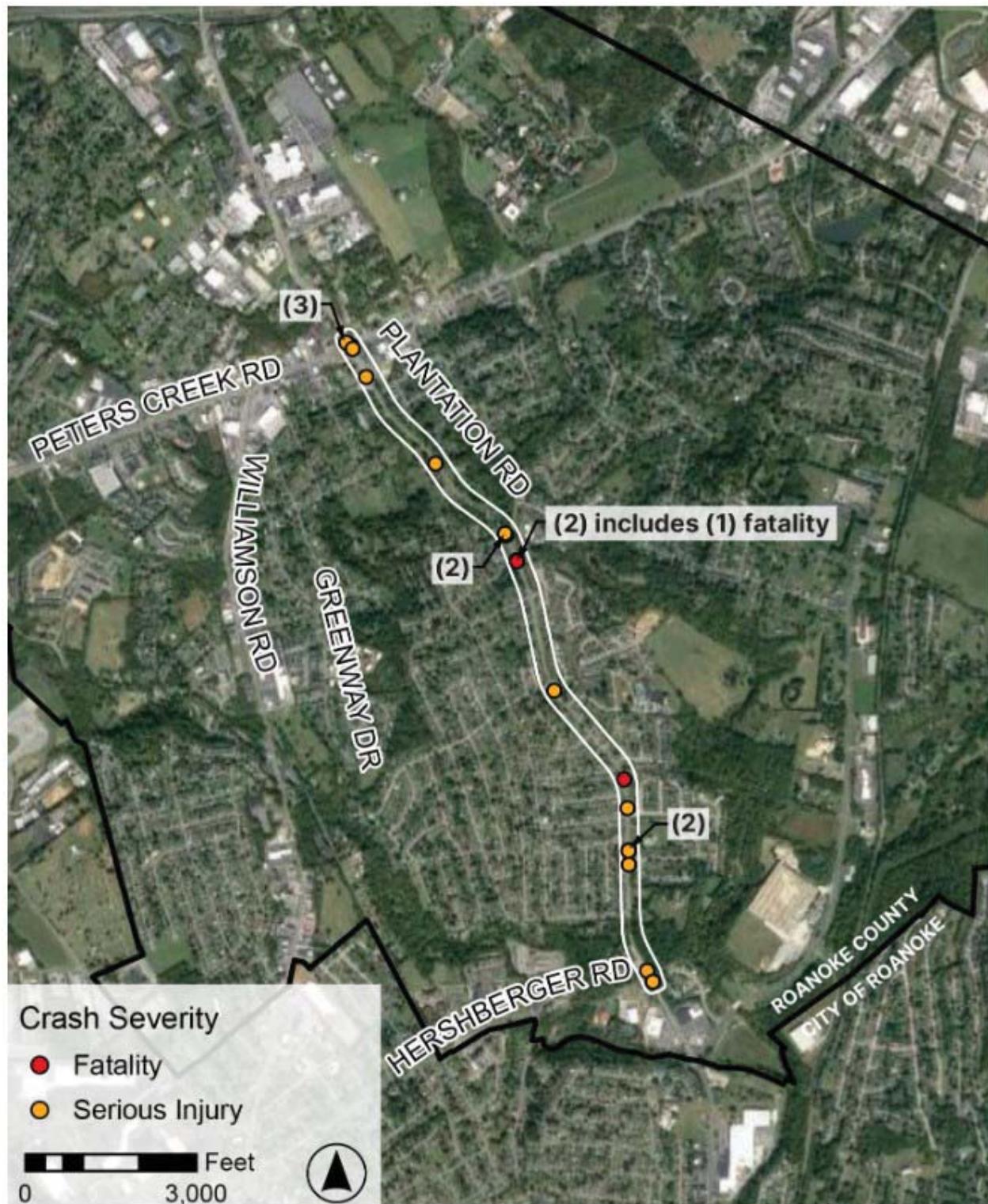


## 1) Plantation Road

### Williamson Road to Hershberger Road



### Prevalent Issues

There have been 15 serious crashes and 2 fatalities since 2015. The associated crashes are a mix of angle crashes, rear end collisions, and run off-road crashes; half of the crashes occurred at night. Two of the serious crashes were bicycle or pedestrian collisions. Additionally, 6 of the 17 fatal and serious injury crashes involved drugs or alcohol, and 5 involved speeding.

