

Safe Streets and Roads For All

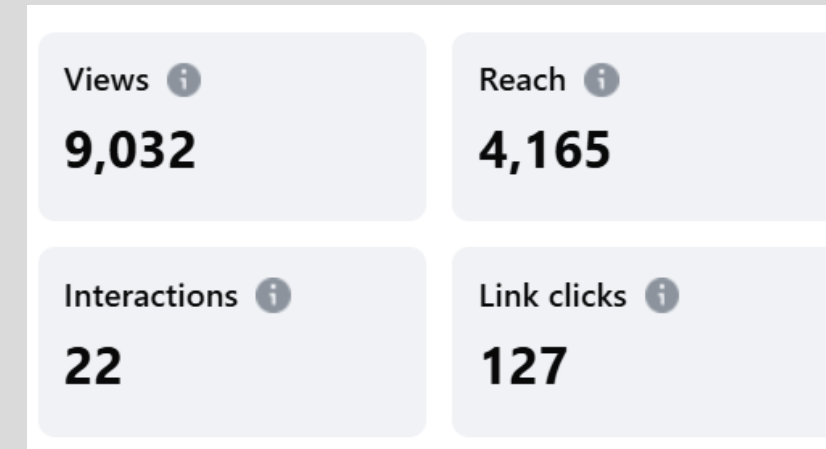
Draft Comprehensive Safety Action Plan

Public Comments and Potential Implementation Projects

Planning Commission Work Session
January 21, 2025

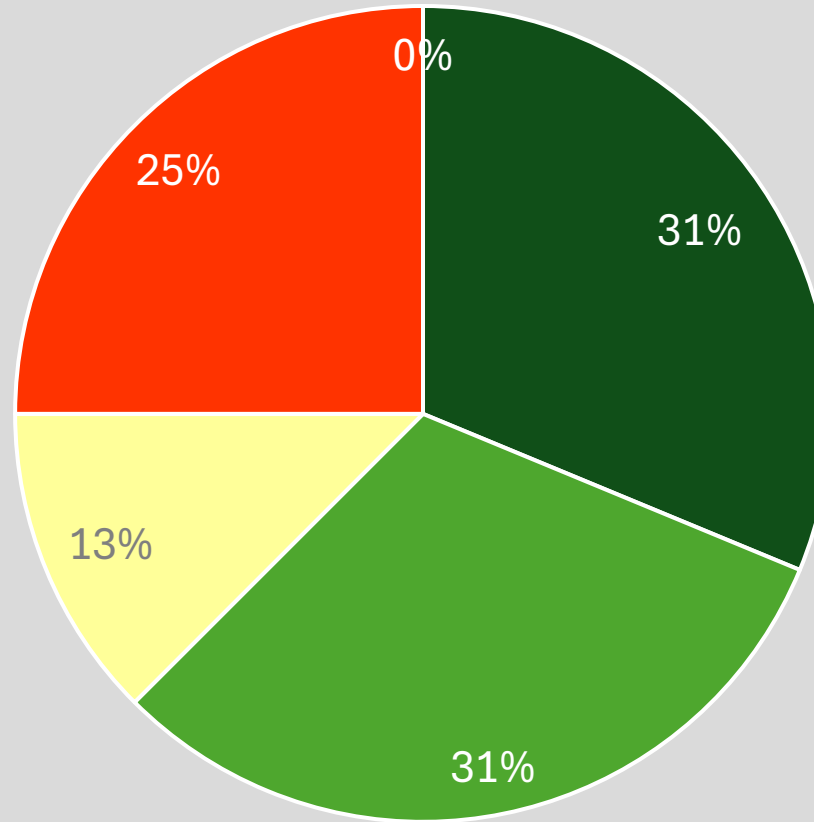
Overview

- Comment period was open from January 2 through January 16, 2025
- 16 responses: 15 surveys completed and one Facebook comment
- Engagement methods:
 - News Release issued January 2 led to interviews with WFIR and WSLC Channel 10
 - January Community Developments article
 - Two emails sent to the Safe Streets email distribution list
 - Updated RVTV video posted on social media and on the project webpage
 - Planning and Zoning Newsflash and County News items on the County webpage
 - Facebook posts, including six days of sponsored/boosted posts
 - Instagram posts



Facebook Boost Statistics

What are your thoughts on the draft Plan?

