\$3,041	
									\$216,321	
									\$21,632	
									\$237,953	
									\$19,000	
									\$256,953	

SUBTOTAL
 CONTINGENCY OF 10%
 TOTAL WITH CONTINGENCY
 ENGINEERING FEES
 TOTAL PROJECT COST WITH CONTINGENCY

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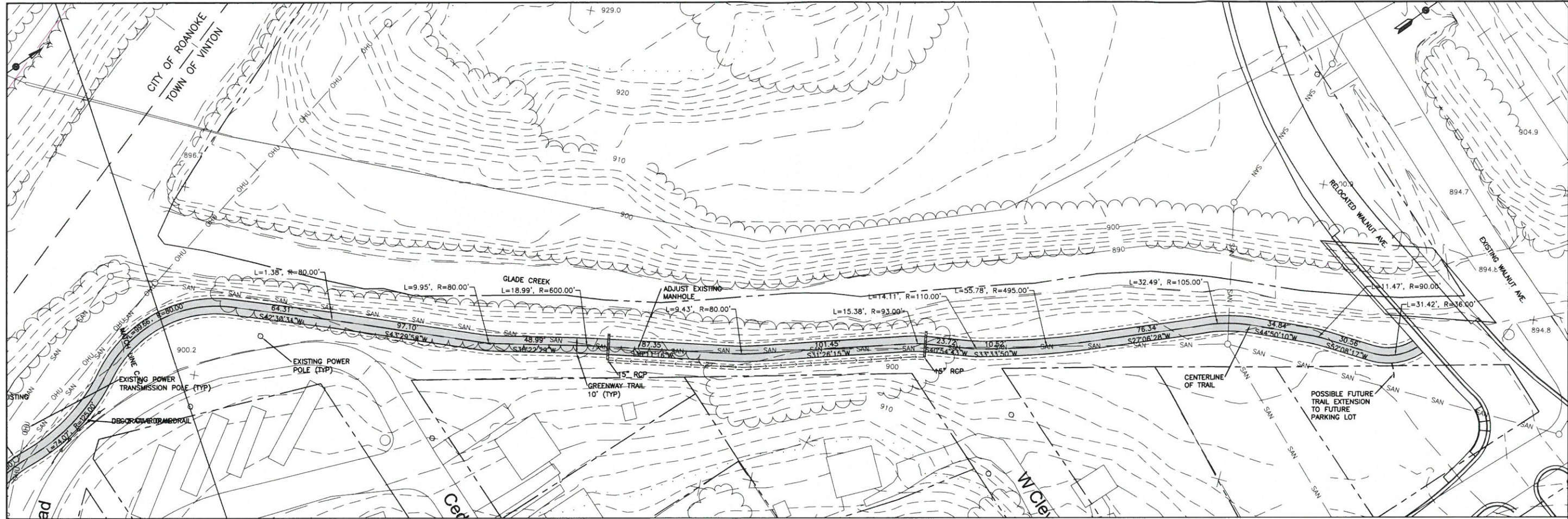


NO.	SHEET REVISION	BY	DATE	NO.	SHEET REVISION	BY	DATE

EXHIBIT
 IF THIS DRAWING IS A REDUCTION
 GRAPHIC SCALE MUST BE USED
 SCALE: 1" = 30'



DESIGNED BY: PS	PROJECT: GLADE/TINKER CREEK GREENWAY PLAN DEVELOPMENT TOWN OF VINTON, VA	SET REV. NO. -
DRAWN BY: TO/REG	TITLE: FUTURE TRAIL CONCEPT	DRAWING NUMBER: C-1
DIR BY: RS	FILE NAME: 309901C_EXHT3.dwg	SHEET NUMBER: 1 of 1
WWA NUMBER: 213009.01	DISCIPLINE: CML	SCALE: H: 1"=30' V: N/A
	DATE: 04/22/14	



THIS WILL BE A TRAIL PROFILE

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NO.	SHEET REVISION	BY	DATE	NO.	SHEET REVISION	BY	DATE

50% SUBMITTAL

IF THIS DRAWING IS A REDUCTION
GRAPHIC SCALE MUST BE USED

SCALE: 1" = 30'



DESIGNED BY: PS	PROJECT: GLADE/TINKER CREEK GREENWAY PLAN DEVELOPMENT TOWN OF VINTON, VA	SET REV. NO. -
DRAWN BY: Ta	TITLE: PLAN AND PROFILE	DRAWING NUMBER: C-3
DIR BY: RS	WVA NUMBER: 213099.01	SHEET NUMBER: 3 of 6
FILE NAME: 309901C_C3.dwg	DISCIPLINE: CIVIL	SCALE: H: 1"=30' V: N/A
DATE: 12/16/13		



Community Meeting

WHERE: Vinton War Memorial
814 Washington Avenue, Vinton

DATE: Thursday, January 16, 2014

TIME: From 5:30 pm To 7:30 pm

Updating You On:

- **Downtown Revitalization Project**
- **Walnut Avenue Low Water Bridge Replacement Project**
- **Walnut Avenue Sidewalk Improvement Project**
- **Glade/Tinker Creeks Greenway Project**

The meeting will be a drop-in meeting, so please come anytime between 5:30 pm and 7:30 pm. Light refreshments will be served.

For more information, please call:
540-983-0607 or 540-983-0601.



Town of Vinton
311 S. Pollard Street
Vinton, VA 24179

Phone: 540-983-0607

Website: www.vintonva.gov

E-mail: vintoninfo@vintonva.gov

2007

Update to the Roanoke Valley Conceptual Greenway Plan



Status of Off-Road Routes Included in the 1995 *Conceptual Greenway Plan*

PROJECT NAME	Plan #	On/Off Rd.	Inactive	Exploration	Planning	Engineering	Funding	Right of way	Construction	Complete	COMMENTS
Appalachain Trail	3	Off		✓	✓	✓	✓	✓	✓	1985	Easement 1998
Back Creek	45	Off		✓							
Barnhardt Creek	36	Off		✓							
Carvin Creek	9	Off		✓	✓						
Dry Hollow	34	Off		✓							
Garnand Branch	41	Off		✓	✓						
Gish Branch	14	Off	x								
Glade Creek	26	Off		✓	✓						
Glenwood Horse Trail Link	27	Off		✓	✓						
Hanging Rock Battlefield Trail	15	Off		✓	✓	✓	✓	✓	✓	1999	
Hanging Rock Bridge	15	Off		✓	✓	✓	✓	✓	2007-08		
Homers Branch	11	Off	x								
Horse Pen Branch	7	Off		✓							
Lick Run	21	Off									
Section 4	21	Off		✓	✓	✓	✓	✓	✓	1999	
Section 3	21	Off		✓	✓	✓	✓	✓	✓	2002	
Section 1&2	21	Off		✓	✓	✓	✓	✓	✓	2006	
Mason Creek	4	Off		✓			Partial				
Mill Mountain	44	Off/On									
Downtown-Piedmont Pk	44	Off/On		✓	✓	✓	✓	✓	✓	2003	
Piedmont-up Prospect	44	Off/On		✓	✓	✓	✓	✓	✓	2003	
Mill Mtn Pk Spur Rd	44	On		✓							Add to Bike Plan
Mill Mtn Star Trail	44	Off		✓	✓	✓	✓	✓	✓	1999	
Mudlick Creek	37	Off									
High School	37	Off		✓	✓						
HS-Garst Mill Park	37	Off/On		✓	✓			One tract			
Garst Mill Park	37	Off		✓	✓	✓	✓	✓	✓	1997	
GMP-Roanoke River	37	Off/On		✓				One tract			
Murray Run	43	Off									
Grandin-track	43, p. 41	Off		✓	✓	✓	✓	✓	Partial	2003	
Track-Brambleton	43, p. 41	Off		✓	✓	✓	✓	✓	✓	2001	
Fishburn Park	43, p. 41	Off		✓	✓	✓	✓	✓	✓	2004	
Fishburn-Colonial	43, p. 41	Off		✓	✓	✓	✓	✓	✓	2004	
Colonial-Ogden	43, p. 41	Off		✓							
Paint Bank Branch	10	Off	x								
Roanoke River Tributary	12	Off		✓							Dry Branch, golf course
Roanoke River Tributary	28	Off	x								Up Twelve O'clock Knob
Route to Appalachian Trail	8	Off		✓							
Route to Smith Mountain Lake	46	Off		By others							In Franklin Co. Plan
Tinker Creek	24	Off									
Kenwood-Wise Ave.	24	Off		✓	✓	✓	✓	✓	✓	2003	
Wise Ave.-County line	24	Off		✓	✓						Conceptual plan in 2000
Co line-Carvins Cove	24	Off		✓	✓			Two tracts			in cooperation w/
RCIT Connection	24, p. 41	Off		✓							Virginia Tech
Wolf Creek	51	Off									
Roanoke R-Hardy Rd	51	Off		✓							
Hardy-S tonebridge Pk	51	Off		✓	✓	✓	✓	✓		1999, 2001	
Stonebridge-BRP	51	Off		✓	✓	✓	✓	✓	✓	2005-2006	Will open 2007

5.0	Greenway Network	5-1
5.1	Prioritization of Greenways	5-1
5.2	Priority #1 Roanoke River Greenway	5-4
5.3	Priority #2 Greenways	5-8
5.4	Priority #3 Greenways	5-23
5.5	Priority #4 Greenways	5-26
5.6	On-road Connections	5-32

5

5.0 GREENWAY NETWORK

5.1 Prioritization of Greenways

The 1995 Plan recommended 51 greenway routes with each route labeled as either on-road or off-road on a map. In addition, it described six other routes not shown on the map. This Update focuses on the off-road routes and endorses the 2005 *Bikeway Plan* for on-road routes (Section 5.6). The Update includes 35 routes.

In response to public input, the Steering Committee and each locality prioritized the off-road greenways and trails to provide more focus to implementation efforts.

Priority #1 Route: The Roanoke River Greenway was identified as the most important greenway in the regional network. It will be the only #1 priority, in order to focus efforts on finishing it within five years. This greenway offers the longest route when finished, the most opportunity for economic development on adjacent lands, the greatest attraction for tourists, the most recreation and health benefit for residents, the most opportunity for special events such as marathons, the most opportunity for water based recreation such as canoeing and fishing, the most opportunity to enhance appreciation of environmental resources, and the most opportunity to be a regional asset. Roanoke River Greenway is the “backbone” of the greenway network.

Priority #1 Greenway			
City of Roanoke	Roanoke County	City of Salem	Town of Vinton
Roanoke River	Roanoke River	Roanoke River	Roanoke River

Priority #2 Routes: These are important regional projects, already underway, which could be finished in 5-10 years. They include five north-south routes connecting to Roanoke River Greenway and three destination sites with clusters of trails. These routes provide the major side corridors of the greenway network.

Priority #2 Greenways			
City of Roanoke	Roanoke County	City of Salem	Town of Vinton
<ul style="list-style-type: none"> • Blue Ridge Parkway Trails • Carvins Cove Trail Network • Lick Run Greenway • Mill Mtn. Greenway • Mill Mtn. Park Trails • Tinker Creek Greenway 	<ul style="list-style-type: none"> • Blue Ridge Parkway Trails • Hanging Rock Battlefield Trail • Lick Run Greenway • Mason Creek Greenway • Tinker Cr. Greenway • Wolf Cr. Greenway 	<ul style="list-style-type: none"> • Hanging Rock Battlefield Trail • Mason Creek Greenway 	<ul style="list-style-type: none"> • Tinker Cr. Greenway • Wolf Creek Greenway

Priority #3 Routes: These greenways are priorities within specific localities. These are important at the local level for enhancement of neighborhood values, economic development and public health. The goal is to finish these in 5-10 years. Most have already had some work done, such as planning or acquiring right-of-way. Some are neighborhood priorities.

Priority #3 Greenways			
City of Roanoke	Roanoke County	City of Salem	Town of Vinton
<ul style="list-style-type: none"> • Biomed Loop • Garden City Greenway • Mudlick Creek Greenway • Murray Run Greenway • Neighborhood Connections 	<ul style="list-style-type: none"> • Glade Creek Greenway • Mudlick Creek/Garst Mill Greenway • Read Mountain Trails 		<ul style="list-style-type: none"> • Glade Creek Greenway • Gladetown Trail

Priority #4 Routes: These are other greenway projects to be addressed as opportunity and resources arise. Included in this group are several routes which have strong citizen support but no resources in terms of land or funding. Also included are clusters of trails on other public lands which help provide connectivity for the greenway network.

Priority #4 Greenways			
City of Roanoke	Roanoke County	City of Salem	Town of Vinton
<ul style="list-style-type: none"> • Barnhardt Creek Greenway • Birding and Wildlife Trail sites • Glade Creek Greenway 	<ul style="list-style-type: none"> • Appalachian Trail • Back Cr. Greenway • Barnhardt Creek Greenway • Birding and Wildlife Trail sites • Carvin Cr. Greenway • Catawba Greenway • Explore Park Trails • Green Hill Pk. Trails • Havens Wildlife Mgt. Area Trails • Jefferson National Forest Trails • Long Ridge Trail • Masons Cove Greenway • Murray Run Greenway • Perimeter Trail • Poor Mountain Preserve Trails • Roanoke River Grwy Extensions • Spring Hollow Trails 	<ul style="list-style-type: none"> • Birding and Wildlife Trail sites • Dry Creek Greenway • Gish Branch Greenway 	<ul style="list-style-type: none"> • Birding and Wildlife Trail sites

On the map included with this Update the routes are listed and numbered in alphabetical order. The table below shows the numbering system, jurisdiction, and surface expected for each trail.

