

Safe Streets and Roads For All Comprehensive Safety Action Plan

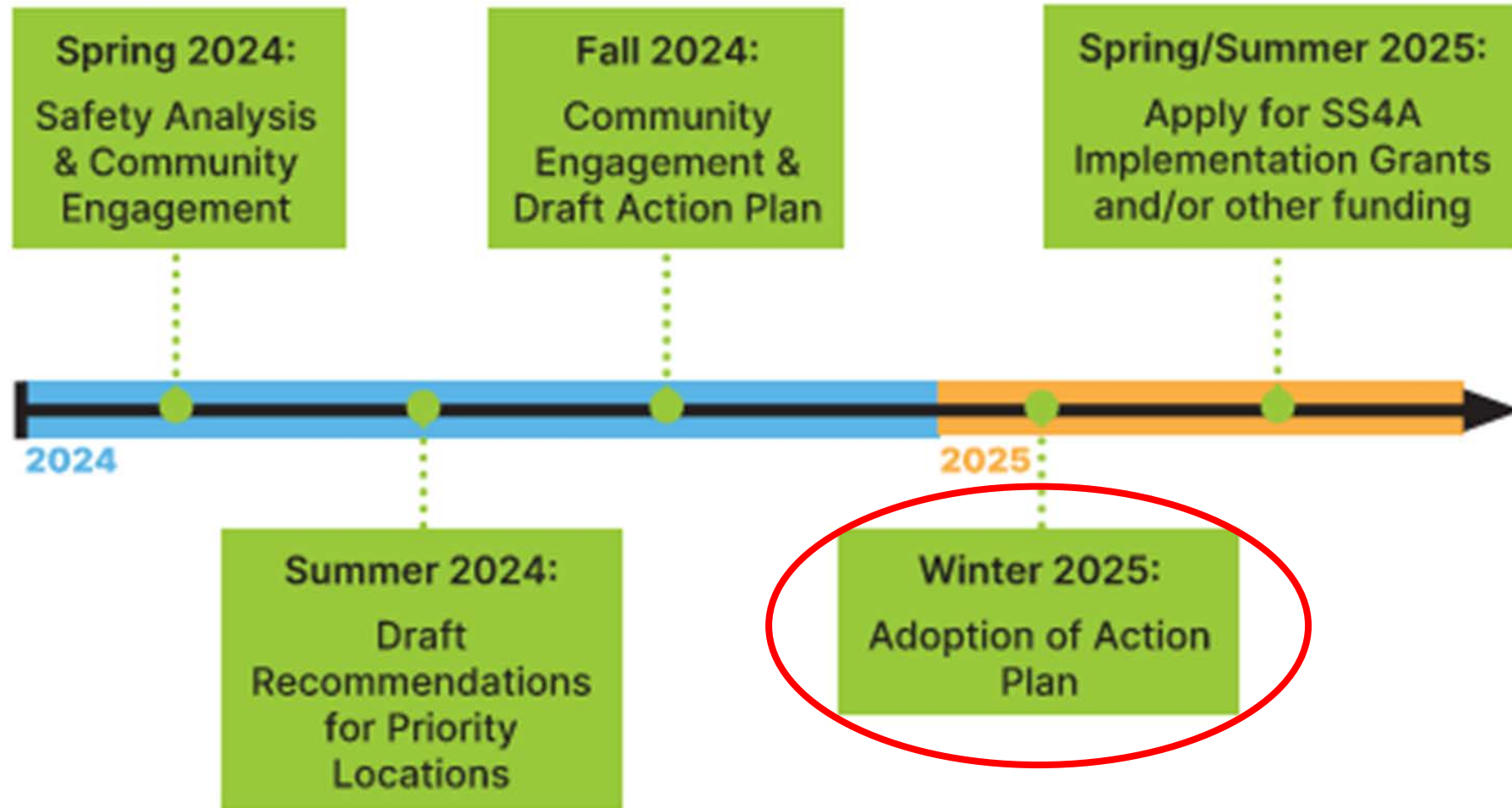
Board of Supervisors Public Hearing

February 25, 2025

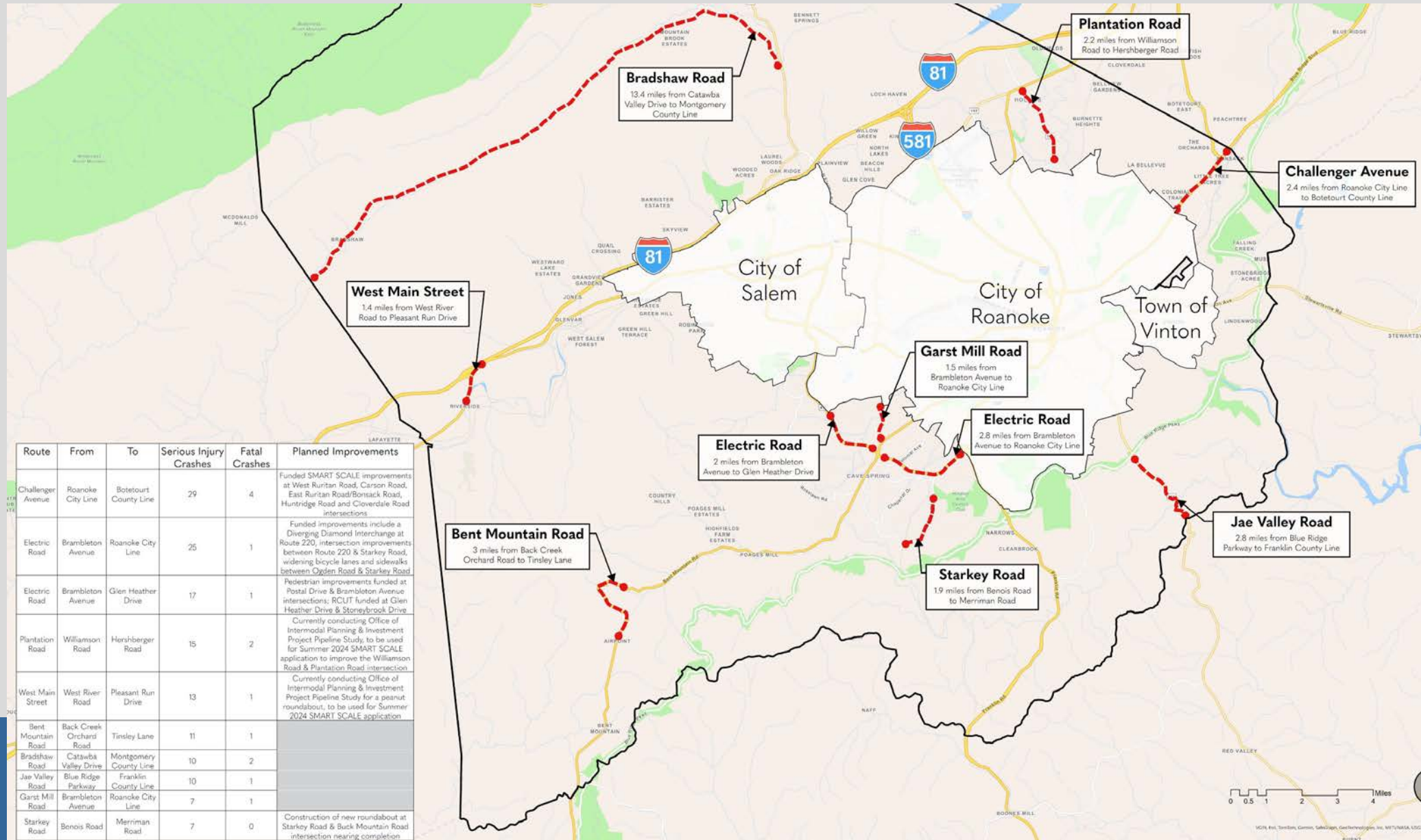
Overview

- Project Schedule
- High Crash Areas
- Community Engagement
- Board of Supervisors Engagement
- Draft Comprehensive Safety Action Plan Changes
- Next Steps
- Questions