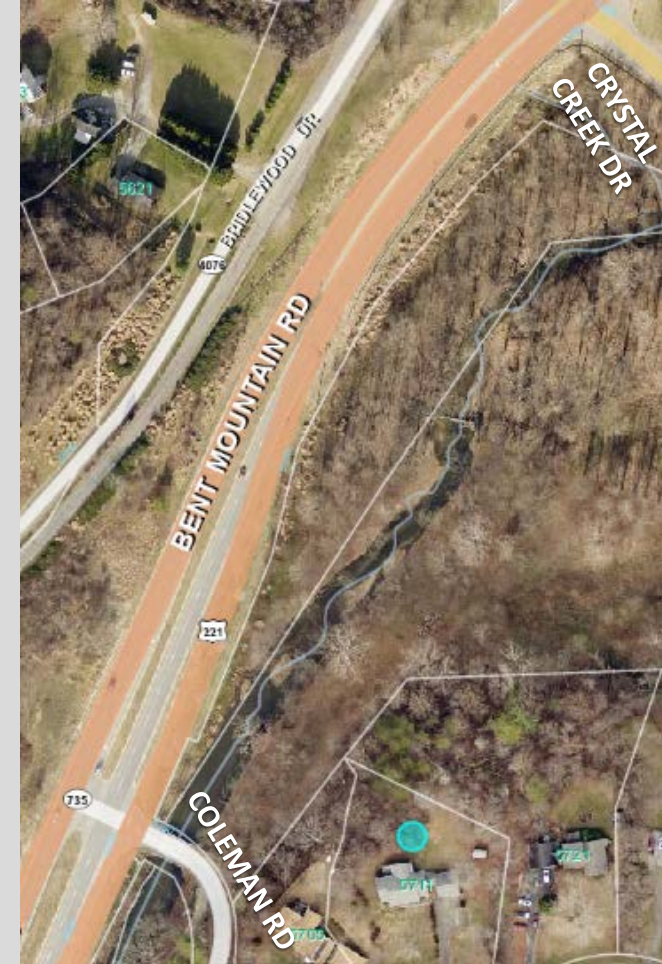


■ Strongly Agree ■ Somewhat Agree ■ Neither Agree Nor Disagree ■ Somewhat Disagree ■ Strongly Disagree

Please provide any comments you may have regarding the draft Plan (Comment 1)

I live on OLD MILL FOREST DRIVE. There are approximately 40 homes on Coleman Road, Old Mill Forest Drive, and Scenic Hills. Additionally, the South West Virginia Wildlife Center is located on Coleman Road. All of these homes have to connect with 221 via Coleman Road. Entry on to 221 or turning off 221 on to Coleman is challenging as vehicles coming into or going out of Roanoke on 221 are usually exceeding the speed limit. I would like to see an acceleration lane similar to what COTTON HILL ROAD has when entering 221.

Staff Response: This comment will be relayed to VDOT; however, it is unlikely that a new acceleration lane would be constructed outside of a major roadway project.



Please provide any comments you may have regarding the draft Plan (Comment 2)

If the green lights were longer for 460 East and West traffic, and also timed with other lights, traffic would flow much better. Same for 220 in the Hunting Hills area. The short green lights in that corridor cause traffic backups back to the Electric Rd exits.

Staff Response: The traffic signals on Challenger Avenue are coordinated with the City of Roanoke's traffic signals on Orange Avenue. The thru-cut configurations planned for this corridor will extend green time for Route 460 traffic and the Displaced Left Turn planned for Challenger Avenue at Cloverdale Road will also improve traffic flow.

Traffic signals on Route 220 are also coordinated and the intersection improvements starting construction will extend green time for Route 220 traffic once the thru-cut configurations are complete.

Please provide any comments you may have regarding the draft Plan (Comment 12)

We need a multimodal corridor study for the 311 and Bradshaw Road area. I am very concerned about the use of rumble strips in this area because cyclists frequently use this road. I would like to see this area become safer for cars along with cyclists and pedestrians.

Staff Response: A multimodal corridor study for Bradshaw Road is a potential strategy in the draft Plan. A Route 311/Catawba Valley Drive Multimodal Safety Study is a recommendation included in the 2024 Roanoke County 200 Plan to determine potential improvements to reduce crashes and improve safety for all users.



Bradshaw Road High Crash Corridor

Please provide any comments you may have regarding the draft Plan (Comment 3)

I strongly support conducting a multimodal corridor study for Bradshaw Road, including Route 311 from its intersection with Route 419. This corridor has been identified on every bikeway plan developed by the RVARC and public input to this plan continues to show that bicyclists frequently travel on the corridor. Providing a safer corridor should be a priority. Shoulders are currently inadequate for safe bicycling on 311 and non-existent on Bradshaw Road. The plan's mention of rumble strips seems at odds with the current conditions of the corridor as there are no shoulders that could be used with rumble strips and centerline rumble strips may only make vehicles less likely to change lanes to safely pass people biking. A corridor study is appropriate for developing solutions that will meaningfully improve safety for all road users on this corridor.

Staff Response: A multimodal corridor study for Bradshaw Road is a potential strategy in the draft Plan. A Route 311/Catawba Valley Drive Multimodal Safety Study is a recommendation included in the 2024 Roanoke County 200 Plan to determine potential improvements to reduce crashes and improve safety for all users.