Roanoke Valley Greenway Network				
PROJECT NAME	Plan #	Localities	Priority	Class
Appalachian Trail*	1	Roanoke County	4	C
Back Creek Greenway	2	Roanoke County	4	B-C
Barnhardt Creek Greenway	3	Roanoke County, City of Roanoke	4	A-B-C
BioMed Loop	4	City of Roanoke	3	A
Birding and Wildlife Trail Sites	5	All	4	A-B-C
Blue Ridge Parkway Trails*	6	Roanoke County, City of Roanoke	2	C
Carvin Creek Greenway	7	Roanoke County	4	A-B
Carvins Cove Trail Network	8	City of Roanoke	2	C
Catawba Greenway	9	Roanoke County	4	B-C
Dry Creek Greenway	10	Salem	4	A-B
Explore Park Trails	11	Roanoke County	4	B-C
Garden City Greenway (Garnand Branch)	12	City of Roanoke	3	A-B
Gish Branch Greenway	13	Salem	4	B-C
Glade Creek Greenway	14	Roanoke County, Vinton	3	A-B-C
	14	City of Roanoke	4	A-B
Gladetown Trail	15	Vinton	3	C
Green Hill Park Trails	16	Roanoke County	4	B-C
Hanging Rock Battlefield Trail	17	Roanoke County, Salem	2	B-C
Havens Wildlife Management Area Trails+	18	Roanoke County	4	C
Jefferson National Forest Trails*	19	Roanoke County	4	C
Lick Run Greenway	20	City of Roanoke, Roanoke County	2	A
Long Ridge Trail	21	Roanoke County	4	C
Masons Cove Greenway	22	Roanoke County	4	B-C
Mason Creek Greenway	23	Salem, Roanoke County	2	A-B
Mill Mountain Greenway	24	City of Roanoke	2	A
Mill Mountain Park Trails	25	City of Roanoke	2	C
Mudlick Creek Greenway (& Garst Mill)	26	Roanoke County, City of Roanoke	3	A-B
Murray Run Greenway	27	Roanoke County	4	B-C
	27	City of Roanoke	3	B-C
Perimeter Trail	28	Roanoke & Botetourt Counties	4	C
Poor Mountain Preserve Trails+	29	Roanoke County	4	C
Read Mountain Trails	30	Roanoke County	3	C
Roanoke River Greenway	31	All	1	A-B-C
Roanoke River Greenway Extensions	32	Franklin, Montgomery Counties	4	A-B-C
Spring Hollow Trails	33	Roanoke County	4	C
Tinker Creek Greenway	34	City of Roanoke, Roanoke County	2	A-B-C
Wolf Creek Greenway	35	Roanoke County, Vinton	2	B
*Federal Jurisdiction	Class A =	Paved with asphalt or concrete (See Section 2.4.2)		
+State Jurisdiction	Class B =	Crushed aggregate stone or wood chips		
	Class C =	Natural surface, wood chips, or crushed stone		

5.3.8 Tinker Creek Greenway, Map #34

Description

The Tinker Creek corridor is one of the most historic in the valley. The creek has its headwaters in Botetourt County and is fed by Carvins Creek, Lick Run, and Glade Creek. It is one of the few urban trout streams in the east and connects seven parks and three golf courses. Historic resources include the Great Wagon or Carolina Road, Monterey, Bell Mont, numerous other historic buildings, and remains of mills near the creek.

Status

In spring 2000 a conceptual plan for an 11-mile Tinker Creek Greenway was completed, for the City of Roanoke, with assistance from Virginia Tech. This plan inventoried natural and cultural resources and land uses, explored alternative trail locations, and included a public input meeting with landowners and neighbors. The plan recognized that beyond Mountain View School right-of-way would become more problematic. Thus a connection from Tinker Creek to Carvins Creek near LaMarre Drive was proposed, allowing utilization of Hollins University properties to reach Carvins Cove.



The first mile of Tinker Creek Greenway was built in the City of Roanoke along a utility corridor, opening in January 2003. There are connections to southeast via Kenwood Boulevard and to Fallon Park. Parking lots on Dale Avenue, Wise Avenue and Fallon Park provide ample access. The City has done extensive riparian planting within the corridor.

Roanoke Parks and Recreation Department has been awarded funding to begin design of a bridge to cross the river and tie Tinker Creek Greenway to Roanoke River Greenway. In Roanoke County, right-of-way for the greenway was dedicated at Villages of Tinker Creek, and Hollins has included the greenway in its master plan. Further engineering and right-of-way acquisition for other sections have not been initiated.



Benefits

When Tinker Creek Greenway is completed, it will provide a direct linkage from Roanoke River Greenway to Carvins Cove trail network. It will also attract significant tourism traffic because of its historic resources.

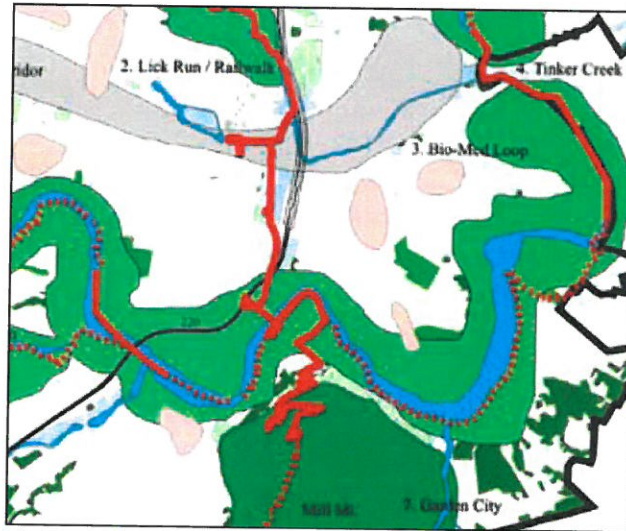
Challenges

Significant challenges include right-of-way acquisition and location of the trail along 13th Street, where the road is adjacent to the creek.

5.4 Priority #3 Greenways

5.4.1 The BioMed Loop, Map #4

This corridor recognizes potential loops utilizing Lick Run Greenway, the Railwalk, Mill Mountain Greenway, Roanoke River Greenway, and Tinker Creek Greenway. "BioMed" is the colloquial name given to the area along Reserve Avenue and Jefferson Street where the Riverside Centre for Research and Technology is being developed.



5.4.2 Garden City Greenway, Map #12

The Garden City Greenway corridor follows Garnand Branch from the Roanoke River near the AEP substation to Garden City Elementary School. Several properties have been purchased with flood mitigation funds and are now being managed by the City of Roanoke Parks and Recreation Department. This greenway could provide connections from Roanoke River Greenway through the neighborhood to the trail networks of Mill Mountain Park and the Blue Ridge Parkway, as included in the Garden City Neighborhood Plan.

5.4.3 Glade Creek Greenway, Map #14

Glade Creek is a tributary of Tinker Creek, with headwaters in eastern Roanoke County near US 460. The Town of Vinton and Roanoke County have explored running the greenway from Tinker Creek Greenway to Gearhart Park, Vinyard Park and connecting to the Blue Ridge Parkway near Stewarts Knob. The portion in Vinyard Park is a priority for Roanoke County in its Parks master plan.

5.4.4 Gladetown Trail, Map #15

Gladetown Trail in Vinton would connect Craig Avenue Recreation Center to Niagara Road. It is included in Vinton's Comprehensive Plan, with connections to the proposed Tinker Creek canoe launch and to Wolf Creek Greenway.

licensing for Vinton's First Aid Crew. First Aid Crew members typically offer training to the public half a dozen times a year but this can vary depending upon demand. They also speak at local organizations and schools.

The First Aid Crew has six (6) vehicles, two (2) boats, and a rehab trailer used for fires and drownings. The fleet consists of four (4) ambulances and two (2) suburbans, which are replaced every 10 years in the Capital Improvements Program or as needed. The Crew also has dragging equipment, hydraulic cutters, ropes, stretchers, and other necessary tools specified by the Bureau of Emergency Medical Services.

Future Needs

Recently a space study was conducted to evaluate the First Aid Crews current and future needs. The Town of Vinton, Roanoke County, and First Aid Crew members were involved with the study. Its findings suggested that the current building be replaced to accommodate growth of the Crew. This finding is acknowledged by the Town and they are currently looking into a new structure for all of their public safety and emergency services.

Parks and Recreation

Vinton has a number of parks and recreation facilities throughout the Town as illustrated on the Community Facilities Map that are maintained by Roanoke County. In 2004 Roanoke County plans to update the Parks and Recreation Comprehensive Plan which has not been addressed in recent years. This process is countywide and involves the brainstorming of the recreation clubs, the Parks and Recreation Advisory Commission, and the public.

However, recent improvements have been made to parks and recreational facilities in and around Vinton including: a football/baseball combo field at the Roanoke County Career Center (Old William Byrd High School), replacement of the HVAC (Heating Ventilation Air Conditioning) system and handicap accessibility improvements at the Craig Avenue Recreation Center, financial assistance for playground materials at Roland E. Cook, Herman L. Horn, and W.E. Cundiff Elementary Schools, and the skate ramp at Gearhart Park, the expansion of parking, lighting of soccer and baseball fields, and a batting cage currently under construction in Vinyard Park.



Gladetown Neighborhood Park

2. **Greenways, Parks and Recreation**

Several additional parks are proposed for Vinton over the next twenty years. These are discussed in detail in the Economic and Community Development Plan. Proposed parks include:

- | | |
|--------------------|--------------------------------|
| 1. Dogwood Green | 2. Hampton Park |
| 3. Industrial Park | 4. New Town Park |
| 5. Walnut Park | 6. 3 rd Street Park |
| 7. Midway Tot Lot | |

These facilities will provide Vinton residents with gathering points throughout the Town for social and recreational purposes. The proposed greenways will interconnect these facilities to provide a seamless walking trail which can be found in the Economic and Community Development Plan.

3. **Conservation/Open Space (floodplains, steep slopes)**

Areas deemed generally unsuitable for conventional urban development due to the presence of 100-year floodplains, major stream corridors, and steep slopes (over 15% relief). This category includes environmentally sensitive areas where careful site planning and design is needed in order to mitigate potential for flood damage and soil erosion. Recommended uses include recreational activities, and facilities necessary for rendering public utility service. New development within the 100-year floodplain is discouraged.

Conservation areas include major stream and drainage corridors characterized by deeply incised landforms concentrated in the southeastern portion of Town. This area should be protected to preserve Vinton's last undeveloped ridgelines and to protect adjacent areas from excessive stormwater runoff.

Economic and Community Development Plan Summary

The Economic and Community Development Plan has been created as a supplementary document to Vinton's Comprehensive Plan. The document focuses on issues, strategies, and plans of action for five (5) categories identified through the public participation process to guide Vinton's future development and provide avenues to implement these visions. These five (5) categories have been identified and summarized below to provide a brief overview of the Plan.

Gateway Entrances/Corridor Improvements

Vinton suffers from being somewhat lost and consumed by surrounding development, so much that it is difficult to determine where one jurisdiction ends and another begins. Some feel that appropriate improvements to key gateways and formal entrance corridors leading into the Town can effectively delineate where the Town begins even when landform and development appear unchanged. The objective is to create effective gateways that can provide a sense of arrival, signify an authentic community identity, and portray an inviting, distinctive Town image.

The Town of Vinton has five (5) main entrance points:

1. Washington Avenue (west)
2. Virginia Avenue (Route 24) (west)
3. Walnut Avenue (west)
4. Washington Avenue (Route 24) (east)
5. Hardy Road (Route 634) (east)

The Town of Vinton also has three (3) key intersections:

1. Virginia Avenue (Route 24) / Bypass Road (Route 24) / Hardy Road (Route 634)
2. Bypass Road (Route 24) / Washington Avenue (Route 24)
3. Virginia Avenue (Route 24) / Pollard Street.

Housing and Neighborhood Preservation

Maintaining the integrity of Vinton's neighborhoods and the quality of housing is an important strategy for the Town. Neighborhoods strive to have their own unique identity within the Town, an identity that reflects a sense of pride and represents a healthy, attractive, safe place to live. Strong neighborhoods serve as the foundation for a strong community. Vinton should support and enhance its neighborhoods through new infill housing, application of neighborhood design standards and appropriate signage, improved infrastructure, and the rehabilitation/preservation of any deteriorating housing stock in the Town's older areas.

The Town of Vinton has two distinct residential types:

- ❑ Older established neighborhoods located in close proximity to the downtown area.
- ❑ Newer suburban style subdivisions located farther away from the downtown area on the eastern side of Town.

Parks, open space, trails, and greenways are significant community amenities that increase the quality of life for the citizens by providing natural areas away from the urban landscape while

-serving the Town's recreational needs. In addition, facilities for the Town's youth are inherently beneficial to the fabric of a healthy community providing venues for recreation, education, and social interaction.

Existing facilities include four large parks, two greenways, and a recreational facility.

1. War Memorial Park
2. Gearhart Park
3. Goode Park (located in Roanoke County)
4. Vinyard Park (located in Roanoke County)
5. Wolf Creek Greenway
6. Tinker Creek Greenway (located in Roanoke City)
7. Craig Avenue Recreational Center

Economic Development

As Vinton continues to grow and land is consumed and becomes more of a premium, alternative measures of growth must be examined. For Vinton to prosper, future expansion within the community has to involve redevelopment and new investments through the utilization of commercial infill opportunities in strategic locations.

Vinton contains approximately 3.2 square miles, with the majority of the land already built-up. The Town is characterized with strip commercial uses along major arteries, often only partially or poorly utilizing the land. The Town seeks economic development, but lacks suitable open tracts of land. The principal commercial corridors are located along Route 24/Virginia Avenue/Hardy Road and Washington Avenue. They are well established and handle significant daily traffic volumes that constitute a potential customer base. Future growth depends on redefining the role of Vinton as a commercial destination. This can only be accomplished through better utilization of commercial infill opportunities.

Downtown Redevelopment

The Town of Vinton has a small downtown consisting of approximately ten (10) blocks. Washington Avenue, Walnut Avenue, and Pollard Street are the major access roads serving the downtown area. The railroad, Glade Creek, and the Cleveland neighborhood form the western edge, while the Jefferson Park neighborhood identifies the eastern limits of downtown.

The area is characterized with a mixture of one- and two-story commercial and public use structures that front on a traditional grid layout. The majority of the area has sidewalks, some limited street lighting, benches, and a few street trees. Town Hall, police, fire, and rescue have a significant presence. Other public improvements include the Farmer's Market. Also, the newly constructed medical center appears to be evolving as an important land use element. There are several uses located in the heart of the downtown that are considered incompatible with a traditional downtown. These include a floral wholesale business, Universal Metal Works, and several large structures used for storage. Other uses on the periphery include a wide mix of service/retail located in converted residential structures. Several vacant buildings and lots constitute a potential for creative infill development.

- Enhanced property maintenance to preserve the neighborhood and prevent further deterioration.



Residential Structure - Vinyard Neighborhood

FUNDING RESOURCES

Virginia Department of Housing and Community Development (VDHCD).

The Virginia Community Development Block Grant (CDBG) Program provides funding to eligible units of local government through a competitive grant process to address community development needs including housing and infrastructure. CDBG funds are made available to VDHCD by the U. S. Department of Housing and Urban Development (HUD). In the spring of each year, Community Improvement Grant (CIG) applications are due to VDHCD for funding consideration for specific project types:

- Neighborhood Revitalization (CCD)
- Economic Development
Business district, job creation, site development, development readiness
- Housing - Rehabilitation, Housing Production
- Community Facilities
- Community Services Facilities

To further refine and develop a target area, the Town can apply for a Project Planning Grant under the CDBG program to study a particular project such as a neighborhood requiring revitalization because of conditions. Upon completion of the planning grant a Community Improvement Grant application is submitted to DHCDD to formally apply for capital funding to improve the targeted neighborhood.

