



Cave Spring CPA Feedback



Public Hearing Comment #4

Explained that he is a resident of the Penn Forrest area he noted that he is lucky to benefit from the best of what Roanoke has to offer with schools, the library, and parks close to his home. He 11 stated that he is glad the County is looking to protect these amenities through the 200 plan He noted that as someone who uses a bicycle as one of their main methods of transportation the part of the plan that he wishes to comment on is the County's bicycle accommodations. Since August of last year, he noted that he has been commuting to work on his electric cargo bike, dropping off his 6 year old that sits in the rear child seat at school on the way. It has been a great way to build an active lifestyle into his daily routine and foster a deeper connection with his neighborhood. He explained that he would love to see more people use bike's as transportation more regularly. Unfortunately, for most people, the bike infrastructure in the County is not something that is safe and convenient to use as evidenced by the lack of riders on the 419 and Brambleton Avenue bicycle lanes and elsewhere.

He noted that according to Portland State University only about 7% of people overall would feel safe riding in unprotected painted bike lanes such as the ones on those roads. Less than 1% of people feel safe riding with no bike accommodations, which is usually necessary to access the County's bike lanes and get to many other places throughout the area. He concluded that he is lucky to live and work where he can safely get his daughter to school and get to work on low volume and low speed roads but most people in the County do not have that luxury. As a member of the Pedal Safe ROA Cycling Advocacy Group, he knows many other cyclists do not feel safe using the County's current facilities. Bike infrastructure should be designed to be safe enough for your whole family not only for the most confident and experienced riders. An unprotected, striped bike lane on a multi-lane highway with a 35 mile per hour speed limit and 25,000 vehicles per day is not going to feel safe for anyone and it will not attract cycling traffic and the benefits its brings.



Public Hearing Comment #4 (Continued)

He wants to encourage the County to create a bikeway plan to look at where people live and where they want to go, identifies a network of routes that is designed to traverse to and from those places, and then make appropriate safety improvements to those areas. Preferably using the guidelines of designing for all ages and abilities handbook from the National Association of City Transportation Officials (NACTO). These routes do need have to be along main roads as many safe and useful routes can be found on neighborhood streets, which would require little additional improvements and relative low costs. For example, instead of putting bike lanes all the way down 419 from Brambleton to Keagy a bikeway could be designated through the Castle Rock neighborhood that could connect those residents to Oak Grove Plaza, Keagy Village, Oak Grove Elementary, Hidden Valley High School and more. With safety, improvements made to the higher volume neighborhood roads on the route in accordance with the NACTO guidelines.

He stated he appreciates what the County is doing in trying to make more bike lanes on main roads, but does not believe that extending the bike lanes on 419 in their current configuration or adding similar bike lanes to other busy roads is a good use of space or tax payer money as they will continue to go unused for their lack of connectivity and the perception of unsafe and stressful conditions for cyclists. He strongly feels that future projects should take a look at what bike accommodations the average person who is interested in biking will feel safe using in order to increase the number of people who bike regularly. As investments in biking have shown to lead to significant economic growth, job creation, health benefits, and increased road safety for all users which he knows are all high priorities for the County. He stated that he loves biking and hopes he will get to see others share that love with him in the future.

Survey Comment #3

Need pedestrian and bicycle facilities along Ogden Rd. The pedestrians walk in the road now and it is dangerous.

Survey Comment #10

Specific feedback would be that Chaparral needs a sidewalk, and I know that the idea was denied, but this is a glaring omission from an area that is (very clearly) a core pedestrian route. All of Penn Forest could use sidewalk, frankly, but given the infeasibility at the very least Chaparral should have a safe method of pedestrian transport. Also, I'd love to see something done with Starkey School, and perhaps there is, but I don't think that this resource should remain vacant, hopefully with rezoning and future usage plans there can be a plan to lease or develop the property. Finally, Cave Spring needs safe bicycle access points into the city and the county. The 220 interchange needs to keep this in mind. Electric road should not be considered a viable bicycle route speeds are too fast even when the speed limit is observed and the shoulder does not represent a safe cycling lane with debris often scattered throughout. A dedicated cycling path alongside Electric road connecting Tanglewood to Brambleton alongside Electric would be a dream come true and provide opportunities for pedestrians and cyclists to access major commercial districts without the need of a car. This could also be tied into improvements on Ogden road and existing city infrastructure on Franklin Rd. In an ideal world this improved bicycle and pedestrian infrastructure would extend into connecting Electric to Buck Mountain (i.e., south county parks) via Chaparral or Colonial/Merriman.

Survey Comment #15

Replace the intersection at Penn Forest Blvd. and Chaparral dr. with a roundabout. This would do much to alleviate the traffic jams that occur and people rushing to make the green lights on Electric rd.



Survey Comment #16

Would like to propose adding sidewalks around Brambleton kroger/Cave Spring Corners area to improve safety of those who live around the area that travel on foot

Survey Comment #19

Metro Bus service extended to Roanoke County or County Bus service created to extend county service from Tanglewood. Support addition of Bike/Pedestrian Lanes to the Blue Ridge Parkway with connection to the County Greenways.

Survey Comment #27

I am a homeowner on Kenwick Trl. I vote for putting a Publix in area 2 on the Cave Spring Map. (Old Cave Spring Rd/Brambleton) It is a much needed addition!!!

Survey Comment #36

Disappointed with proposed reduction in agricultural/rural preserve. Extremely disappointed with implementation of 419 Town Center Plan so far, especially with the lack of trees and green space and too many new, mediocre businesses.