## Proposed Recommendations

- Conduct Plantation Road Multimodal Corridor Study

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure

- Consider increasing enforcement along this corridor

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



MULTIMODAL  
CORRIDOR STUDY



INCREASE  
ENFORCEMENT IF  
POSSIBLE

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "2" as the least desired**

Conduct Plantation Road Multimodal Corridor Study

Consider increasing enforcement along this corridor

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$ ----- \$ ----- \$\$\$ ----- \$\$\$\$

**What are your thoughts on the proposed recommendations?**

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## 2) Electric Road East

### Brambleton Avenue to Roanoke City Line



### Prevalent Issues

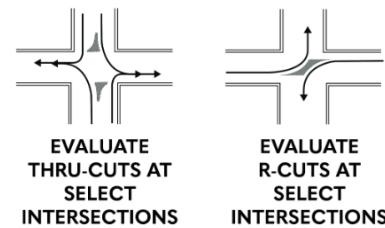
25 serious injury crashes and 1 fatality have occurred on this corridor since 2015. The associated crashes are predominately angle crashes and indicate a pattern of conflicts arising from drivers turning to and from the commercial accesses and side streets along the corridor.

## Proposed Recommendations

- Evaluate Restricted Crossing U-Turn or thru-cut improvements east of the Colonial Avenue intersection

What are your thoughts about the proposed recommendation?

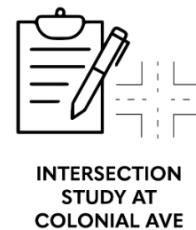
I agree  
 I disagree  
 I'm not sure



- Consider an intersection study of Electric Road & Colonial Avenue

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "2" as the least desired**

Evaluate RCUT or thru-cut improvements east of the Colonial Avenue intersection  
 Consider an intersection study of Electric Road & Colonial Avenue

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$-----\$-----\$-----\$-----\$

**What are your thoughts on the proposed recommendations?**

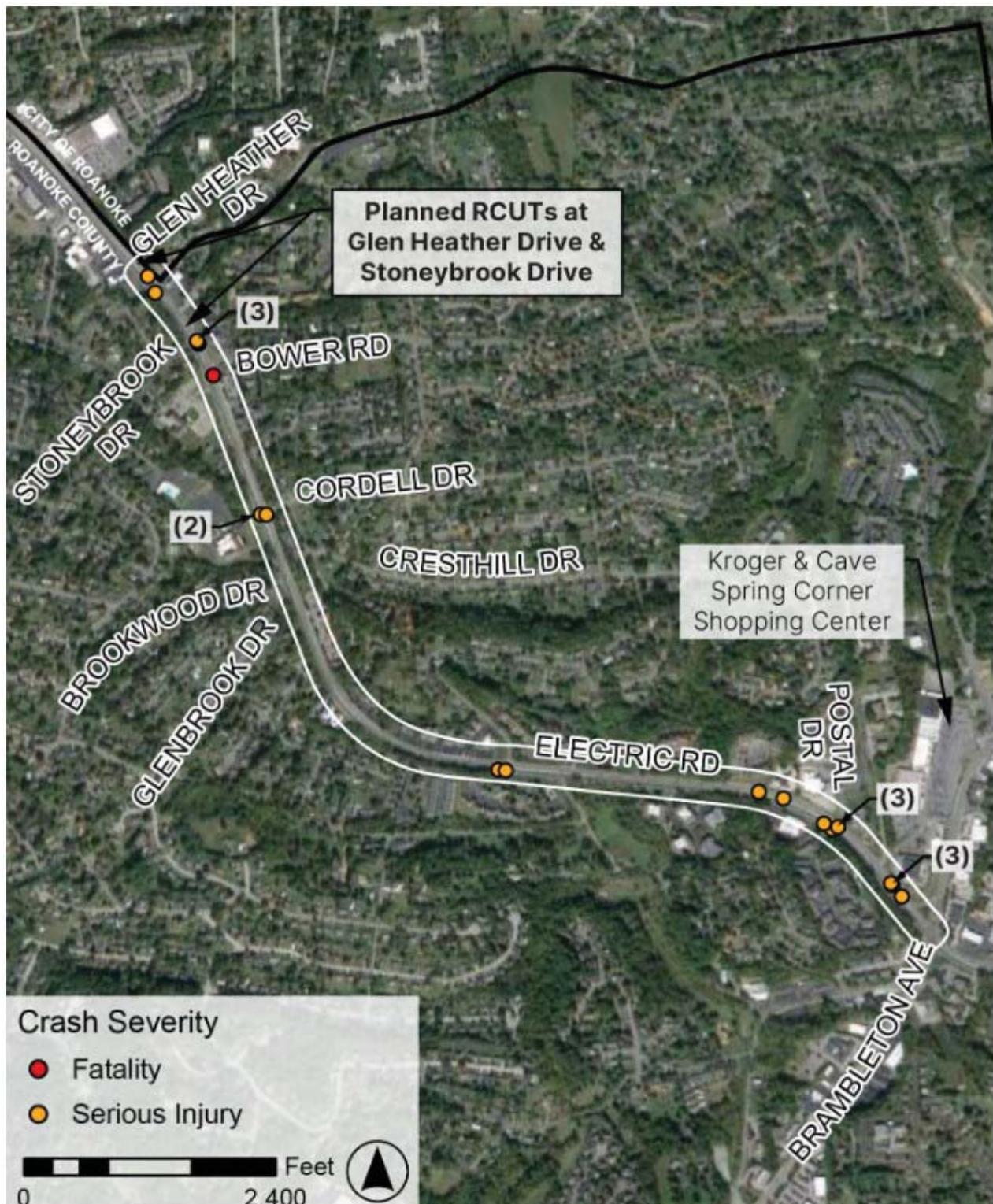
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### 3) Electric Road West