The Federal Home Loan Bank of Atlanta (FHLBA). FHLBA offers a variety of affordable housing opportunities through its partnerships with member financial institutions. The Affordable Housing Program (AHP) provides deeply subsidized loans and grants to homebuilding and rehabilitation projects and is an excellent source of additional funding for revitalizing Vinton's older neighborhoods. FHLBA's First-time Homebuyer Program (FHP) offers down-payment and closing cost assistance to low- to moderate-income (LMI) families seeking to become homeowners. The FHP is an invaluable resource that Vinton can use to stabilize neighborhoods through increased homeownership rather than rentals.

The Virginia Housing Development Authority (VHDA). VHDA helps

Virginians obtain safe, affordable housing for LMI families that would otherwise be unaffordable. The Authority provides single-family homeownership programs and conducts award-winning, comprehensive classes statewide, to educate first time homebuyers on the steps needed to own a home and create a more knowledgeable consumer. Multifamily mortgage loans are also available for developers for rental projects for low- and moderate-income tenants. VHDA programs include:

- First Time Homebuyers Programs
SPARC, FHA Plus, Fixed Rate Mortgages
- Flexible Alternate Loan Programs
- Home Improvement Loan Program
- Federal Low Income Housing Tax Credits (LIHTC)
- Section 8 New Construction
Substantial and Moderate Rehabilitation
- Virginia Housing Fund - Take out loans for new construction, rehabilitation



The United States Department of Agriculture (USDA). The USDA Rural Development program offers financial assistance for LMI families in a number of ways to pursue homeownership and rehabilitation. These programs include the Homeownership Loans (Section 502) Direct Loan Program in which the Rural Housing Service offers direct financial assistance to LMI individuals and families with home loans at an affordable interest rate. Under the Single Family Loan Guarantee Program, Rural Housing Services guarantees loans made by private sector lenders to enable LMI individuals to qualify for home loans. The mutual Self-Help Housing Program makes homes affordable by requiring future homeowners to help build their own homes. The Home Repair Loan and Grant Program (Section 504) assists LMI families who are in need of home repairs they cannot afford by offering grants and loans at manageable interest rates.

Assistance is also available for multifamily housing under the Housing Preservation Grants (Section 533), Rural Rental Housing Loans(Section 15), and the Guaranteed Rural Rental Housing Program. Assistance can come in the form of loans, grants and interest reduction payments for the repair and rehabilitation of rental properties, the purchase/repair or construction of new multifamily housing for low-income families, and guarantees to financial institutions for loan losses.

Department of Historic Resources (DHR) offers funding to Certified Local Governments in the form of grants for a variety of uses. Such uses include surveys of architectural resources and preparation of National Register of Historic Places nominations for Vinton heritage resources. Grant funds from DHR can also be used to train and educate Vinton's Architecture Review Board and aide in the development of programs and materials to assist the Board in carrying out its daily functions. The rehabilitation of publicly owned buildings listed on the National Register of Historic Places and public education programs concerned with local resources and any of the broad benefits associated with heritage stewardship program are grant eligible.

Non-Profit Housing Corporations

Various nonprofit housing corporations, community assistance agencies and housing authorities serve the metropolitan area and provide financial and technical assistance with affordable housing, housing development and services

toward moderate income persons and special needs groups. Some of the more active are listed.

Community Housing Partners Corporation (CHPC)

- Multifamily property development
- Single-family housing construction, rehabilitation
- Housing for special needs populations
- Homeownership and housing counseling

Southeast Rural Community Assistance Project, Inc. (RCAP)

- Low interest loans - gap financing for housing and economic development
- Indoor Plumbing Program (IPR)

Virginia Community Development Corporation (VCDC)

- Housing Equity Funds and Historic Equity Fund I
- Virginia Community Development Fund (VCDF) serves as financial institution for affordable housing development efforts

Blue Ridge Housing Development Corporation (BRHCC)

- Serves as Community Housing Development Organization (CHDO)
- Affordable housing/homeownership programs
- Homebuyer counseling
- Loan administrator - Single Family Regional Loan Fund
- Economic development ventures - revitalization projects

Roanoke Redevelopment and Housing Authority (RRHA)

- Administers Section 8 Housing Vouchers Program
- Community development activities for residential to commercial to industrial development including both redevelopment (clearance and new construction) and conservation (preservation of existing structures) projects

Habitat for Humanity, Inc.

- Provision for affordable housing in partnership with homeowners



GREENWAYS/PARKS & RECREATIONS/YOUTH CENTERS

Parks, open space, trails, and greenways are significant community amenities that increase the quality of life for the citizens by providing natural areas away from the urban landscape while serving the Town's recreational needs. In addition, facilities for the Town's youth are inherently beneficial to the fabric of a healthy community providing venues for recreation, education, and social interaction.

Existing facilities include four large parks, two greenways, and a recreational facility (see Greenways/Parks/Youth Centers Map, page 28).

1. War Memorial Park
2. Gearhart Park
3. Goode Park (located in Roanoke County)
4. Vinyard Park (located in Roanoke County)
5. Wolf Creek Greenway (located in Vinton and Roanoke County)
6. Tinker Creek Greenway (located in Roanoke City)
7. Craig Avenue Recreational Center

Citizen comments from the 2001 Survey for Downtown Vinton, 2002 Homework Summary of the Citizens Planning Academy, and the two community workshops indicate a need for a more extensive park system that would serve to connect greenways and provide greater support of youth activities.

ISSUES

- There is limited access to the underutilized skateboard park.
- The Roanoke County Career Center (Old William Byrd School) auditorium is underutilized and does not serve any particular community needs.
- The trail/greenway system is complete only on the eastern edge of the Town, from Hardy Road to Stonebridge Park in East Roanoke County.
- There are no neighborhood parks except in Gladetown.

- Access to the Roanoke River in Vinton is not available.
- Internal pedestrian access routes or trails to neighborhoods and activity centers in Town is almost nonexistent. Adequate signage is not always available to mark the existing trail/greenway system.

STRATEGIES

- Recognize the need for youth activities and develop an infrastructure of parks, trail/greenway, and recreation facilities to support this need.
- Create accessible neighborhood parks to serve as focal points within individual neighborhoods.
 - Vinyard – Create easily identifiable greenways to connect with the War Memorial Park along Meadow Street and Vinyard Park along Foxland Avenue.
 - Cleveland – Utilize the vacant lot to the west as a potential park site that will also serve as a buffer to the adjacent industrial area. In the southeastern portion of the neighborhood, a small park should be created beside Wachovia on Cedar Avenue.
 - Gladetown – Utilize the abandoned wastewater treatment plant to the west of the neighborhood for a community park.
 - Midway – The vacant land on 10th Street can be converted into a neighborhood park to serve as an additional buffer between the adjacent industrial area. The Town's property along Tinker Avenue can be converted into neighborhood park.
 - Jefferson Park – Create a neighborhood park on vacant land near the corner of Chestnut Street and Virginia Avenue to serve as a buffer for the neighborhood.



- Utilize schools and private organization facilities to help meet public recreation needs. The following schools can help to serve as a focal point for various sections of the Town and provide for recreational programs and activities program needs after the school day has ended (playgrounds, gymnasium).
 - Hernan L. Horn Elementary School
 - W.E. Cundiff Elementary School
 - Roland E. Cook School
- Encourage local industries and businesses to sponsor youth events, purchase uniforms, and help with neighborhood cleanups.
- Develop a greenway system that provides natural environments and opportunities for comprehensive, multiuse trails for transportation, recreation, education, and fitness.
 - Create multipurpose trails that connect to neighborhoods, parks, schools, downtown, and other community amenities.
 - Encourage citizen involvement in the development of the greenway system and work with Roanoke County, Roanoke City, and Roanoke Valley Greenway Commission to coordinate efforts in providing a comprehensive regional trail system.



Wolf Creek Greenway

PLANS OF ACTION

Proposed Greenways

Although Vinton is almost entirely built up, the possibility for the expansion of greenways exists throughout the Town because of undevelopable land along stream, valleys, and ridgelines. New greenways and bikeways can serve to connect the Town with existing greenways in Roanoke County and Roanoke City providing a continuous network throughout the region (see Greenways/Parks/Youth Centers map on page 28).

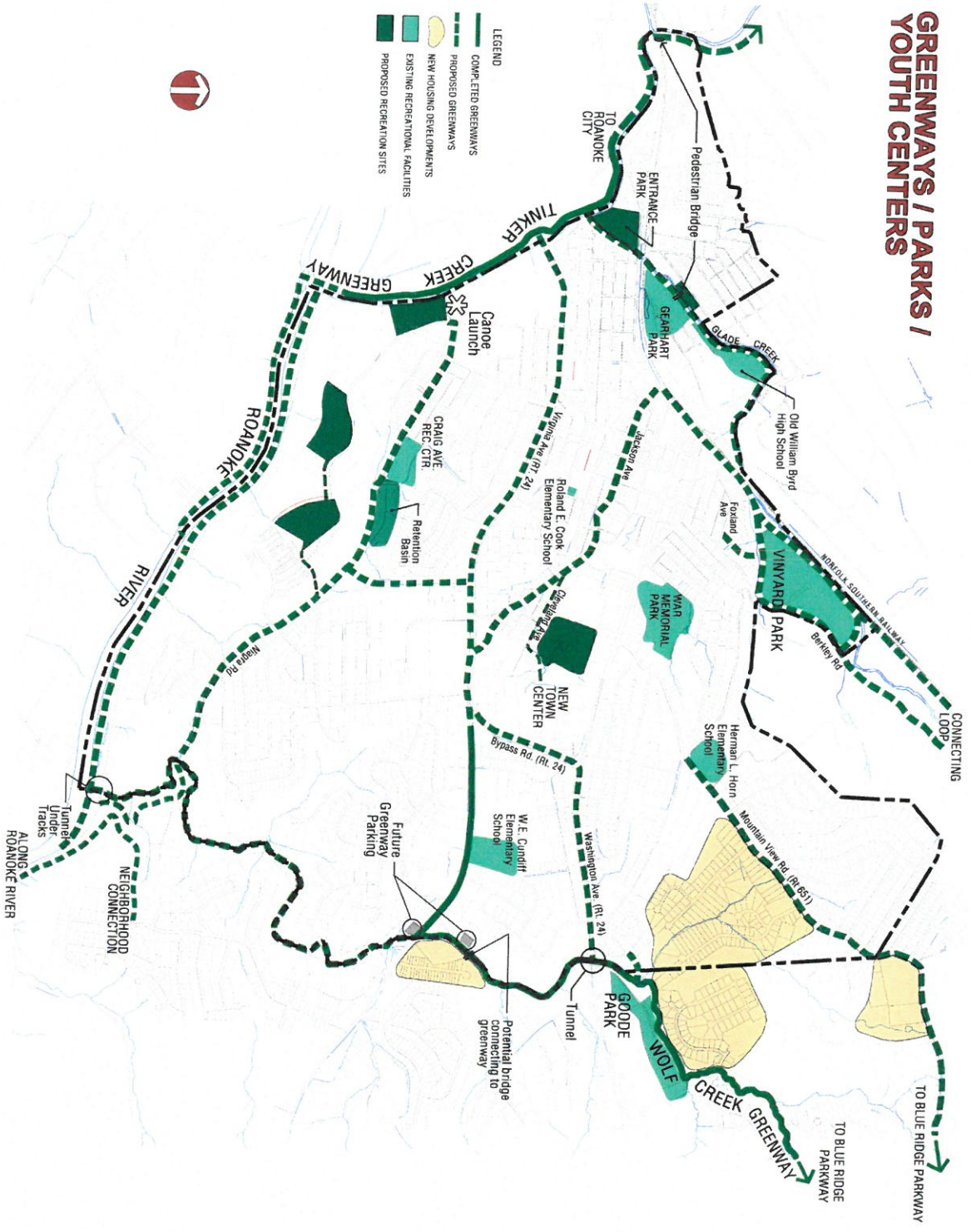
Extension of the existing Wolf Creek Greenway is proposed along Virginia Avenue (Route 24) to Vinton's western limits connecting to Tinker Creek Greenway. The greenway improvement would serve as both a pedestrian trail and bikeway with the Virginia Avenue Bikeway connecting by way of Bypass Road (Route 24) to Washington Avenue (Route 24) and continuing east to Wolf Creek Greenway. The proposed Virginia Avenue Greenway connection would also provide access to Jackson Avenue and continue northwesterly through the Jefferson Park neighborhood to downtown Vinton. Downtown could be physically linked with Vinyard Park and continue into Roanoke County with the extension of this trail.

Also, proposed is a connection between Virginia Avenue and Niagara Road south, continuing along Niagara Road northwest to connect with the proposed greenway and recreation facilities behind the Craig Avenue Recreational Center. This potential multiuse greenway behind the center would continue westward crossing through the Gladetown neighborhood along Franklin Avenue and terminate at Tinker Creek and a proposed canoe launch. Eastward the greenway would follow Niagara Road and connect to the proposed extension of Wolf Creek Greenway.

A major improvement on the east side of Vinton involves the expansion of the Wolf Creek Greenway. The trail should be extended to the south from Hardy Road following the eastern Town limits to the Roanoke River connecting to a new greenway along the Roanoke River at Vinton's southern boundary continuing westward to complete a loop to the Tinker Creek Greenway.



GREENWAYS / PARKS / YOUTH CENTERS



CHAPTER 3 – BICYCLE AND PEDESTRIAN ACCOMMODATIONS

The purpose of this section of the Vinton Area Corridors Plan is to examine existing conditions related to bicycle and pedestrian improvements along the thoroughfares and corridors in the study area.

3.1 PREVIOUS STUDIES & PLANS

A number of relevant studies and plans have been developed in recent years that have included bicycle accommodations in the Vinton area. The information relevant to the study corridors, including specific recommendations, has been summarized in the following sections.

3.1.1 The Bicycle Compatibility Index: A Level of Service Concept

While there is no widely accepted methodology for determining how compatible a roadway is for allowing the efficient operation of bicycle and motor vehicles, the Bicycle Compatibility Index (BCI) and Bicycle Level of Service (BLOS) are emerging national standards.

The United States Department of Transportation produced a document titled, *The Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual*, to demonstrate the application of the BCI to evaluate the capability of specific urban and suburban roadways to accommodate both motorists and bicyclists. The BCI is a methodology allowing practitioners, such as transportation engineers and planners, to evaluate existing facilities and identify areas for improvements.

The BCI can assist in operational evaluation, design, planning, and route selection. Factors that influence the BCI include: number of travel lanes, curb lane travel width, bike lane or shoulder width, land uses, speed limits, traffic volumes, and on-street parking information.

Once the BCI was developed, BLOS criteria were established to evaluate bicyclist perceived safety and comfort with respect to motor vehicle traffic while

traveling in a roadway corridor. A BLOS of A indicates that a roadway is comfortable to an average adult bicyclist, while a BLOS of F indicates that a roadway is uncomfortable to the average adult bicyclist.