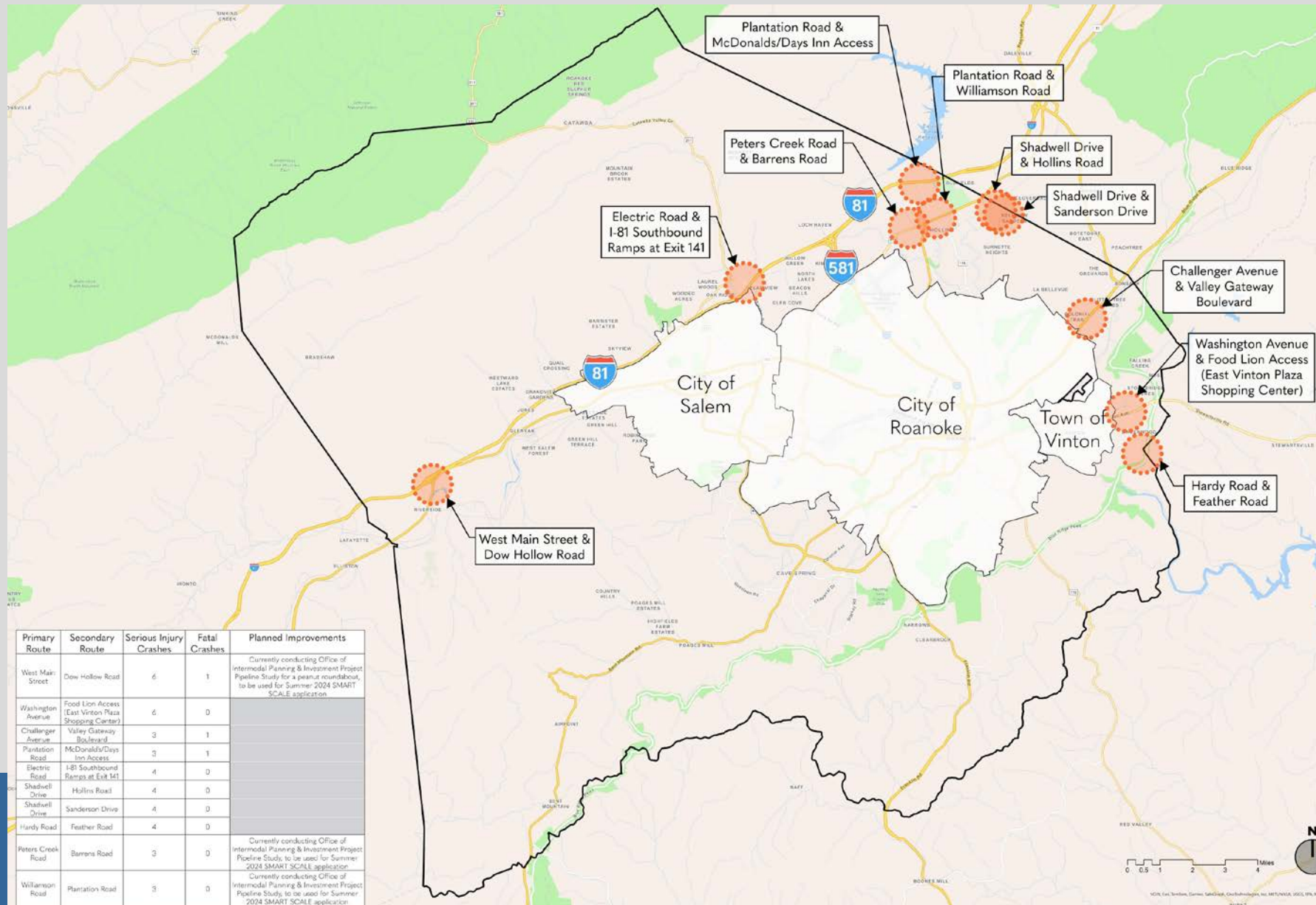
Project Schedule



High Crash Areas: Corridors



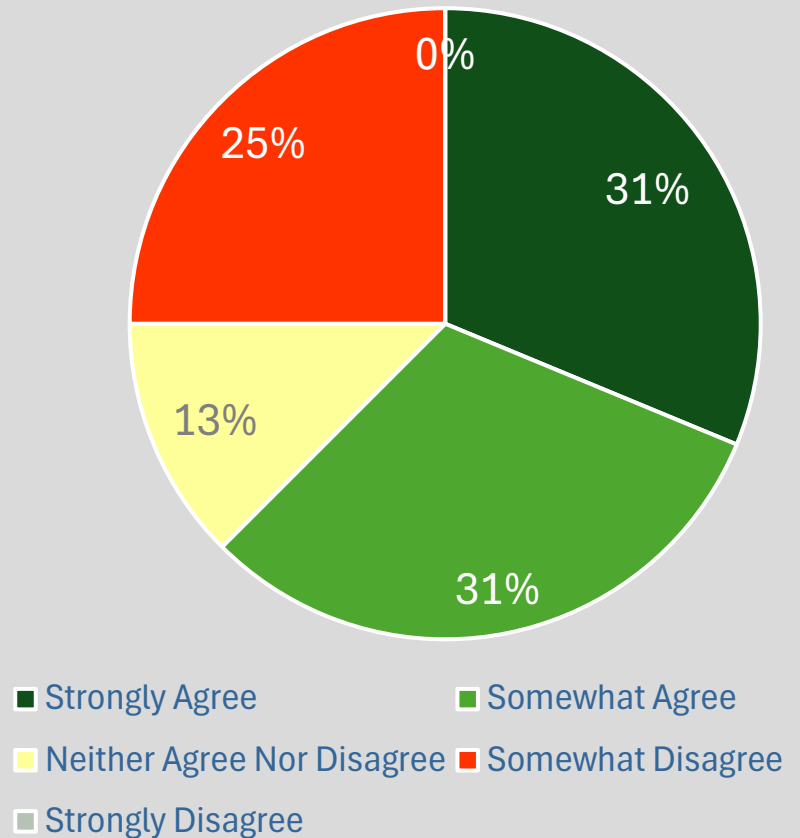
High Crash Areas: Intersections



Community Engagement

- **April/May 2024:** Two meetings held to review and comment on high crash areas
 - Meeting Attendees: 23
 - Survey Responses: 121
- **September 2024:** Two meetings held to review and comment on potential solutions for high crash areas
 - Meeting Attendees: 17
 - Survey Responses: 113
- **January 2025:** Review and comment on the draft Comprehensive Safety Action Plan
 - Survey Responses/Comments: 16

What are your thoughts on the draft Plan?



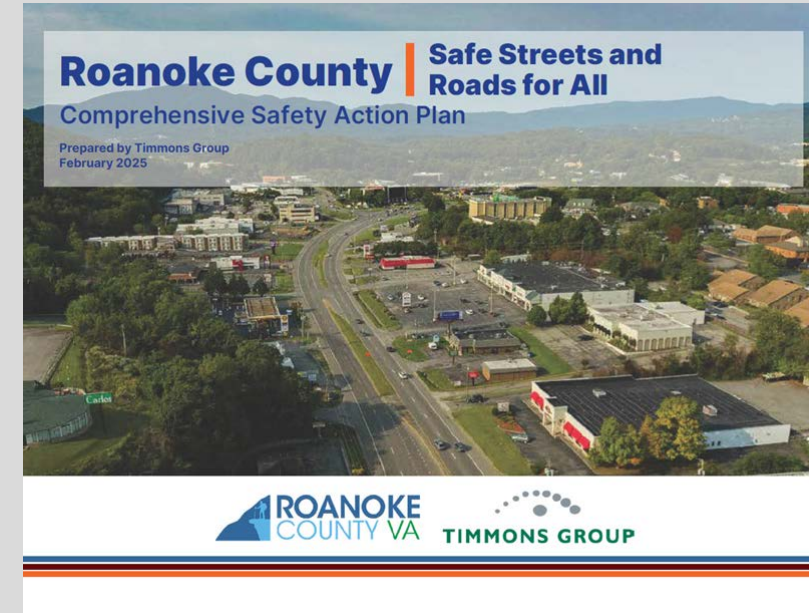
Board of Supervisors Engagement

- **September 13, 2022:** Approved a resolution of support and funding commitment for a Safe Streets and Roads For All grant application
- **July 11, 2023:** Accepted and appropriated grant funding awarded by the U.S. Department of Transportation
- **August 20, 2024:** Reviewed high crash locations, Spring community meeting feedback and previewed potential solutions for high crash areas
- **December 17, 2024:** Reviewed September community meetings and the draft Comprehensive Safety Action Plan
- **February 25, 2025:** Holding a public hearing and considering adoption of the draft Plan as part of the Roanoke County 200 Plan

Draft Comprehensive Safety Action Plan Changes

The Planning Commission approved the following changes to the draft Plan resulting from January comments:

1. Extending the Plantation Road High Crash Corridor from Williamson Road to the City of Roanoke boundary instead of stopping at Hershberger Road.
2. Considering pedestrian and bicycle accommodations as part of potential improvements in the Shadwell Road/Hollins Road/Sanderson Road area.
3. Encouraging application of shoulder or centerline rumble strips in areas where there are significant roadway departure crashes and little, if any, bicycle traffic.



Next Steps

Summer 2025: Anticipated submission of a Safe Streets and Roads For All Implementation Project application which requires a 20 percent local match

Questions