Please provide any comments you may have regarding the draft Plan (Comment 4)

I am really happy to learn that Garst Mill from Roanoke City to Brambleton Avenue is still on your radar. I couldn't tell if the plan still shows that there would be improvements or if there would be review of the area in mechanical ways i.e. number of cars, each day cameras to view, pedestrian traffic, etc.. That was why I said I mostly approve. I do hope that if you are intending to put a sidewalk in that it would go from the actual Garst Mill Park Road up to Garst Mill and then forward to Brambleton Avenue so that there would be direct access to the park. I live across the street from the road that intersects that allows me to walk across to the park and it is very dangerous there. I've seen moms with strollers attempting to cross, and it is very hazardous. Traffic speed is part of it along with the curve in the road, but mostly it's because people are turning left and right and crossing the road from one side to the other in their cars and there's just too much going on for pedestrian to really maneuver that intersection very easily. Also, the lane that goes from Garst Mill Rd over into the park is very narrow and so it's difficult to walk. Any improvements or changes that you make to that area certainly would be appreciated.

Staff Response: The draft Plan includes a potential strategy for Garst Mill Road to evaluate and install pedestrian improvements, specifically for a pedestrian connection to the Brambleton Avenue commercial corridor. 2024 Roanoke County 200 Plan recommendations include:

- Consider pedestrian accommodations along Garst Mill Road where the social path is currently located; and
- Improve pedestrian and/or bicycle connectivity to County schools, parks and other facilities.



Garst Mill Road Corridor

Please provide any comments you may have regarding the draft Plan (Comment 5)

Widening Brambleton Ave to 6 lanes is not going to solve long term traffic issues and is instead going to succumb to induced demand traffic loads in 5 years while making the corridor even more dangerous. Stop building urban streets like highways. Signage doesn't work. Why did we not take the opportunity to create multimodal projects around the county's urban centers?

Staff Response: There are no recommendations for Brambleton Avenue included in the draft Plan and widening to six lanes is not envisioned. The Reimagine Plans encourage multimodal projects in the Tanglewood, Oak Grove and Hollins Center areas.

Please provide any comments you may have regarding the draft Plan (Comment 8)

Priority corridor 4 - Plantation Road. This should extend to the City line as there have been numerous crashes at the entrances to the 2 grocery stores that exist on each side of Plantation Rd and there is existing bike lanes in the City on Plantation Rd. A multimodal study should be done so that there is a plan to connect Mountain View Elementary to the neighborhoods along Plantation Road, a Safe Route to School. This can connect to the existing multiuse path on Plantation Rd. Providing a safe route to get to the existing multiuse path would allow citizens to see that as a viable piece of infrastructure to use. Including the grocery stores to the study will show that a multiuse path can generate trips that are other than school or commuting.

Staff Response: 2024 Roanoke County 200 Plan recommendations include:

- *Complete multimodal accommodations including crosswalks along Plantation Road between the City of Roanoke and Interstate 81; and*
- *Evaluate improvements for bus stops on Plantation Road and Hersherberger Road with Valley Metro.*



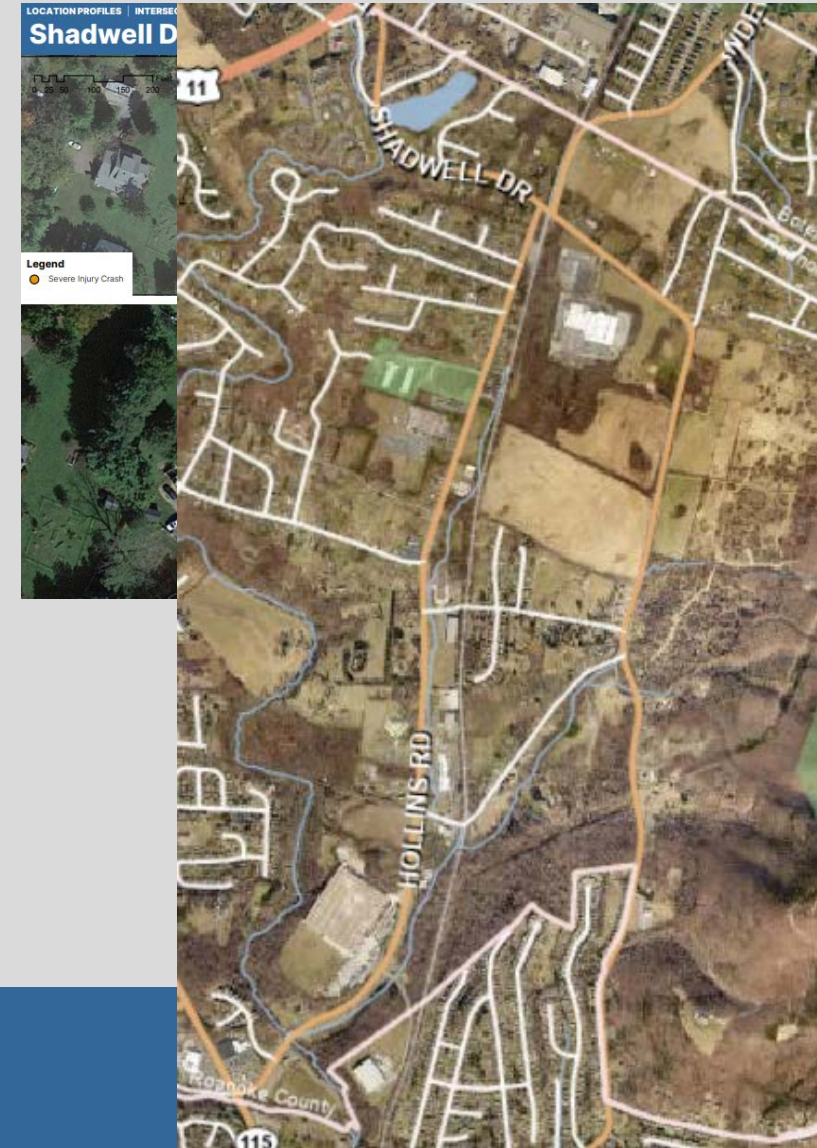
Please provide any comments you may have regarding the draft Plan (Comment 8 continued)