Applications of the BLOS model include:

- Conducting a benefits comparison among proposed bikeway/roadway cross sections,
- Identifying roadway restriping or reconfiguration opportunities,
- Prioritizing and programming roadway corridors for bicycle improvements, and
- Creating bicycle suitability maps.

Similar to the BCI, factors that influence the BLOS include: number of travel lanes, lane width, traffic volumes, speed limits, bike lane width, shoulder width, on-street parking information, and pavement conditions.

For more information regarding the BCI, please see the FHWA implementation manual in Appendix B.

Table 3.1.1 Bicycle Compatibility Index (BCI)

Level of Service (LOS)	BCI Range	Compatibility Level
A	≤ 1.50	Extremely High
B	1.51 - 2.30	Very High
C	2.31 - 3.40	Moderately High
D	3.41 - 4.40	Moderately Low
E	4.41 - 5.30	Very Low
F	> 5.30	Extremely Low

Source: <http://safety.fhwa.dot.gov/tools/docs/bci.pdf>

3.1.2 Regional Bicycle Suitability Study

The *Regional Bicycle Suitability Study*, completed by the Roanoke Valley Area Metropolitan Planning Organization (RVAMPO) in 2003, focused on describing existing conditions in regards to the suitability for bicycle ridership on several regional



corridors. Several of the corridors from the Vinton Area Corridors Plan were included in this study including Virginia Avenue, Hardy Road (Route 634), Walnut Avenue, and Washington Avenue. A map found in Appendix A shows the Bicycle Level of Service Grades for the study corridors in the Vinton Area Corridors Plan, as measured through the regional study.

Hardy Road demonstrated the highest BLOS Grade of C, moderately high, due largely to the presence of bicycle lane facilities on the portion of this road stretching from its intersection with Bypass Road to the vicinity of the eastern Town limits. Walnut Avenue from the western Town limits to 1st Street was measured and found to have a BLOS Grade of D, moderately low, due to lower speeds and wide shoulders. The remaining Vinton area study corridors evaluated in the study were given the BLOS grade of E or F, including Washington Avenue from South Pollard Street to the eastern Town limits and Virginia Avenue from the western Town limits to Bypass Road.

The methodology developed through the *Regional Bicycle Suitability Study* has been employed to measure the bicycle suitability grade for the remaining corridors in the study area that were not included in the initial study effort. The summary of the methodology and the results have been included in the section describing current conditions for bicycle and pedestrian travel.

3.1.3 Bikeway Plan for the Roanoke Valley Area Metropolitan Planning Organization

The 2005 Regional Bikeway Plan for RVAMPO was prepared “to facilitate development of a regional transportation network that accommodates and encourages bicycling as an alternative mode of travel and as a popular form of recreation in the MPO study area” (Bikeway Plan for the Roanoke Valley Area MPO, pg. 1). The intent of this plan is to provide greater connectivity between activity centers and cultural resources in and around the MPO study area, including greenways, commercial centers, downtown areas, employment

concentrations, educational institutions and transit facilities. This plan also encourages inter-jurisdictional connectivity between localities.

The 2005 Regional Bikeway Plan recommended the following areas within the Vinton Area Corridors Plan as priority corridors for bicycle accommodations:

- Hardy Road (Route 634) in Roanoke County,
- Mountain View Road from Washington Avenue to the northern Town limits,
- South Pollard Street from Gus Nicks Boulevard to Virginia Avenue,
- Virginia Avenue from South Pollard Street to the western Town line/City of Roanoke, and
- Walnut Avenue from Lee Avenue to Wise Avenue in the City of Roanoke.

The following areas within the Vinton Area Corridors Plan were listed in the vision list of corridors for bicycle accommodations:

- Feather Road from Washington Avenue (Route 24) to Hardy Road,
- Washington Avenue (Route 24) from the Vinton Town Line to the Blue Ridge Parkway,
- Gus Nicks Boulevard/Washington Avenue, in its entirety, within the Town limits, and
- Third Street from Virginia Avenue to Hardy Road by way of Wyndham Drive and Niagara Road.

Since the completion of the 2005 Bikeway Plan, dedicated bicycle lanes have been added to sections of Hardy and Mountain View Roads which connect to the northern and southern termini of the Wolf Creek Greenway. The bicycle lane along a 0.5 mile segment of Hardy Road in the Town of Vinton was the first bicycle lane in the Roanoke Valley.

Roadway geometry and traffic volumes along Washington Avenue contributed greatly to the lower compatibility score along that corridor. The lack of a paved shoulder, curb lanes of only average width,

high traffic volumes, and higher speed limits (particularly east of Feather Road) make the suitability for bicycle traffic very low along Washington Avenue.

Interesting contrasts can be drawn along certain roadways where segments had higher levels of compatibility. For instance, the northern portion of South Pollard Street from Gus Nicks Boulevard to Cleveland Avenue received a score of 'D' while the southern portion of South Pollard Street between Cleveland and Virginia Avenues had the higher score of 'C.' The main reason for the lower score along the northern segment is the presence and heavier utilization of on street parking along those portions of the street leaving little room for a bicyclist to maneuver.

Hardy Road (Route 634) provides another interesting contrast in bicycle accommodations. The presence of a striped bike lane, roughly four (4) feet in width, between Bypass Road and the eastern limits of the Town of Vinton, is the greatest differential factor between the remaining segment of Hardy Road located in Roanoke County. The presence of the bike lane is mostly responsible for the western segment's higher score of 'C' while the eastern segment in Roanoke County received a score of 'E.' The bike lane alone raised the western segment's score two entire letters.

The lowest scores for bicycle accommodations can be found along Washington Avenue, Gus Nicks Boulevard, and Virginia Avenue where traffic speeds and volumes are the highest. Restriping these roads to accommodate bike lane facilities could raise scores, but the roadways should be evaluated for feasibility (i.e. sufficient pavement width). Lowering speed limits and increasing speed enforcement may also contribute significantly to the bicycle-friendliness of these corridors. Additionally, staff noted that Washington Avenue has been identified as a priority corridor for bike path installation; however, the bridge over Wolf Creek is too narrow to accommodate a bicycle lane.

The map in Appendix A shows the proposed 'Priority' bike lanes for the study area including Bypass Road, Gus Nicks Boulevard and Washington

Avenue (Route 24). Restriping to provide bike lanes on these facilities will likely increase the Bicycle Compatibility Index Score greatly.



Image 3.1.3 The bridge over Wolf Creek along Washington Avenue is too narrow to accommodate pedestrian or bicycle traffic.

3.1.4 Pedestrian Access to Commercial Centers: Connecting Residential and Commercial Land Uses

In 2006, RVAMPO prepared a report, *Pedestrian Access to Commercial Centers*, which examined a specific portion of the Vinton Corridors Project study area for potential pedestrian improvements. The study included Virginia Avenue from Niagara Road to the Route 24 Bypass Road intersection. The study noted the lack of crosswalks at the intersections of Hardy Road and Niagara Road, Hardy Road and Vinyard Road, Hardy Road at Lake Drive Plaza, Hardy Road and Bedford Road, Hardy Road and Clearview Drive, and finally at Hardy Road and Route 24 Bypass Road. The study recommended that crosswalks be installed at these intersections.

The study recommends implementation through a number of means including the incorporation of needed pedestrian facilities into construction, reconstruction, and road improvement projects; by developers as a part of the approval process; minor highway improvement projects; restriping existing facilities for bike lanes; and construction of stand-alone walkway and bikeway projects in the public right-of-ways.

3.1.5 The William Byrd Middle School Safe Routes to School Travel Plan

In 2008, *The William Byrd Middle School Safe Routes to School Travel Plan* identified a number of issues regarding pedestrian transportation and accommodations to bicycle and pedestrian travel around William Byrd Middle School which is located along Washington Avenue in Roanoke County. A survey of parents identified distance from the school and safety concerns as the two highest-ranked reasons as to why their children do not currently bike or walk to school. A number of other issues were identified including: insufficient crosswalks and curb cuts, the lack of a crosswalk and pedestrian crossing signs on Washington Avenue at the school entrance, inadequate signage, kiosks, and maps along the greenway, no formal connection between the greenway and the school campus, limited access between neighborhoods and the greenway, a lack of complete ADA accessibility, and a lack of bicycle parking at the school campus.

The plan identified the following strategies related to pedestrian and bicycle infrastructure that would improve the bicycle and pedestrian accessibility of the school campus and the surrounding transportation network:

- Construction of a 500-foot multi-use path to connect William Byrd Middle School and the Wolf Creek Greenway;
- Installation of lighting at greenway road crossings and other key locations;
- Installation of greenway informational signage and kiosks at Goode Park, Stonebridge Park, and other greenway access locations;
- Installation of curb cuts and ramps at locations where the greenway crosses Hardy Road, Spring Grove Drive, and Tulip Lane; and
- Installation of crosswalks and/or traffic control devices on Hardy Road, Washington Avenue, Spring Grove Drive, and Tulip Lane.

The 500-foot multi-use path would provide students with a safe alternative route to school. This mode of travel would also encourage healthy lifestyles by offering a mode of travel that would allow the students to walk and bicycle to school. Rather than crossing Washington Avenue, students could utilize the existing Wolf Creek Greenway culvert crossing under Washington Avenue to ride or walk through Goode Park and access the school campus via the proposed 500-foot multi-use path.

3.1.6 The Roanoke Valley Conceptual Greenway Plan (1995)

In December 1994, regional greenway efforts began when elected officials from the City of Roanoke, Roanoke County, the City of Salem and the Town of Vinton were appointed to serve on the Roanoke Valley Greenways/Open Space Steering Committee; which staff support was provided from the Roanoke Valley Alleghany Regional Commission. This committee hired a consultant to develop a Conceptual Greenway Plan for the Roanoke Valley that was completed in December 1995.

In 1997, the four local governments established the Roanoke Valley Greenway Commission, an advisory body, with the signing of an Intergovernmental Agreement. The Commission's role is to facilitate coordinated planning, development, and maintenance of the greenway network. Around this time, a group of citizens established Pathfinders for Greenway, Inc. was set up as a non-profit, volunteer organization to assist with greenway education and promotion, volunteer coordination for construction and maintenance, and fundraising. As a result of the strong greenway initiatives in the Roanoke Valley, the Western Virginia Land Trust made greenways a top priority in their land preservation efforts.

3.1.7 Update to the Roanoke Valley Conceptual Greenway Plan (2007)

In 2007, a substantial update to the 1995 *Roanoke Valley Conceptual Greenway Plan* was conducted. The primary goals of the update were to prioritize and update the greenway routes included in the 1995 plan, to provide an organizational assessment to



examine the roles and responsibilities of various partners involved in the greenway process, and to describe accomplishments in the greenway initiatives. From this update, fifty-one (51) potential greenways were identified along various courses throughout the valley. The prioritization of when each of these greenways will be implemented is based on public input, the Greenway Steering Committee and the localities within the valley. The following is a description of the priority rankings:

- **Priority 1** - Only applies to the Roanoke River Greenway;
- **Priority 2** - Important regional projects, already underway, which could be finished in 5-10 years;
- **Priority 3** - Priorities within specific localities which work to enhance neighborhood values, economic development and public health. Most of these have had some preliminary work completed; and
- **Priority 4** - Greenway projects that are addressed as opportunity and resources arise on a case-by-case basis.

The Tinker Creek and Wolf Creek Greenways, which intersect the boundaries of the Vinton Area Corridors Plan, are identified as Priority 2 Greenways. The Glade Creek Greenway, which is projected to cross Walnut Avenue just west of 5th Street and Gus Nicks Boulevard just west of the



Image 3.1.7 A pedestrian enjoys a stroll along the Wolf Creek Greenway near Washington Avenue.

Town boundary in the City of Roanoke, was listed as a Priority 3. Additional greenways that are proposed within the Vinton area are the Gladetown Trail and improvements to the Birding and Wildlife Trail. These proposed trails do not intersect the study corridors and are identified as Priority 3 and 4 greenways, respectively. A map of the greenways is located in Appendix A.

3.2 EXISTING BICYCLE CONDITIONS

During March and April 2009, staff from the Roanoke Valley–Alleghany Regional Commission (RVARC) sought to document existing conditions along the study area’s network of sidewalks, bike paths, trails, and other bicycle and pedestrian accommodations.

Staff determined that the best method for ascertaining the existing conditions for bicycle accommodations along the Vinton area study corridors would be to build on the BCI results. RVAMPO had compiled BCI scores for approximately 75% of the corridors being studied in the Plan. RVARC staff took additional measurements to complete the BCI analysis for the entire study area.

As mentioned in Section 3.1.1, the BCI and associated model was developed by the United States Department of Transportation as a part of its *National Bicycling and Walking Study* in 1998. The goal of the project was to develop a universal methodology, accepted by alternative transportation coordinators, traffic engineers, and transportation planners, that could determine how compatible a roadway is for allowing efficient operation of both bicycles and motor vehicles.

The full methodology utilized to score the corridors can be read in the RVAMPO’s *Regional Bicycle Suitability Study* (2003). For the purposes of evaluating the bicycle accommodations along the remaining Vinton study corridors, staff utilized the methodology and scoring sheets developed in the RVAMPO study to determine BCI scores for the remaining corridors not included in the 2003 study.

A map which can be found in Appendix A was developed to illustrate the score of each facility. Two roadway segments had the highest BCI scores of any in the corridor system. The first segment, located along South Pollard Street between Cleveland Avenue and Virginia Avenue, as well as the second segment, located along Hardy Road (Route 634) between Bypass Road and Greenway Landing, received BCI scores of ‘C’ which correspond to a moderately high level of compatibility.

The entire sections of Walnut Avenue, Lee Avenue, and South Pollard Street between Gus Nicks Boulevard and Cleveland Avenue received a ‘D’ for moderately low compatibility. Virginia Avenue from South Pollard Street to Bypass Road, the entire length of Bypass Road, and Hardy Road (Route 634) from Greenway Landing to the Bedford County line received an ‘E’ for very low compatibility. Virginia Avenue from the western Town boundary to South Pollard Street and Washington Avenue from South Pollard Street to the Bedford County line received an ‘F’ for extremely low levels of compatibility.

3.3 EXISTING PEDESTRIAN CONDITIONS

3.3.1 Crosswalks

The inventory of existing conditions also included staff recodation of crosswalk locations along the study corridors. Crosswalk locations were recorded at the intersections of Gus Nicks Boulevard and South Pollard Street, at the 200 block of East Washington Avenue, at the 600 block of East Washington Avenue, at the intersection of Washington Avenue/Mountain View Road, at the intersection of Washington Avenue/Bypass Road, and at the intersection of Lee Avenue/South Pollard Street.

The crosswalks at Lee Avenue and South Pollard Street, the 200 block of East Washington Avenue, and the 600 block of East Washington Avenue are the only crosswalks with pavement markings. The crosswalks at mid-block on Washington Avenue are striped on the pavement and the crosswalk at Lee

Avenue and South Pollard Street are marked by pavers. Of the two mid-block, striped crossings, it should be noted that only the crossing at the 600 block of East Washington Avenue has a pedestrian crossing sign warning the relatively fast-moving traffic of the crosswalk ahead.

The remainders of the crosswalk locations consist of apparent pedestrian coordinated traffic signalization at intersections; however, staff could not determine any actual effect of pressing the buttons at the crossings, as pressing the button to cross seemed to have no impact on traffic signal timing.



Image 3.3.1 The intersection of Lee and South Pollard Streets is marked with pavers.

It should be noted that there seemed to be remarkably few crosswalk locations in the study area overall. In particular, the Route 24 corridor has no apparent crosswalks or pedestrian signalization. High traffic volumes along this roadway coupled with the lack of sidewalks along portions of the corridor discourage pedestrian activity.

3.3.2 Sidewalks

Staff compiled an inventory of sidewalks along the corridor along with information on Americans with Disabilities Act (ADA) ramps, sidewalk conditions, and any obstructions and/or issues with maintenance, sidewalk code enforcement encountered while performing the field work.

The full sidewalk inventory can be found in Appendix B. The study corridors not currently served with sidewalks include portions of Walnut

investigation included visits to existing combined dispatching facilities in York and Albemarle counties, both of which reported major successes with the combined operations.

In both counties, a unified center served a county with rural and urban elements, a city or town, and in Albemarle's case, a major university. With each, a major difficulty in the beginning had been the acquisition of compatible radio systems, something that Roanoke County and Vinton already share. A merger would require some Roanoke County staff to become adept at dispatching public works crews, something they don't do now. County dispatchers are becoming familiar with that task already, in an experiment to handle after-midnight calls for the Western Virginia Water Authority.

Of the Town of Vinton's eight dispatching positions, only six are filled. Those six employees would be moved to the county's new dispatching center located in its public safety headquarters on Cove Road, and would become Roanoke County employees.

4.11 LAW ENFORCEMENT

Law enforcement in Roanoke County is divided into two organizations: the Roanoke County Police Department and the Roanoke County Sheriff's Office. The Sheriff's Office was the original law enforcement agency in Roanoke County, serving the citizens since 1838. The sheriff deputies provide three main areas of service to the community: corrections, court security, and civil processing. The Roanoke County Sheriff's Office has 103 sworn and civilian personnel which serves a population of 90,420. The Sheriff is an elected state constitutional officer who serves four year terms.

On November 7, 1989, the Roanoke County Police Department was established. This mandate was the beginning of an eight-month transition period from a Sheriff's Office into two separate law enforcement agencies, which was completed on June 30, 1990. On July 1, 1990 the Roanoke County Police Department assumed law enforcement activities. Since November 1997, the Roanoke County Police

Department has been nationally accredited by the Commission on Accreditation for Law Enforcement Agencies. The Department has an assigned strength of 146 sworn officers and 13 civilian support staff positions.



Image 4.11 Police patrol along Hardy Road

Residents in the Town of Vinton are served by the Vinton Police Department which is a state accredited agency. The Vinton Police Department is available 24 hours a day year round to assist in law enforcement, patrolling, traffic safety, animal control, and other community needs within the Town's corporate limits. A map of the reporting districts may be found in Appendix A.

4.12 PARKS & RECREATION

4.12.1 Goode Park

Goode Park is a 22-acre recreational area owned and operated by Roanoke County located north of Washington Avenue, and accessed by Leisure Lane. Park amenities include a picnic shelter, water fountains, a concession area with bathrooms, two seasonal athletic fields with lights for baseball and softball activities and parking accommodation for thirty vehicles. The park is located along Wolf Creek and includes a long stretch of the Wolf Creek Greenway. The park is open daily from 6:00 a.m. to 11:00 p.m.

4.12.2 Greenways

A greenway is a corridor of protected open space managed for conservation, recreation and non-motorized transportation. Greenways often follow

school was opened behind the current William High School High School.

Currently, there are 1,189 students attending William Byrd High School. There are 77 classrooms and 150 staff members. Other facilities include a football stadium, track, four tennis courts, a baseball field, and a softball field. All facilities are shared with William Byrd Middle School. The Middle School contains 60 classrooms, with 110 staff members and a student enrollment of 850.

In late summer 2009, facility improvements at William Byrd Middle and High School were approved by Roanoke County, VDOT and the Town of Vinton Public Works Department. Renovations include minor changes to William Byrd Middle School and expansions of the William Byrd High School’s administrative offices, gymnasium and cafeteria.

The facility on Gus Nicks Boulevard was last used as Central Middle School, an alternative school for students in need of additional academic support. The school was closed at the end of the 2008-2009 academic year, and the facility is currently vacant.

A map of the school districts can be found in Appendix A.

Table 4.8 School Enrollment Figures (1/2009)

Area Schools	Grades	Student Total
Herman L. Horn Elementary	Kindergarten – Grade 5	453
W.E. Cundiff Elementary	Kindergarten – Grade 5	520
William Byrd Middle	Grade 6 – 8	850
William Byrd High	Grade 9 – 12	1189

Source: Roanoke County Public Schools

4.9 PUBLIC SAFETY

The Vinton Fire and EMS Department serves the corporate limits of Vinton, as well as eastern

Roanoke County. They also provide back-up emergency services to other locations in Roanoke, Bedford, and Botetourt Counties. The station is manned by career firefighters and paramedics Monday through Friday from 6 a.m. to 6 p.m., and an advanced life support unit is staffed 24 hours a day, 7 days a week.

The Vinton First Aid Crew and Vinton Volunteer Fire Department provide Fire and EMS coverage for the area primarily on nights, weekends, and holidays. The department is funded by the Vinton Town Council, Roanoke County Board of Supervisors, and citizen and corporate donations. The Vinton Fire Department was built in 1976. In 2007, an addition was built, which houses the Vinton First Aid Crew. In 2008, the Vinton Fire and EMS Station responded to 330 reported fire incidents and 1,518 reported rescue requests. A map of the



Image 4.9 The Vinton Firehouse and First Aid Crew Hall reporting districts may be found in Appendix A.

4.10 COMMUNICATIONS CENTER MERGER

At the time of this document, Roanoke County and the Town of Vinton had begun negotiations in evaluating the feasibility of merging their 911 call centers. In July 2009, the Vinton Town Council and the Roanoke County Board of Supervisors heard a presentation from staff on a preliminary investigation of the proposal outlining potential benefits and pitfalls of a communications center merger. The

natural features such as ridgelines, rivers and stream valleys, but may also be constructed along abandoned rail lines and utility easements. Many greenways are multi-use paths that include accommodations for bicycles and pedestrians. Communities benefit from greenways which provide economic revitalization, environmental protection, recreational opportunities and alternative transportation, as well as the enhancement of cultural and historical resources.

Though primarily designed for recreational purposes, greenways also promote and encourage environmental preservation. From a functional perspective, greenways are vegetated linear parks that provide tree cover, wildlife habitats, and riparian buffers to protect natural watercourses such as streams and rivers. From a community perspective, greenways enhance social interaction by providing access between neighborhoods, opportunities to travel between destination points without an automobile, and recreational opportunities that encourage healthier lifestyles.

The Wolf Creek Greenway, a priority two greenway, begins at Hardy Road and passes through the study area at Washington Avenue, continuing through Goode and Stonebridge Parks and eventually connecting into the Blue Ridge Parkway. The first section of the Wolf Creek Greenway located in the Town of Vinton, was completed in 1999 and is one-half mile long. The second portion of the greenway, located in Roanoke County, was initiated as a trail project in 1995.

The trail was updated to greenway standards from Stonebridge Park to Goode Park. The entire trail is now 2.2 miles long with the most recent section completed and opened to the public in 2007. The third section includes an extension from Stonebridge Park to Mountain View Road and eventually to the Blue Ridge Parkway. The southern terminus is in Vinton off of Hardy Road and the northern terminus is located in Roanoke County off of Mountain View Road. It is a cinder surfaced greenway. Extensions from Hardy Road south to Vinton Business Center and down the creek to the Roanoke River Greenway are options in the future.

In 2001, the Town of Vinton widened a portion of Hardy Road from two lanes to five lanes from the intersection of Bypass Road to the Roanoke County line. Bicycle lanes and sidewalks were included with connections to the greenway. In 2007, Mountain View Road was reconfigured, curves removed, and bike lanes added along both sides of the road. These bicycle lanes connect to the greenway.

4.13 UTILITIES

The Town of Vinton Public Works Department is responsible for water and sewer services in Vinton and East Roanoke County, management of the storm water runoff system, street and sidewalk maintenance, garbage and recycling collections, and traffic signal maintenance. There are 60.3 miles of water lines and 66.1 miles of sewer lines in the service area. Curbside household garbage is collected free of charge within the corporate limits each week. Recyclable materials such as aluminum, steel cans, newspaper, and plastics are collected every other week, according to the Recycling Calendar given out each year by the Town. The Public Works Department also handles utility service problems such as low water pressure, sewer backups, leaks on public property, requests for utility taps, or other service related items.



Image 4.13 The Town of Vinton cleans up a mudslide on Hardy Road following a flood in 2003.

The following water, wastewater and stormwater management updates were provided by the Town of Vinton Public Work Department. A map of the

existing water and sewer utilities can be found in Appendix A.

4.13.1 Water and Wastewater

The Town of Vinton is proactive in planning for future water and wastewater needs in the Town and East County Utility Service Area. Multiple utility capital projects completed over the last 10 years affecting the study area corridors replaced overaged lines and preserved or improved line capacities. Major projects completed include Downtown Waterline & Wastewater Line Improvements, Hardy Road Waterline Improvements, Wolf Creek Wastewater Interceptor Replacement Project, Hardy Road Wastewater Pump Station Replacement, and Hardy Road Wastewater Force Main Extension. Additionally, a Water Supply and Distribution System Study was completed by a consulting engineer in 2006. Also, a wastewater capacity analysis of the Hardy Road Corridor was completed by a consulting engineer in 2007. Beginning in June 2009 a multi-year system-wide wastewater Inflow & Infiltration engineering study began, which will address both line condition and capacity issues in the collection system. These comprehensive engineering studies provide the Town a roadmap for future program planning and project development.

Groundwater is the Town's primary water source and is supplied to the utility service area from ten dispersed wells. Present average daily system demand is 1.2 million gallons per day with a comfortable well capacity of 2.0 million gallons per day. This 800 thousand gallon per day surplus is available to meet future growth and development throughout the service area. An eleventh well, drilled but not yet developed, will boost surplus capacity to over 1.0 million gallons per day. Wastewater line capacity is generally sufficient in the corridor study areas and the Town has significant available wastewater treatment capacity at the regionally operated Water Pollution Control Plant. Present effluent flow from the Town is 1.2 million gallons per day compared to a plant capacity share of 3.0 million gallons per day.

In 2008, the Roanoke County Board of Supervisors adopted amendments to Chapter 9 "Fire Prevention and Protection" of the Roanoke County Code implementing fire hydrant placement and flow standards. At the time of the 2008 amendment to the Roanoke County Code, the Town of Vinton had adopted the Virginia Statewide Fire Prevention Code and appointed the Roanoke County Fire Marshal as the designated fire official for enforcement within the Town limits. Additionally, the Town implemented as policy in January 2008 standards identical to those adopted in the Roanoke County Code. Furthermore, the Town for well over ten years followed multi-jurisdictional design and construction standards, containing fire hydrant placement and flow requirements, which serve as the source document for the aforementioned fire prevention and protection code amendments. Finally, it should be noted for the record that all of the above standards apply to new construction, not to existing facilities.

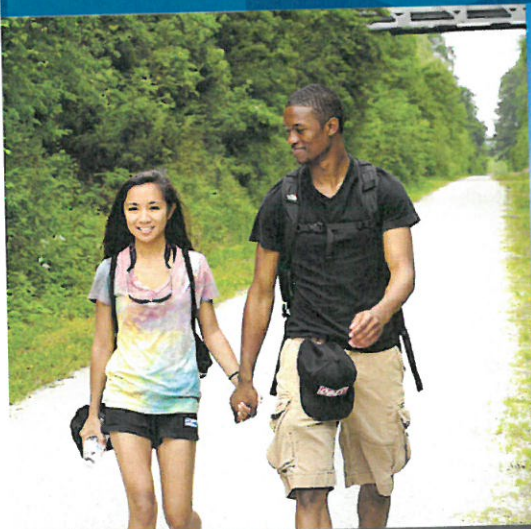
The 2006 Water Supply and Distribution System Study analyzed water demands for residential, commercial, and industrial needs; as well as fire flow requirements. Residential, commercial, and industrial demands, present and future can be easily met by the system. Fire flow requirements identified the most problems. This is not surprising since a great many of the water lines serving the corridor areas were constructed over 40 years ago under much lower fire flow and hydrant placement practices. The estimated cost of upgrading these lines to current standards is \$4.3 million, based upon estimates contained in the 2006 distribution system study. The Town will need to address these deficiencies in the years ahead as part of a system-wide utility capital replacement program, which is expected to be in the range of \$35 million to \$40 million over the next 25 years.

Despite the above fire flow problems, new development and redevelopment along and around the corridors has been robust over the past 10 years. Construction of new or reconstruction of fast food restaurants such as Bojangles, Kentucky Fried Chicken, McDonald's, and Burger King stand out in the Town; and expansion of the New York Pizza





2013 Virginia Outdoors Plan



VIRGINIA
is for
OUTDOOR
Lovers

Virginia Outdoors Foundation and Western Virginia Land Trust. Sustainable management and sensitive development can enhance its role as a nationally significant outdoor recreation destination.

- Develop the Green Hill Park Sports Complex for youth baseball, softball and soccer to include five tournament-quality youth baseball/softball fields and three tournament-quality soccer fields in Roanoke County and the Greenfield Sports Complex and Blue Ridge Park in Botetourt County.
- Designate the Virginia Midland Trail (in most cases Route 60) as the Virginia's Midland Trail Scenic Byway and, ultimately, a National Scenic Byway extension of the West Virginia Midland Trail.



Carvins Cove in the city of Roanoke is the nation's second largest municipal park and a mountain biker's paradise. Photo by Roanoke Outside.

Local parks and recreation projects

The value of local parks as a part of recreation offered in the region is extremely important, as many local parks in the Roanoke Valley region are used for family vacations, sports and athletic tournaments, special events and festivals by visitors from outside the area. Federal, state and local park and recreation facilities offer a varied and multidimensional outdoor recreation experience.