Shadwell & Sanderson/Hollins Rd Intersection - Include pedestrian and bicycle methods of travel in the intersection design.

Staff Response: This comment may warrant further discussion.

Hollins Rd Multiuse Path - New development of more than 100 homes being built on one end and those citizens can utilize Hollins Rd to get to Hollins Park on Hollins Rd and the Grocery stores at the other the end of Hollins Rd. Using Hollins Rd would also connect to the Plantation Rd corridor.

Staff Response: While Hollins Road was not identified as a high crash corridor, the 2024 Roanoke County 200 Plan recommends improving pedestrian and/or bicycle connectivity to County schools, parks and other facilities.



Please provide any comments you may have regarding the draft Plan (Comment 8 continued)

Shoulder or center line rumbles strips will make the roads more dangerous for citizens utilizing the road to travel outside of a vehicle, most of the county does not provide alternative space to travel other than the road. Centerline rumble strips may only make vehicles less likely to change lanes to safely pass people biking.

Staff Response: The draft Plan includes discussion about rumble strips and bicyclists. Consider including additional language to encourage application in areas where there are significant roadway departure crashes and little, if any, bicycle traffic.

Please provide any comments you may have regarding the draft Plan (Comment 10)

Road improvements are only going to go so far. More police and better education would give more bang for the buck. I work on these roads everyday signs markings or anything else only work if people are paying attention. And they don't !

Staff Response: The draft Plan includes a section on Driver Behavior and how it contributes to severe injury and fatal crashes. Spring 2024 survey respondents also identified driver behavior as a safety issue with suggestions including increased enforcement and education measures.

Please provide any comments you may have regarding the draft Plan (Comment 11)

I disagree with a proposed elimination of "straight thru" travel along Starkey Rd crossing Electric Rd. This is a valuable alternative route from south or western residents to existing businesses such as Food Lion strip mall, plus it currently has a benefit of avoiding congestion in front of Tanglewood Mall which appears to be increasing as new tenants are added.

Staff Response: The Electric Road/Starkey Road Thru-Cut is funded for construction in 2027 and not a recommendation included in the draft Plan.



Please provide any comments you may have regarding the draft Plan (Comment 14)

The speed limit on Hardy Road from the Town of Vinton line to the Bedford County line needs to be reduced from 45 to 35. Increased signage is NOT the solution. If VDOT proposes to increase signage, a reduced speed sign of 35 or less would be most effective. The repeated response from VDOT that there aren't enough accidents involving injuries to warrant a reduction in the speed limit are ridiculous. This report doesn't include a second fatality on the approximate 1-mile stretch between the TOV and Bedford County Lines that happened a few years ago. I'd be happy to forward the email from Brian Blevins responding to my pleas.

Also, sidewalks are needed on the same stretch of Hardy Road described above and on 24 between East Vinton Plaza and Stonebridge/Mountain View intersection.



Comment from Facebook, entered by ROCO staff. Staff Response: The speed limit reduction request will be relayed to VDOT. 2024 Roanoke County 200 Plan recommendations include:

- *Determine potential roadway capacity and multimodal improvements on Hardy Road between the Town of Vinton and Bedford County in collaboration with VDOT; and*
- *Consider bicycle and/or pedestrian accommodations in Roanoke County along and in the vicinity of Route 460/Challenger Avenue, Route 24/Washington Avenue and Hardy Road.*

Please provide any comments you may have regarding the draft Plan:

Comment 6: Happy to have a plan to address these issues that sometimes get overlooked.

Comment 7: I'm all for plans to reduce traffic congestion and increase safety on Roanoke County Roads.

Comment 9: I am very excited to see all of the improvements proposed on roads I drive everyday. While the improvements may temporarily delay my commute, I am hopeful for the finished product.

Comment 13: I think that this is one of the best draft plans I have seen this year so far from all 50 states.