- Develop the Greenfield-Daleville Greenway to connect Greenfield Recreation Park to Daleville Town Center in Botetourt County.
- Improve the town of Clifton Forge's Washington Park.
- Develop the Hazel Run Greenway in Clifton Forge.
- Extend the Craig County Greenway from the western trailhead adjacent to the VDOT shops across Johns Creek to downtown New Castle in Craig County.

- Extend the Craig County Greenway from the school campus east to the Field of Dreams recreation site in Craig County.
- Develop the Countryside Community Park in the city of Roanoke.
- Develop the Glade Creek Greenway in Vinton from Walnut Avenue to Vinyard Park.
- Develop the Downtown Greenway in the town of Vinton connecting the farmers market to Tinker Creek Greenway in Roanoke.

Roanoke County's Walrond Park Trail and Splash Valley Water Park

Roanoke County won a 2011 award from the Virginia Recreation and Park Society for the "Best New Facility (Parks, Playgrounds, Blueways, Greenways, and Trails)" for the Walrond Park Trail Project. This 48-acre park has a spring-fed pond, tennis courts, Frisbee golf course, a picnic shelter and senior center. The new aggregate walking path loops around the pond and wetland and includes a raised boardwalk trail and wildlife viewing platform.

Another popular facility is the Splash Valley Water Park at the Green Ridge Recreation Center.

Other local parks and recreation recommendations

- Implement management and master plans for sites that can be connected to the Roanoke River Greenway and Blueway, including the Carvins Cove Natural Resource Management Plan, Mill Mountain Management Plan, Roanoke River Natural Resource Management Plan and Spring Hollow Reservoir.
- Establish a new regional park in the vicinity of Poor Mountain and Bent Mountain, southwest of the Roanoke-Salem area.
- Establish new parks in the town of Buchanan and the community of Eagle Rock.
- Evaluate the potential for a park and interpretive center at the confluence of the Jackson and Cowpasture rivers, at the headwaters of the James River.
- Enhance facilities at Mowles Spring Park in Salem.
- Construct a skate park in Vinton.
- Expand Starkey Park in Roanoke County.

Water access

Develop and enhance public access points and accentuate the region's lakes, rivers and streams to provide visitors activities that increase their length of stay.

GLADE CREEK -GENERAL DESCRIPTION

Section (1)

Glade Creek enters Tinker Creek 100 yards North of the Washington Ave bridge .Tinker Ck is the boundary between Roanoke City and the Town of Vinton.Following Glade Creek up-stream, it runs to the north-east with a widening triangle of town-owned land on the right side between the creek and Glade St.This is the logical location for the greenway,although there is a large tract of land on the other side of the creek for sale.

Reaching Walnut Ave. (with low water bridge on the left) there is open space which could be used for parking before passing easily under the railroad bridge onto county land.

Section (2)

The creek now bounds Vinton on it's left bank to just before Clyde St.This area, between the creek and Tinker Av.is a flood reclamation area which has been cleared of houses . A park is planned for here with a bridge planned to access Gearhart Park on the right bank.

From the railroad bridge the route passes easily along the riparian fringe and the rolling open field of the park before entering a sheltered wooded roadbed and later open fields before passing easily under the Gus Nicks Blvd. Bridge,leaving county land and re-entering town property.

Section(3)

Emerging from under the bridge,the route is now again on Town property.The first few yards are steep and difficult and will require special construction.From there on it is easy going on one of several courses through a collection of businesses merging onto a wide sewer ROW .There follows a difficult underpass of the railway bridge then in a few yards the crossing of a small but deep branch and an ancient maple tree.

Section (4)

The trail then emerges onto the sports complex which is under the jurisdiction of Roanoke County.. It could follow the fringe of trees along the creek to the parking lot and Berkley Rd. and then to the extensive fields bounded by the creek and the railway line, beyond which is private property.

A very desirable additional section of this greenway which was beyond the abilities of Pathfinders would be a connection back to the east to the top of the Wolf Creek Greenway.This could occur either along the Blue Ridge Parkway corridor (very rough and difficult terrain) or through farmland below the ParkwayCounty staff should be be on the look out for opportunities here,or could actively persue this idea.

Should be alert to the opportunity of connecting Glade creek and Wolf Creek greenways through outlying farmland.

ROANOKE COUNTY OFF-ROAD GREENWAYS
POINT SCORE DEFINITIONS FOR FIELD EVALUATION

Factors are to be given a score in the ranges noted. A score of 0 denotes no advantage, or extreme disadvantage. A maximum score denotes maximum advantage and no disadvantage. The total of all maximum scores for the field evaluation is 65 points. Descriptions of the factors are as follows:

- A. RECREATION/EDUCATION (0-15 POINTS): The greenway will involve pleasant vistas; a peaceful atmosphere; large trees; opportunities for exploration and education; wildlife, picnicing or fishing potential; a range of activities; and facilities for special needs users.
- B. TRANSPORTATION (0-10 POINTS): The greenway will provide a connection between residential areas and public or commercial facilities, will interconnect two or more public or commercial facilities, will provide good commuting connections, will provide a loop trail, or will interconnect with two or more existing or proposed on-road bicycle routes.
- C. EASE OF CONSTRUCTION (0-10): The greenway location is reasonably level, with no steep banks or confined areas, has no major rock obstructions, needs no expensive bridges, has culverts or bridges that allow pedestrian passage beneath roadways, is readily accessible to construction machinery, and has soils that will support greenway traffic without unusual structures or reinforcement.
- D. SAFETY (0-10): The greenway will require few or no grade crossings with streets or highways, is not adjacent to main line or yard railroad tracks, includes passable culverts to cross under busy roads, and is free of environmental and industrial hazards.
- E. ANTICIPATED AMOUNT OF USE (0-5): the greenway is located in a highly developed area, can be used to travel to frequent destinations, and/or is considered to be a popular destination.
- F. ENVIRONMENTAL PROTECTION (0-5): The greenway will provide a protected vegetative buffer for runoff into an adjacent stream, will help preserve stands of large trees, or will help preserve wildlife habitat.
- G. POTENTIAL LINKAGE TO OTHER GREENWAYS (0-5): The greenway is located so it will interconnect with other existing or planned greenways and/or bikeways.
- H. PARKING (0-5): Parking space exists or can be developed at terminations and/or intermediate points along the greenway corridor.

VINTON OFF-ROAD GREENWAYS – WORK SHEET FOR FIELD EVALUATION

GREENWAY CORRIDOR: GLADE CREEK (1) TINKER CREEK- -WALNUT AVE. _____

EVALUATOR: BELCHER/GORDGE _____ DATE: MAY 1999 _____

FACTOR	COMMENT	SCORE
RECREATION/ EDUCATION (0-15 POINTS)	Linear recreation only. Opportunity to enhance the area by landscape and design.	7 1/2
TRANSPORTATION (0-10 POINTS)	This section is important because of its connections	10
EASE OF CONSTRUCTION (0-10 POINTS)	Very easy but will require a bridge to the Tinker Creek greenway.	5
SAFETY (0-10 POINTS)	-2 for open crossing of Walnut Ave.	8
ANTICIPATED AMOUNT OF USE (0-5 POINTS)	High	5
ENVIRONMENTAL PROTECTION (0-5 POINTS)	Enhancement of vegetation along this strip will assist in controlling the flooding which is notorious this area.	5
POTENTIAL LINKAGE TO OTHER GREENWAYS (0-5 POINTS)	Numerous	5
PARKING (0-5 POINTS)	Walnut Ave.	5
TOTAL POINTS FROM FIELD EVALUATION		50 1/2

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES: The path would be easy to construct. All land owned by the town. Glade Creek provides an opportunity to showcase a cooperative effort between town, city and county.
2. SIGNIFICANT DISADVANTAGES : All Glade Creek is subject to severe flooding.
3. OTHER NOTABLE FEATURES: Tinker Creek is potentially a BIG greenway, and Glade Creek will provide non-vehicular access to the town of Vinton and the big soccer field complexes from the large population areas served by Tinker.

ROANOKE COUNTY OFF-ROAD GREENWAYS
POINT SCORE DEFINITIONS FOR OFFICE EVALUATION

Factors are to be given a score in the ranges noted. A score of 0 denotes no advantage, or extreme disadvantage. A maximum score denotes maximum advantage and no disadvantage. The total of all maximum scores for the office evaluation is 35 points. When combined with scores for the field evaluation, the maximum total score is 100 points. Descriptions of the factors are as follows:

I. RIGHT-OF-WAY AVAILABILITY (0-10): The land or a public access easement is now owned or may be owned by a land trust, governmental agency or utility that is likely to allow its use for a greenway, an easement has been or is likely to be granted by a private owner, the land is open and not subject to commercial development, or other conditions exist that are likely to facilitate right-of-way acquisition without significant expense.

J. PUBLIC AND POLITICAL SUPPORT (0-10): The local government has identified the greenway as a priority in its long-range plans and has indicated the likelihood of financial support. The greenway will help provide appropriate and fair geographical distribution. Affected property owners, neighborhood groups and individuals have expressed interest and support, and a willingness to help with construction and/or ongoing maintenance. The greenway will connect directly or indirectly with an existing or planned greenway in an adjacent jurisdiction.

K. THREAT OF LOSS (0-10): Prompt construction or easement acquisition for the greenway will prevent potential loss of the corridor from residential or commercial development, or from other conflicting uses.

L. HISTORICAL SITE ACCESS AND PROTECTION (0-5): The greenway will provide convenient access to one or more historical or archaeological sites, and will help provide protection against possible future loss of the site(s).

ROANOKE COUNTY OFF-ROAD GREENWAYS - WORK SHEET FOR OFFICE EVALUATION

GREENWAY CORRIDOR: GLADE CREEK (I) TWISS CREEK to WALNUT AVE.
 EVALUATOR: _____ DATE: _____

FACTOR	COMMENT	SCORE
RIGHT-OF-WAY AVAILABILITY (0-10 POINTS)	High. Mostly public except RR & Hdwrdw Stee.	9
PUBLIC AND POLITICAL SUPPORT (0-10 POINTS)	High	10
THREAT OF LOSS (0-10 POINTS)	Low	0
HISTORICAL SITE ACCESS AND PROTECTION (0-5 POINTS)	Low	0
TOTAL POINTS FROM OFFICE EVALUATION		19
TOTAL POINTS FROM FIELD EVALUATION		50 1/2
GRAND TOTAL POINT SCORE		69 1/2

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

2. SIGNIFICANT DISADVANTAGES:

3. OTHER NOTABLE FEATURES:

ROANOKE COUNTY OFF-ROAD GREENWAYS – WORK SHEET FOR FIELD EVALUATION

GREENWAY CORRIDOR: GLADE CREEK (11) N/S R R BRIDGE TO GUS NICKS BLVD. _____

EVALUATOR: BELCHER/GORDGE _____ DATE: MAY 1999 _____

FACTOR	COMMENT	SCORE
RECREATION/ EDUCATION (0-15 POINTS)	Very attractive riparian setting and open fields. Gearhart Park.	15
TRANSPORTATION (0-10 POINTS)	Easy access to large population areas to park, down-town Vinton, county offices.	10
EASE OF CONSTRUCTION (0-10 POINTS)	No significant problems. Easy passage under RR bridge down-stream and Gus Nicks up-stream.	10
SAFETY (0-10 POINTS)	?any issues re passing under RR bridge (-5)	5
ANTICIPATED AMOUNT OF USE (0-5 POINTS)	High	5
ENVIRONMENTAL PROTECTION (0-5 POINTS)	Would insure future stream protection if open fields were ever developed.	5
POTENTIAL LINKAGE TO OTHER GREENWAYS (0-5 POINTS)	Tinker Creek	5
PARKING (0-5 POINTS)	Would be available at either end. Tinker Ave. via bridge to be built by Vinton	5
TOTAL POINTS FROM FIELD EVALUATION		55

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

Ease of construction. Public land. Multiple access points. Adjacent to Vinton's flood reclamation project on Tinker Ave. High recreation value.

2. SIGNIFICANT DISADVANTAGES:

Subject to severe flooding. Must cope with railroad crossing (and one more on next section)

3. OTHER NOTABLE FEATURES;

Increase much needed access to Gearhart Park. Opportunity to showcase cooperative venture between Roanoke City, Roanoke county and the town of Vinton. Large mulberry trees.

ROANOKE COUNTY OFF-ROAD GREENWAYS - WORK SHEET FOR OFFICE EVALUATION

GREENWAY CORRIDOR: Glade Creek (11) N/S RR Bridge to Gus Nicks Blvd
 EVALUATOR: Scheidt/Belchick DATE: 7/28/89

FACTOR	COMMENT	SCORE
RIGHT-OF-WAY AVAILABILITY (0-10 POINTS)	Lots of public land. Deal w/ RR.	9
PUBLIC AND POLITICAL SUPPORT (0-10 POINTS)	High. Must coordinate w/ RR. Good opportunity for intergovt cooperation.	10
THREAT OF LOSS (0-10 POINTS)	Low	0
HISTORICAL SITE ACCESS AND PROTECTION (0-5 POINTS)	Low	0
TOTAL POINTS FROM OFFICE EVALUATION		19
TOTAL POINTS FROM FIELD EVALUATION		55
GRAND TOTAL POINT SCORE		74

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

2. SIGNIFICANT DISADVANTAGES:

3. OTHER NOTABLE FEATURES:

VINTON OFF-ROAD GREENWAYS – WORK SHEET FOR FIELD EVALUATION

GREENWAY CORRIDOR: GLADE CREEK (111) GUS NICKS BLVD. TO SOCCER FIELDS_____

EVALUATOR: BELCHER/GORDGE_____ DATE: MAY 1999____

FACTOR	COMMENT	SCORE
RECREATION/ EDUCATION (0-15 POINTS)	Linear recreation mainly. Route impacted by business community and parking lot and railroad. Wide grassy bench with sewer line.	5
TRANSPORTATION (0-10 POINTS)	See (11)	10
EASE OF CONSTRUCTION (0-10 POINTS)	-8 for significant construction problems. Difficult exit on steep narrow bank from Gus Nicks bridge and technical and possibly liability problems underpassing RR bridge at far end.	2
SAFETY (0-10 POINTS)	Bridge issues above. -5	5
ANTICIPATED AMOUNT OF USE (0-5 POINTS)	High	5
ENVIRONMENTAL PROTECTION (0-5 POINTS)	Greenway buffer would offer protection from future business development.	5
POTENTIAL LINKAGE TO OTHER GREENWAYS (0-5 POINTS)	See (1)	5
PARKING (0-5 POINTS)	Probably available in business parking lot	5
TOTAL POINTS FROM FIELD EVALUATION		37

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

Easy construction except at bridges. ROW probably would not be an issue.