Next Steps

February 4, 2025: Planning Commission Public Hearing on the draft Plan

February 25, 2025: Board of Supervisors Public Hearing on the draft Plan and anticipated adoption as part of the Roanoke County 200 Plan

Summer 2025: Anticipated submission of a safe Streets and Roads For All Implementation Project application

Potential Implementation Projects

Overview

- At the December Planning Commission and Board of Supervisors work sessions, five potential implementation projects included in the draft Comprehensive Safety Action Plan were discussed.
- One project can be designed for grant submission in Summer 2025.
 - Safe Streets and Roads For All Implementation Grants require a 20 percent local match.
- Those five potential projects are included with rough estimates by phase for consideration and further discussion.
- Projects submitted for SMART SCALE Round 6 that were not recommended for funding at the January 2025 Commonwealth Transportation Board meeting are also included for potential consideration.

Route 419 at Interstate 81 Exit 141 Southbound

1. Reduce the width of the I-81 median; and
2. Evaluate reducing the Route 419 southbound approach from two through lanes to one through lane

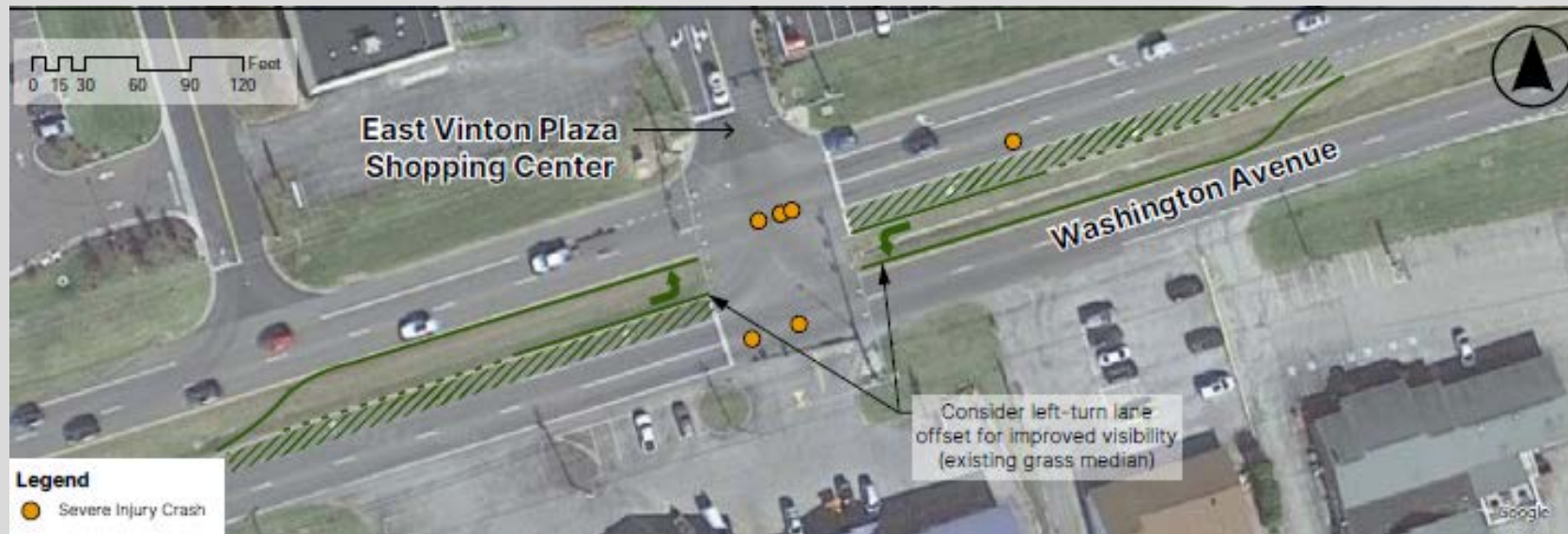


Project Phase	Rough Estimate	20% Local Match
Preliminary Engineering	\$250,000	\$50,000
Right-of-Way (all VDOT)	\$0	\$0
Construction	\$1,500,000	\$300,000
Total Rough Estimate	\$1,750,000	\$350,000

Washington Avenue at East Vinton Shopping Plaza

1. Offset Washington Avenue Left Turn Lanes; and
2. Consider access management changes on the south side of the intersection.

Project Phase	Rough Estimate	20% Local Match
Preliminary Engineering	\$250,000	\$50,000
Right-of-Way	\$50,000	\$10,000
Construction	\$2,500,000	\$500,000
Total Rough Estimate	\$2,800,000	\$560,000



Garst Mill Road

Construct pedestrian improvements between Brambleton Avenue and Pinevale Road/Garst Mill Park