2. SIGNIFICANT DISADVANTAGES:

The bridges

3. OTHER NOTABLE FEATURES: Ancient maple tree. Access to soccer fields.

ROANOKE COUNTY OFF-ROAD GREENWAYS - WORK SHEET FOR OFFICE EVALUATION

GREENWAY CORRIDOR: Grade Creek (III) Gos Nicks to Soccer Fields
 EVALUATOR: Scheid / Belcher DATE: 7/28/97

FACTOR	COMMENT	SCORE
RIGHT-OF-WAY AVAILABILITY (0-10 POINTS)	Lots of public property.	9
PUBLIC AND POLITICAL SUPPORT (0-10 POINTS)	High	10
THREAT OF LOSS (0-10 POINTS)	Low	0
HISTORICAL SITE ACCESS AND PROTECTION (0-5 POINTS)	Low	0
TOTAL POINTS FROM OFFICE EVALUATION		19
TOTAL POINTS FROM FIELD EVALUATION		37
GRAND TOTAL POINT SCORE		56

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

2. SIGNIFICANT DISADVANTAGES:

3. OTHER NOTABLE FEATURES:

ROANOKE COUNTY OFF-ROAD GREENWAYS – WORK SHEET FOR FIELD EVALUATION

GREENWAY CORRIDOR: GLADE CREEK (1V) SPORTS COMPLEX_____

EVALUATOR: BELCHER/GORDGE_____ DATE: MAY 1999_____

FACTOR	COMMENT	SCORE
RECREATION/ EDUCATION (0-15 POINTS)	The route should follow the fringe of trees at the edge of the playing fields, providing glimpses of the creek and access points for fishing nature study etc.	15
TRANSPORTATION (0-10 POINTS)	Sane as other sections.	10
EASE OF CONSTRUCTION (0-10 POINTS)	Very easy.	10
SAFETY (0-10 POINTS)	-2 for crossing Berkley Ave.	8
ANTICIPATED AMOUNT OF USE (0-5 POINTS)	High	5
ENVIRONMENTAL PROTECTION (0-5 POINTS)	The greenway will enhance the value of this important open space.	5
POTENTIAL LINKAGE TO OTHER GREENWAYS (0-5 POINTS)	Same as other sections.	5
PARKING (0-5 POINTS)	Ample	5
TOTAL POINTS FROM FIELD EVALUATION		63

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

Provides additional non-vehicular access to the playing fields.

2. SIGNIFICANT DISADVANTAGES:

None

3. OTHER NOTABLE FEATURES:

ROANOKE COUNTY OFF-ROAD GREENWAYS - WORK SHEET FOR OFFICE EVALUATION

GREENWAY CORRIDOR: Glade Creek (IV) Vinyard Soccer Fields
 EVALUATOR: Scheid | Belcher DATE: 7/28/89

FACTOR	COMMENT	SCORE
RIGHT-OF-WAY AVAILABILITY (0-10 POINTS)	All public.	10
PUBLIC AND POLITICAL SUPPORT (0-10 POINTS)	High	10
THREAT OF LOSS (0-10 POINTS)	Low	0
HISTORICAL SITE ACCESS AND PROTECTION (0-5 POINTS)	Low	0
TOTAL POINTS FROM OFFICE EVALUATION		20
TOTAL POINTS FROM FIELD EVALUATION		63
GRAND TOTAL POINT SCORE		83

SUMMARY COMMENTS:

1. SIGNIFICANT ADVANTAGES:

2. SIGNIFICANT DISADVANTAGES:

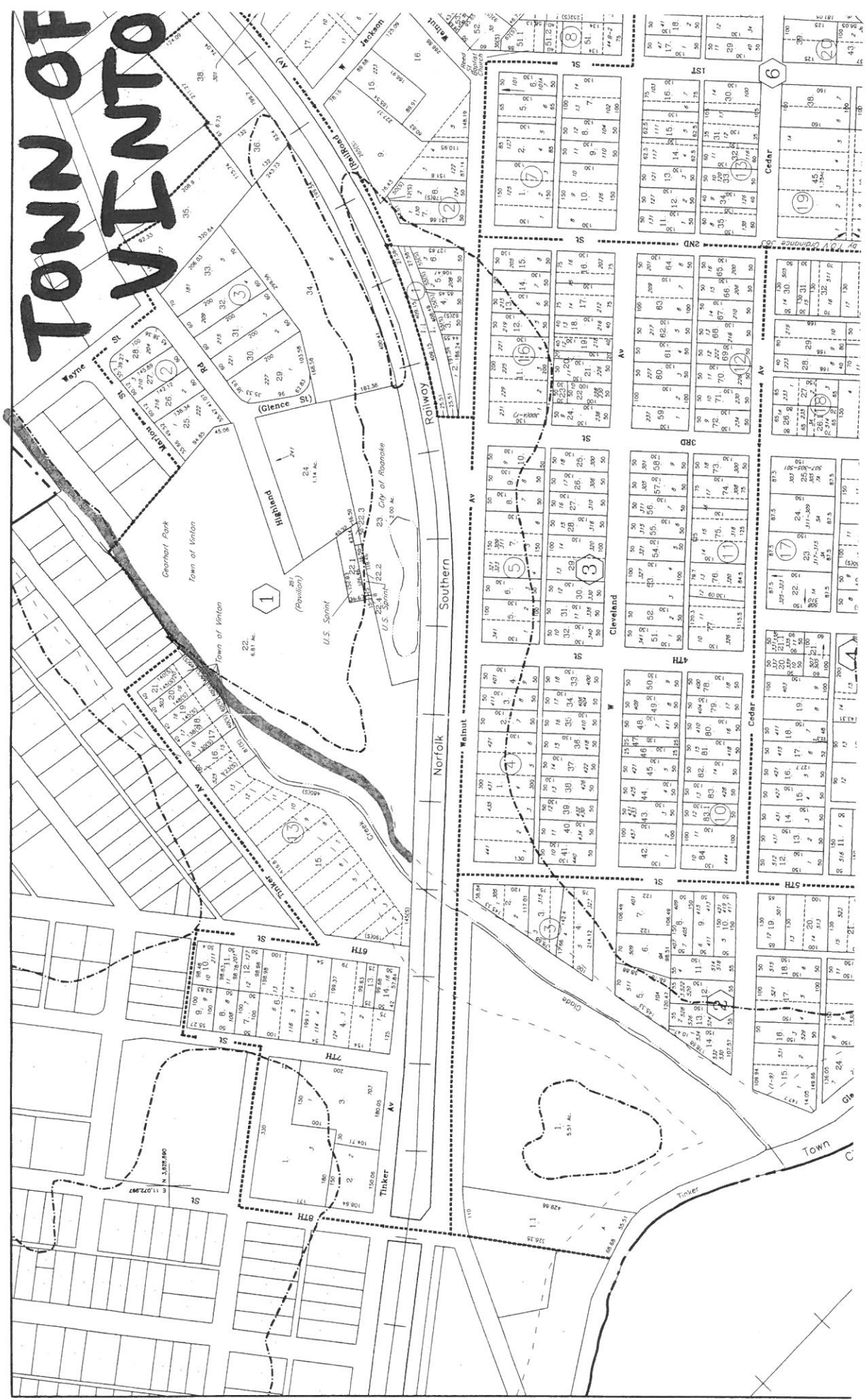
3. OTHER NOTABLE FEATURES:



LEGEND WATER PUMP STATION WELL RESERVOIR SANITARY MANHOLE END WALL SANITARY MANHOLE SANITARY PUMP STATION		PROPERTY LINE FORMER LOT LINE RAILROAD RAILROAD ENCROUSURE FLOODPLAIN FLOODPLAIN		COUNTY BOUNDARY CITY BOUNDARY TOWN BOUNDARY MAGISTRAL BOUNDARY PRIVATE ROAD POWER LINE		PARCEL LATHROOK LEGAL LOT LEGAL BLOCK PARCEL NUMBER MAP BLOCK SYMBOL		CALCULATED ACRES DEEDED ACRES SCALED DIMENSION DEEDED DIMENSION COORDINATE LOCATOR		MAP City of Vinton 60.10 60.14 60.15 60.16		PROPERTY IDENTIFICATION MAP 60.11 Scale: 1" = 100' LAST REVISION: 10/28/86	
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ORIGINAL MAP DATE: 12/31/80
SHEET NO. 6

TOWN OF VINTO





TOWN OF VINTON

County City
Vinyard Park 1.1 D

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Vinyard Park - R.C.B.S.

County of Roanoke
Town of Vinton

Assessed in
City of Roanoke

Roanoke
Vinton
CIVIL ENGINEERS
P.O. BOX 114-214
7-1100

Norfolk Southern Railway

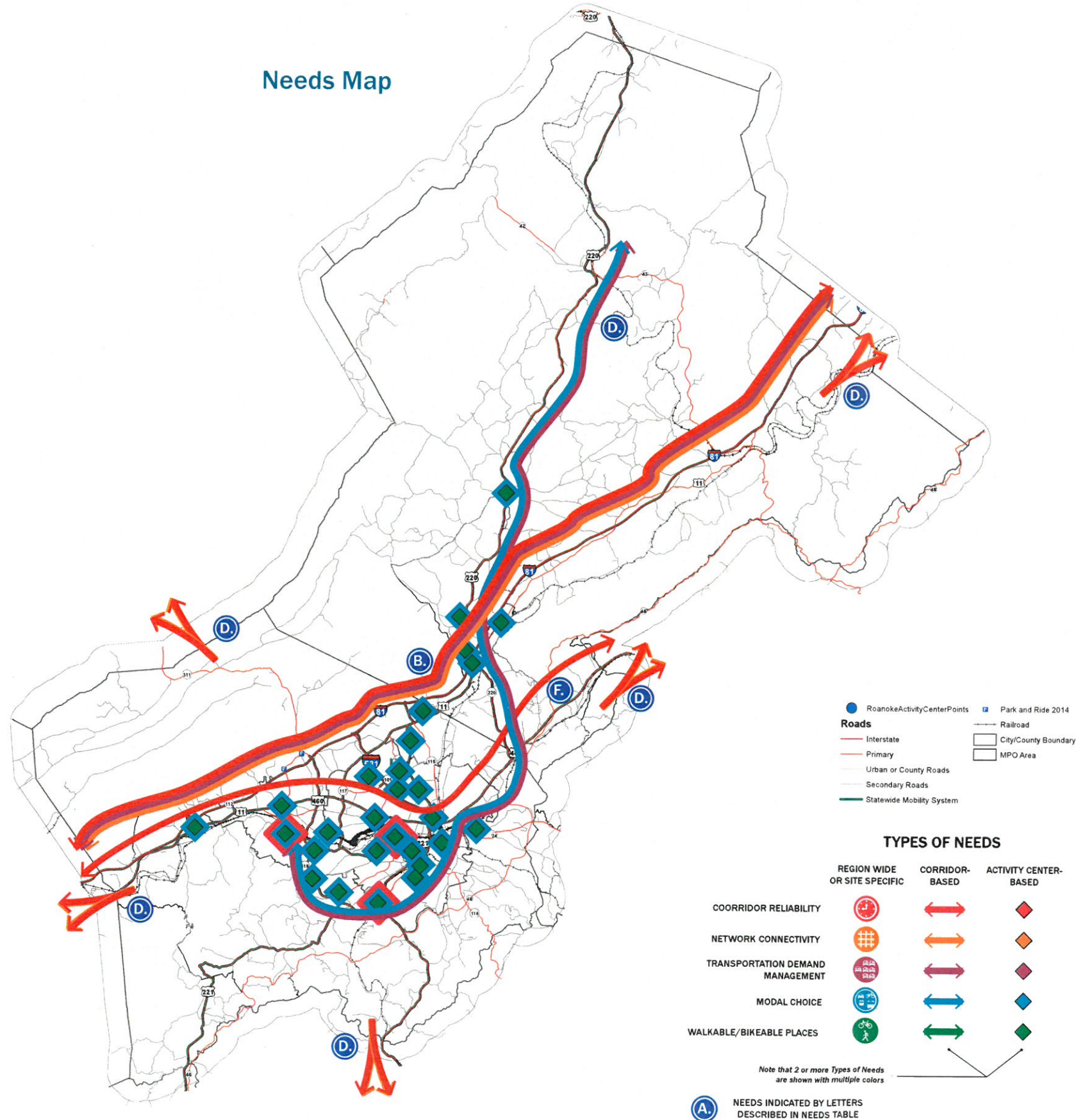
Medison Av
Washington Av
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N. Pollard St
N. Madison Av
N. Hickory St

Gunpowder Av
Bluff St
Menroe St
Bondman St
Morrison St
Pitkin Rd
Ruddle Rd
Berkeley Rd

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Roanoke MPO Region Needs Summary