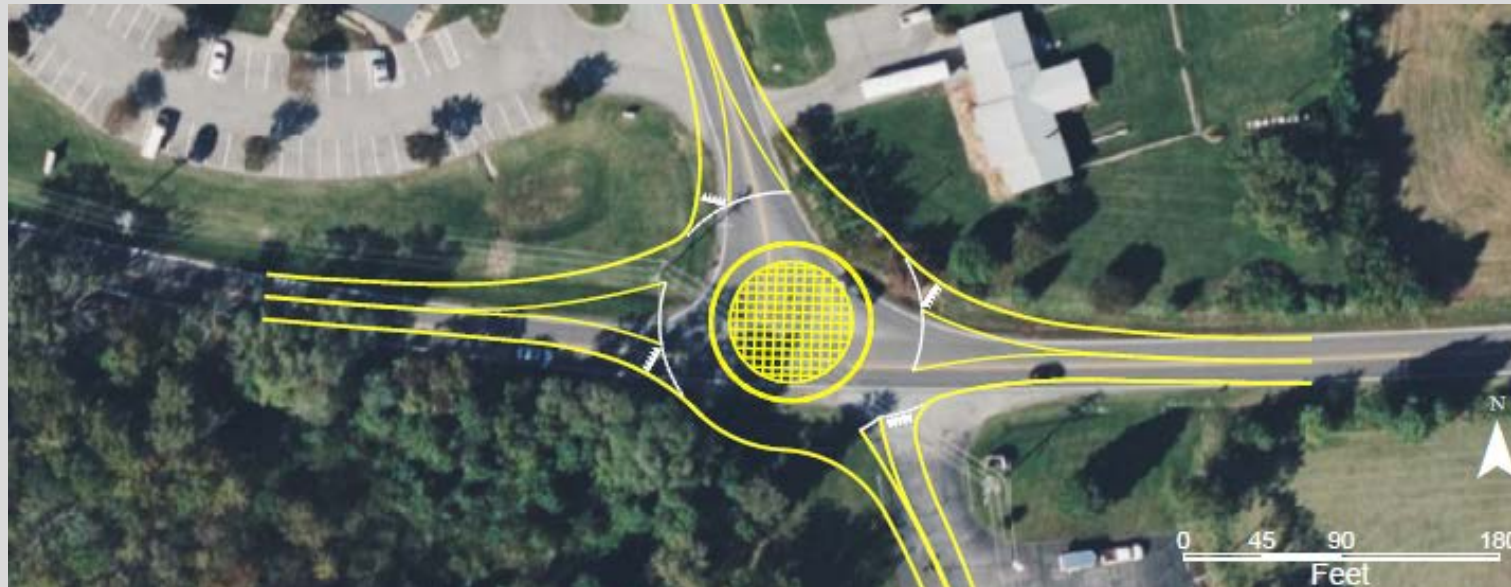
Project Phase	Rough Estimate	20% Local Match
Preliminary Engineering	\$400,000	\$80,000
Right-of-Way	\$300,000	\$60,000
Construction	\$3,000,000	\$600,000
Total Rough Estimate	\$3,700,000	\$740,000



Hardy Road at Feather Road

Construct a roundabout at the intersection

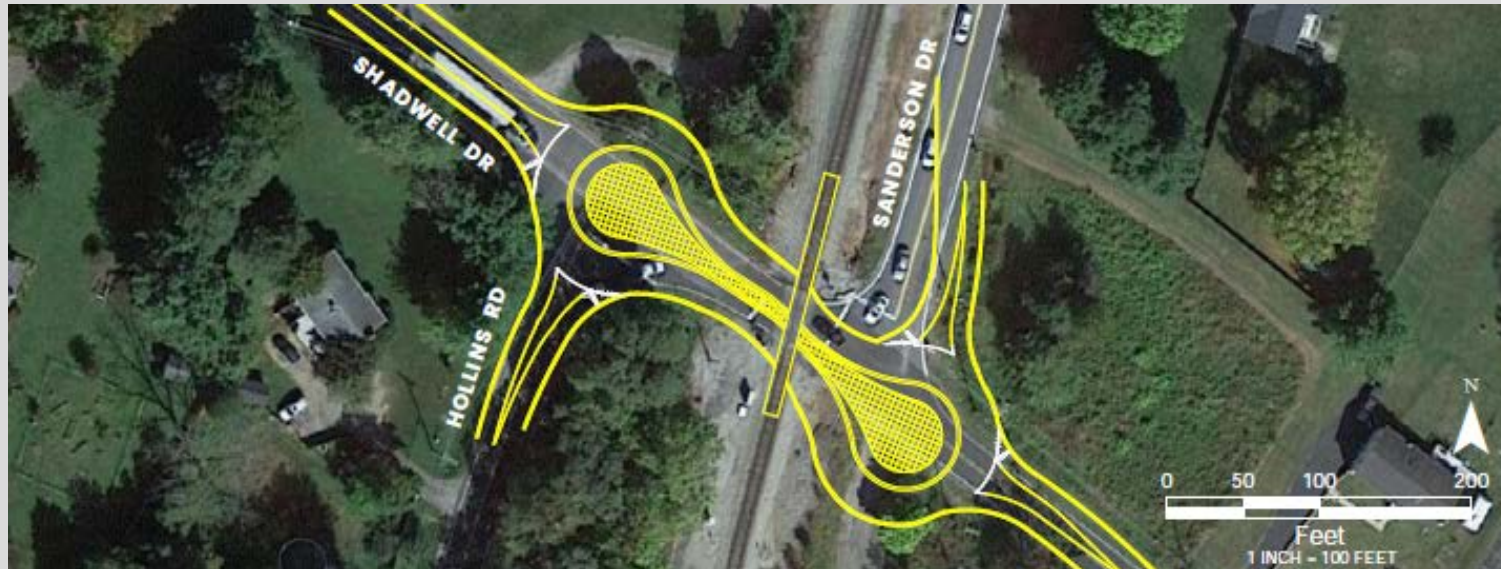
Project Phase	Rough Estimate	20% Local Match
Preliminary Engineering	\$1,000,000	\$200,000
Right-of-Way	\$500,000	\$100,000
Construction	\$10,000,000	\$2,000,000
Total Rough Estimate	\$11,500,000	\$2,300,000



Shadwell Drive/Sanderson Drive/Hollins Road

Construct a peanut-style roundabout serving both intersections

Project Phase	Rough Estimate	20% Local Match
Preliminary Engineering	\$2,500,000	\$500,000
Right-of-Way	\$2,500,000	\$500,000
Construction	\$15,000,000	\$3,000,000
Total Rough Estimate	\$20,000,000	\$4,000,000



High Crash Intersections and Corridors SMART SCALE Round 6 Applications

West Main Street at Dow Hollow Road Intersection West Main Street from West River Road to Pleasant Run Drive Corridor

Priority Intersection #1 and Corridor #5

Proposed Solution: Peanut-style
Roundabout was not
recommended for funding at the
January CTB meeting

Estimate: \$56,700,000

Leverage: \$4,000,000 STBG funding

*Improvements at WMS/Dow
Hollow Road could be a SS4A
Implementation Project. The
intersection is also in the Rural
Area, which is an underserved
community.*



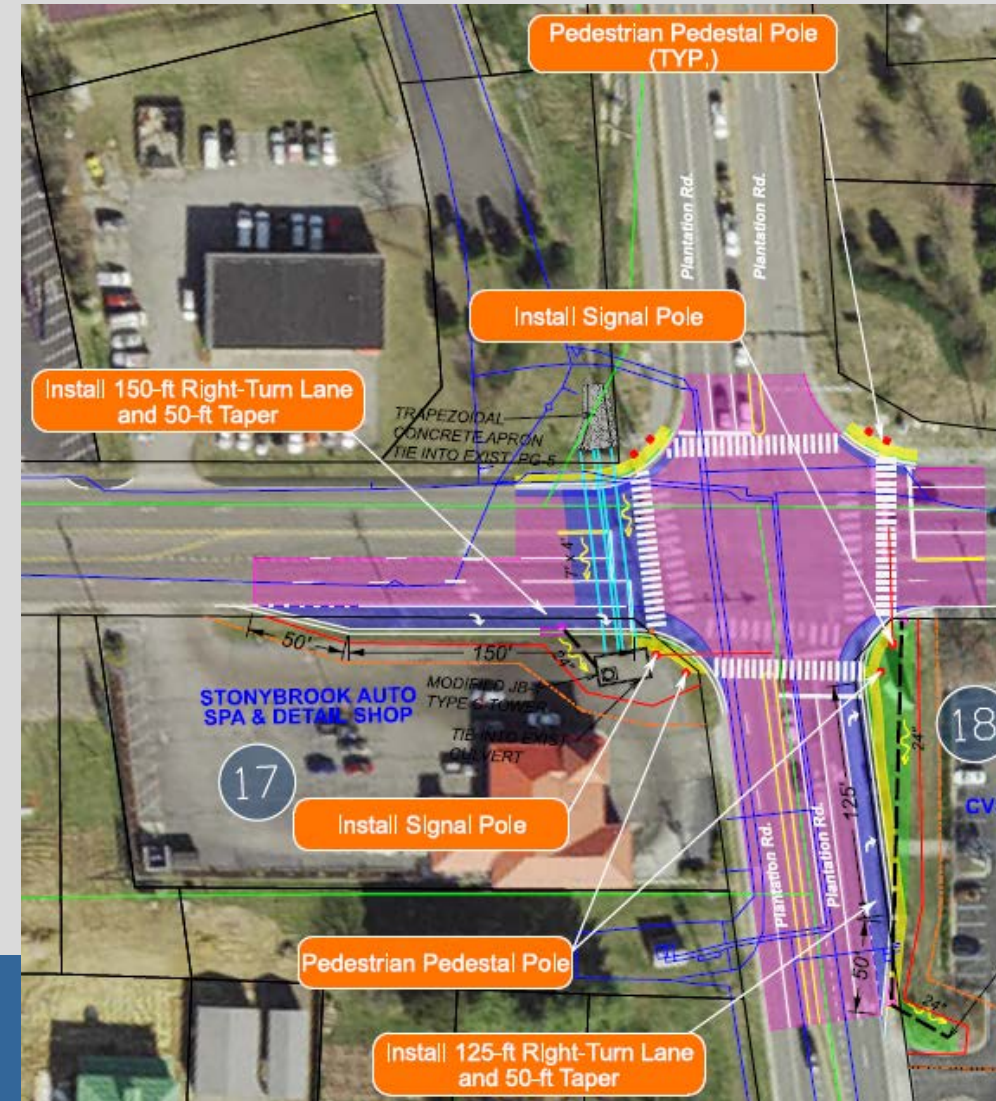
Plantation Road at Williamson Road Intersection Plantation Road from Williamson Road to Hershberger Road Corridor