Needs Map



Needs Table

NEED	DESCRIPTION
A. Walkable/Bikeable Places	<p>Enhance regional and inter-regional walkability and bikeability at regional activity centers; in particular, focus on completing the regional greenway network and make last mile connections to existing and future greenways.</p> <p>Greenway facilities serve as placemaking infrastructure that attract the 21st century workforce. The Roanoke River Greenway is located throughout the urban core of the region and includes connectivity to many activity centers that are primarily local and knowledge based industries. Local serving industries rely on foot traffic and tourism more than other industry sectors and would benefit greatly from last mile connectivity with the greenway. Similarly, knowledge based industries rely on transportation infrastructure, such as greenways, that create a lively, healthy and social environments that attract a 21st century workforce.</p> <p>Data analysis on multimodal access to jobs, network congestion, reliability and delay, and commuting patterns suggest that the highest level of network activity, and the greatest access to jobs in the region is within the urban core. Making last mile connections for bikers and walkers will improve access to jobs, provide commuter options and meet local desires for an active lifestyle.</p>
B. I-81/US 11 Reliability	<p>The I-81/US 11 corridor and connected facilities serve as a major artery for regional freight and passenger movement. Ensuring reliability on the corridor is paramount to regional economic success.</p> <p>Based on nationwide research conducted by the Southeastern Institute of Research, both freight related and knowledge based industries highly value access to reliable highway networks. In order to attract and retain these businesses it is crucial to ensure reliability on I-81 and associated/supporting facilities such as US 11.</p> <p>The I-81/US 11 corridor handles significant passenger and freight traffic to and through the Roanoke region. Highway reliability data suggests that during significant traffic events, such as crashes, the lack of redundancy in the network to provide relief causes a catastrophic failure of passenger and freight truck movements, sometimes lasting several hours.</p>
C. Regional TDM	<p>The Roanoke region includes park-n-ride access and TDM programs and services. However, multiple activity centers and commuter oriented corridors would benefit from TDM programs that can help reduce the number of vehicles on the network and the individual burden of a long or congested commute.</p> <p>Research indicates that the retiring baby boom generation and the emerging millennial workforce prefer to live in places that provide multiple travel options.</p> <p>TDM access exists throughout much of the Roanoke regional network. Several corridors such as the I-81/US 11 corridor includes some of the longer commuter trips in the region and would benefit from carpool and vanpool programs that would consolidate single occupancy vehicles and alleviate stress on the network. The route 419 and 220 corridors also include several activity centers that have limited transportation options; connecting these activity centers and corridors through TDM programs will improve network capacity and provide choices for commuters.</p>
D. Inter-Regional Network Connectivity	<p>Roanoke's economy, and therefore passenger and freight movement, is closely linked to surrounding regions such as Lynchburg and Blacksburg/Christiansburg. Increasing network connectivity between regions ensures local economic success.</p> <p>Roanoke is the largest urban area outside of Virginia's 'urban crescent' and therefore serves as a major hub for the greater region. Roanoke's largest businesses, such as banking and healthcare, serve as regional centers that draw customers and resources from within as well as outside the region. Roanoke also serves as a major freight hub, including regional headquarters for multiple freight/shipping companies. Ensuring connectivity between internal and external resources will ensure success of these major business hubs.</p> <p>Based on commuter flow mapping analysis, there is significant cross commuting between Roanoke and the New River Valley and between Roanoke and Lynchburg. In addition, some of the major routes between these regions such as US 460 and 220 have the most significant reliability and congestion issues. FHWA data indicates that, during weekday PM peak periods, multiple sections along US 460 and 220 have slower median speeds and travelers spend a higher percentage of time in congestion.</p>
E. Regional Mode Choice	<p>Multiple activity centers in the region are underserved by transit. Providing multiple connections between major activity centers provides travel choices and improves regional connectivity. In particular, making multimodal connections with future Amtrak service will be key to the success of the region and to the new passenger rail service.</p> <p>Research indicates that the retiring baby boom generation and the emerging millennial workforce prefer to live in places that provide multiple travel options.</p> <p>Transit access exists throughout much of the urban core within the Roanoke regional network. Several activity centers, such as Fincastle, Troutville, and others in Botetourt County, have no access to transit and would benefit from connector services to the urban core. Likewise the Route 419 corridor would benefit from improved transit service as it currently includes multiple activity centers, but only limited transit access.</p>
F. US 460 Reliability and Bottleneck Relief	<p>There aren't major congestion issues in Roanoke, in relation to the rest of Virginia. However, bottlenecks do occur where some of the major arteries in the region converge; particularly relating to the US 460 corridor, parallel rail network, and the downtown and Tanglewood Mall activity centers. Addressing these bottlenecks is key to regional mobility and network fluidity.</p> <p>The 460 corridor, including the parallel rail network, Tanglewood Mall and downtown Roanoke handles a nexus of all types of economic activity. In particular, with the introduction of passenger rail to this corridor, the region can expect improved economic growth. There is a need to balance passenger, freight and local traffic to successfully serve all businesses in the region.</p> <p>Some reliability issue exist along the 460 corridor, especially in downtown Roanoke and the more urbanized areas of the corridor. Tanglewood Mall and the nexus of many major regional routes is also a chokepoint for the region. These areas handle many types of users, including passengers, freight, commuters, local trips and longer haul movements; ensuring reliability is key to the success of the region.</p>

Benefits of the Roanoke Valley's Greenways

The Roanoke Valley Greenways serve a variety of users, of all ages and abilities. These routes have become the focal point for traveling without a car and alternative transportation.



Economic Benefits of Roanoke Valley Greenways

The economic development return on the investment in greenways has become particularly apparent in the last few years. Many new developments and businesses adjacent to the greenways are evidence of their value.



Benefits of Greenways

The Roanoke Valley recognizes greenways as a community asset. Individual users enjoy the recreation and improve their health, but also there are economic and environmental benefits for the region. Greenways along the river and creeks have become an asset that enhances quality of life, promotes social interaction, provides cultural opportunities, and contributes to economic development.



Benefits of the Roanoke Valley's Greenways

Greenways create special places for personal and group activities.



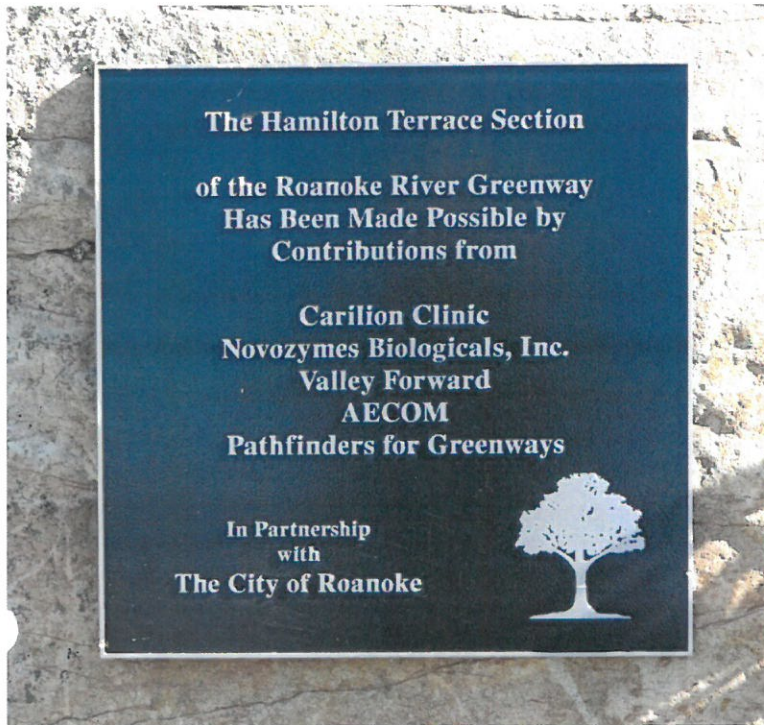
Benefits of Roanoke Valley Greenways

A Place for Special Events, Fundraisers, and Group Activities



Benefits of Greenways: Community Involvement

Citizens, civic groups and corporations have been involved in many ways in developing and maintaining the greenway.



Benefits of Roanoke River Greenway Connecting the Community



Horace Lackey, age 93, bought a bicycle when he was 86 so that he could ride on the greenways.

Benefits of Greenways
Connecting the Community to Nature



The path to economic prosperity runs through the outdoors

Beth Doughty

Doughty is executive director of the Roanoke Regional Partnership, which has focused on an economic strategy around the outdoors through programs such as RoanokeOutside.com, the Blue Ridge Marathon and GOFest.

Runners from across the United States and several countries will flock to Roanoke for America's toughest road race — the Foot Levelers Blue Ridge Marathon on April 20. Along with the recently opened River Rock climbing gym, expanded greenway system and new outdoor events, the Roanoke region is making progress on an economic devel-

opment vision — to leverage our outdoor assets to enhance quality of life, which will attract talent, jobs and investment to the region.

Along with education and transportation systems, the outdoors — trails, parks, greenways, lakes and rivers — are building blocks of a vibrant economy. A Knight Foundation study called Soul of the Community says social offerings, openness and aesthetics are factors that attach people to their community. The higher the level of attachment, the stronger the economic growth.

In the Roanoke region, the outdoors is the venue that stimulates social interac-

tion and welcomes all in a beautiful stage. It's also a laboratory that's inventing our economic future.

The strategy is paying off. At least 2,500 people are employed in the Roanoke and New River valleys directly engaged in providing outdoor recreational services or in manufacturing, distribution, retail and services for the outdoor market.

Nationally, outdoor recreation is an economic powerhouse, generating \$646 billion in consumer spending and 6.1 million direct jobs every year. In Virginia, it means \$12.6 billion in consumer

See DOUGHTY, 4

Social offerings, openness and aesthetics are factors that attach people to their community. The higher the level of attachment, the stronger the economic growth.

DOUGHTY: Our region has many of the assets that others covet

FROM 1

spending, 138,000 jobs, \$3.9 billion in wages and \$923 million in state and local tax revenue.

Then consider the direct economic impact from tourism. According to the National Park Service, visitors spend \$541 million while enjoying national parks in Virginia, leading to 8,000 jobs.

Our outdoors also attracts attention for us. The Blue Ridge Marathon, with an economic impact of \$1.06 million so far, has been cited for its world-class course by the Weather Channel, USA Today and others.

The outdoors remain the nation's top recreational activity, bringing people together and creating a sense of community — which in turn fosters pride and social interaction that can lead to business partnerships, entrepreneurship and jobs.

Young talent — the future of our region — is attracted most to the outdoor lifestyle. Marketing our amenities makes it easier for employers to hire the best and brightest, from tech-savvy start-ups to family-oriented professionals, to help grow our population.

From 2005 to 2010, during a time of expansion of the greenway system and an increase in outdoor marketing, citizens in the Roanoke metro area ages 20 to 34 grew by 4.9 percent, higher than the region's over-

all population growth (4.2 percent), according to Census data.

Here's why it makes sense for the Roanoke region to embrace the outdoors:

■ Open space and greenways support economic growth. Just look at the new Wasena Park development — apartments, restaurant, climbing gym — all built along the greenway.

■ Our growing outdoor culture encourages and enhances commercial development in underutilized areas. Consider East Coasters, Underdog Bikes, River Greenway Bicycle Rental and the upcoming Riverside Station development.

■ Trails build strong communities. The National Association of Homebuilders says trails are a leading amenity people look for when moving into a new community.

■ Property values increase up to 32 percent when near open space, greenways, trails and parks, according to the National Park Service.

■ Outdoor recreation has a positive impact on physical, mental and social health, improving productivity and reducing health costs.

That's why the Roanoke region is so desirable. Our 600 miles of hiking and biking trails, Smith Mountain Lake, James River, 24 miles of urban greenway, the second-largest municipal park in the nation (Carvins Cove), the Appalachian Trail and Blue Ridge Parkway all distinguish this region as



The Blue Ridge Marathon is helping to reinvent the region's economic future.

The Roanoke Times | FILE

a great place to live, work and play.

Four years ago, we were the first region participating at major outdoor industry trade shows. Now, Asheville, N.C.; Boise, Idaho; Bend, Ore., and others have followed our lead. We're clearly on to something.

Louisville, Ky., is investing \$125 million to create parks with active recreation space. We already have many of the assets others covet and try to replicate. It doesn't take much to activate them, but we need

to do more to stay ahead of the competition and increase the economic impact of the outdoors.

This includes:

■ Completing the Roanoke River Greenway system.

■ Creating in-river parks such as kayak parks or blueway paddling trails.

■ Continuing to develop road and mountain biking, including more bike lanes, dedicated bike routes and a cycling center.

Other regions have figured this out and they're competing with us for jobs and investment. The state of Utah has an outdoor recreation vision as part of its economic strategy. Michigan is including outdoor recreation in its business recruitment.

We have a real head start. The time is now for everyone to recognize our advantages, embrace the vision and invest in the outdoors as a building block of economic prosperity.

Two businesses have sprung up: one selling refreshments and one renting bicycles.



Photos by REBECCA BARNETT | The Roanoke Times

Steve Mayo of Roanoke leaves River's Edge Sports Complex with his wife, Cara English, after selling frozen treats, drinks and snacks there Sunday afternoon. The couple started their business after being inspired by a parade in Alexandria. English's son, Reilly, 15, and Mayo's son, Andrew, 13, often help.

Making greenbacks on greenway

By Jordan Fifer
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Two small businesses have popped up on the Roanoke River Greenway in the past year, bringing cold treats and bicycle rentals to an area often filled with people looking to spend the weekend outdoors.

One business, Trikes Treats, sells ice cream, drinks and snacks from a homemade tricycle.

Cara English, 47, and her husband, Steve Mayo, 38, started the venture in May after seeing people riding festive tricycles in an Alexandria parade.

"I said to my husband, 'That would be a really cool thing to do at home, but have treats and snacks and ice cream,'" English said. "And then we just kind of looked at each other and said, 'Let's try it.'"

Mayo and English ride up and down the greenway on weekends from Wasena Park to Vinton on the blue tricycle with a lime green umbrella sticking up from the back. With the ring-ring from a bell on the trike's handlebar, they court thirsty soccer players and hungry playground visitors.

The tricycle, custom-fitted by Mayo,

has a compartment in the back that holds two coolers of beverages and snacks.

English's son, Reilly, 15, and Mayo's son, Andrew, 13, often help. They ride on separate bicycles wearing the business' familiar lime green shirt.

"It's great thing for them to learn entrepreneurship, learn money, customer service — all those things you don't conventionally learn," English said. "They could stand at the end of the line at Kroger, but what are they really learning?"

On Sunday, business was light because of the humidity, Mayo said. He sold drinks to a few people at River's Edge Sports Complex and ice cream to a youth group at Wasena Park.

"I want to get some of that ice cream music to play through my Blackberry hooked up to some speakers," Steve Mayo said.

Cara English, a physician's assistant at LewisGale Medical Center, and Mayo, a construction worker, said they have plans to franchise the business to other areas in the valley.

"It's been kind of a labor of love and fun," Mayo said.

A second greenway business is in its second summer, its owner said.

Stationed out of Wasena Park, River Greenway Bicycle Rental provides bikes on weekends from April to October, owner Bob Welsh said.

"I've been an avid cyclist all my life, so I'm trying to make a living and also share my passion," Welsh said.

Welsh, 55, said he's owned bicycle shops in the past. He works part time at East Coasters, a Roanoke bike store.

Welsh totes 15 bikes each weekend on a trailer. He provides helmets with a bicycle rental, and minor maintenance free of charge.

Business improved this summer after more people found out about the rentals, Welsh said. He's also partnered with Cambria Suites, near the greenway, to rent bicycles out of the hotel.

"From the feedback I get, people really enjoy it," Welsh said.

Both Trikes Treats and River Greenway Bicycle Rental secured permits from the city to operate on the greenway.

"We think it's terrific to have these businesses popping up," said Liz Belcher, coordinator for Roanoke Valley Greenways. "We've always thought ... that the greenway would lead to economic development."

Trikes Treats

What: Ice cream, drinks and snacks sold from a tricycle

Where: Roanoke River Greenway and downtown Roanoke

Hours: Weekends, typically from 2 to 6 p.m.

Cost: Varies

Contact: Youth groups and sports teams can email trikestreats@gmail.com to have the tricycle stop by at a set time.

River Greenway Bicycle Rental

What: 1.5 hour bicycle rentals (children's carriers, tandem bikes and helmets available)

Where: Wasena Park and Cambria Suites hotel on Reserve Avenue

Hours: Wasena Park: 10 a.m. to 4 p.m. Saturday; noon to 4 p.m. Sunday.

Cambria Suites: 9 a.m. to 5 p.m. daily

Cost: \$10 for 1.5 hours, \$30 for day

Contact: bikerental@cox.net or http://rivergreenwaybicyclerental.blogspot.com