Priority Intersection #10 and Corridor #4

Proposed Solutions: Plantation/Williamson intersection improvements were part of two larger projects and neither were recommended for funding at the January CTB meeting:

1. Peters Creek Rd. and Williamson Rd. Corridor Improvements, Wood Haven Rd. to Plantation Rd.
Estimate: \$148,500,000 **Leverage:** \$0
2. Peters Creek Rd./Williamson Rd. Multimodal Safety Improvements, Deer Branch Rd. to Plantation Rd.
Estimate: \$46,300,000
Leverage: \$3,600,000 STBG Funding

The Plantation/Williamson intersection improvements could be a SS4A Implementation Project. The SW quarter of the project is located within both Equity Areas (ETC and CEJST), which are underserved communities.



Peters Creek Road at Barrens Road Intersection

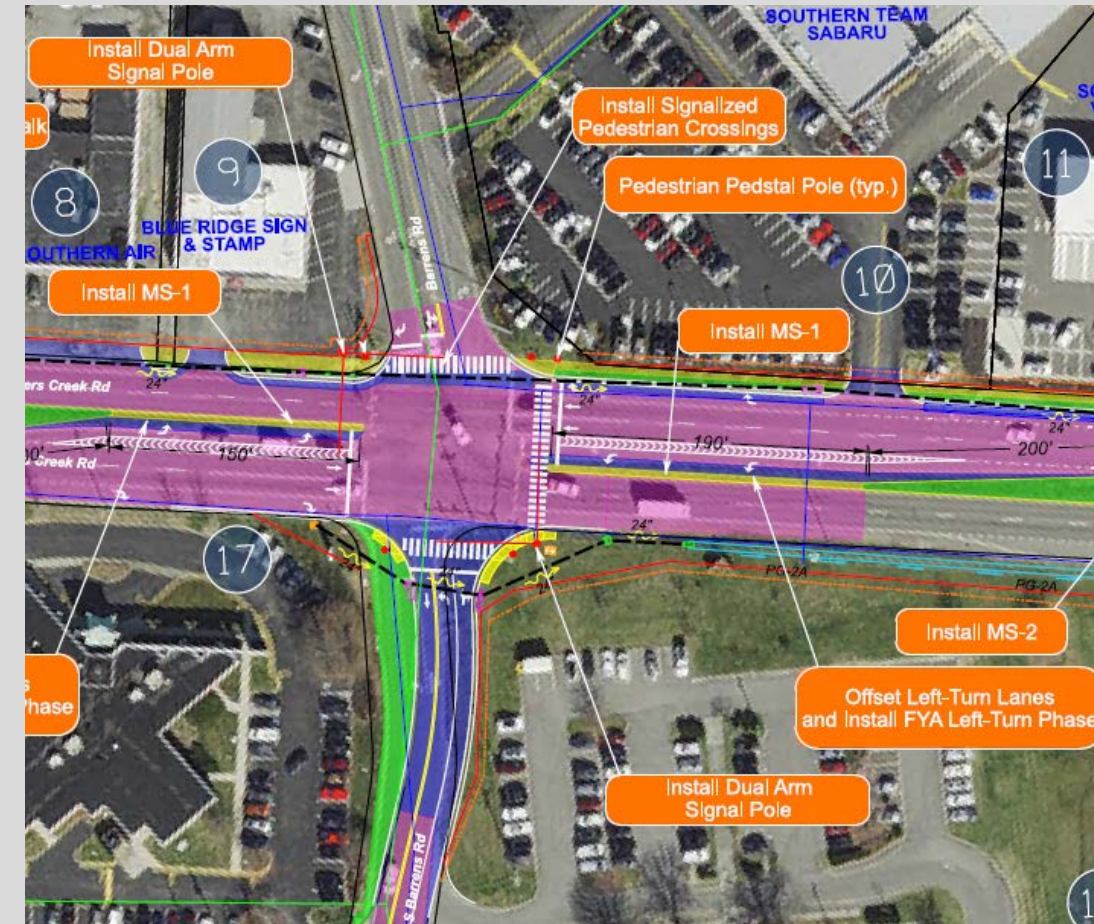
Priority Intersection #9

Proposed Solution: Peters Creek Road and Williamson Road Corridor Improvements from Wood Haven Road to Plantation Road was not recommended for funding at the January CTB meeting; Barrens Road intersection improvements were part of the larger project.

Estimate: \$148,500,000

Leverage: \$0

The Barrens Road intersection improvements could be a SS4A Implementation Project and the southern half of the project is located within both Equity Areas (ETC and CEJST), which are underserved communities.



Questions