#### Glen Heather Drive to Brambleton Avenue



#### Prevalent Issues

There have been 17 serious crashes and 1 fatality since 2015 on the western segment of Electric Road. The associated crashes are predominately angle crashes and indicate a pattern of conflicts arising from drivers turning to and from the multiple commercial entrances and side streets along the corridor.

## Proposed Recommendations

- Consider conducting a corridor study or a road safety audit for Electric Road from Bower Road to Brambleton Avenue

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure

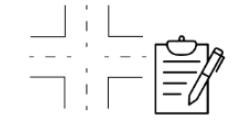
- Evaluate Restricted Crossing U-Turns or thru-cuts at intersections

What are your thoughts about the proposed recommendation?

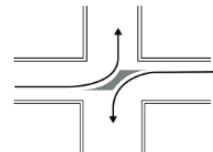
I agree

I disagree

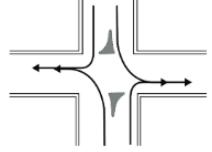
I'm not sure



SELECT INTERSECTION STUDIES



EVALUATE R-CUTS AT SELECT INTERSECTIONS



EVALUATE THRU-CUTS AT SELECT INTERSECTIONS

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "2" as the least desired**

Consider conducting a corridor study or a road safety audit for Electric Road from Bower Road to Brambleton Avenue

Evaluate Restricted Crossing U-Turns or thru-cuts at intersections

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$ ----- \$ ----- \$\$\$ ----- \$\$\$\$

**What are your thoughts on the proposed recommendations?**

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## 4) Bent Mountain Road

### Back Creek Orchard Road to Tinsley Lane



### Prevalent Issues

The corridor has experienced 44 crashes since 2015, including 10 serious injury crashes and 2 fatalities. The fatal and serious injury crashes are predominately single-vehicle run off-road crashes, and all occurred at curves in the roadway. Two crashes were head on collisions.

## Proposed Recommendations

- Evaluate condition and spacing of existing chevrons; consider upgrades (such as reflective yellow strips) as necessary

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



EVALUATE & UPGRADE EXISTING SIGNAGE

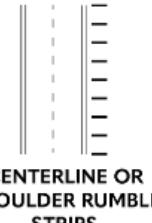
- Consider shoulder or centerline rumble strips

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



CENTERLINE OR SHOULDER RUMBLE STRIPS

- Consider tree cutting at select curves, where possible (existing steep topography adjacent to roadway)

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



TREE TRIMMING AROUND CURVES TO IMPROVE VISIBILITY

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "3" as the least desired**

Consider tree cutting at select curves

Evaluate condition and spacing of existing chevrons; consider upgrades (such as reflective yellow strips) as necessary

Consider shoulder or centerline rumble strips

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$ \_\_\_\_\_ \$ \_\_\_\_\_ \$ \_\_\_\_\_ \$ \_\_\_\_\_ \$\$\$\$

**What are your thoughts on the proposed recommendations?**

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## 5) Jae Valley Road

Blue Ridge Parkway to Franklin County Line



### Prevalent Issues

96 crashes have occurred along this corridor since 2015, including 10 serious injury crashes and 1 fatal crash. The serious crashes are predominately run off-road crashes occurring at curves in the roadway.

## Proposed Recommendations

- Evaluate condition and spacing of existing chevrons; consider upgrades (such as reflective yellow strips) as necessary

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



**EVALUATE & UPGRADE  
EXISTING SIGNAGE**

- Consider installation of high friction surface treatment (HFST) at select curves

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



**HIGH FRICTION  
SURFACE TREATMENT**

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "2" as the least desired**

Consider tree cutting at select curves

Consider installation of high friction surface treatment (HFST) at select curves

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$————— \$————— \$————— \$————— \$\$\$\$\$

**What are your thoughts on the proposed recommendations?**

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## 6) Starkey Road

### Benois Road to Merriman Road



### Prevalent Issues

Given that the type of severe injury crashes are varied and do not cluster in any particular locations along the Starkey Road segment, a corridor study is needed to examine the existing conditions of Starkey Road and develop specific safety opportunities.

## Proposed Recommendations

- Conduct Starkey Road Multimodal Corridor Study

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$ ----- \$ ----- \$\$\$ ----- \$\$\$\$

**What are your thoughts on the proposed recommendations?**

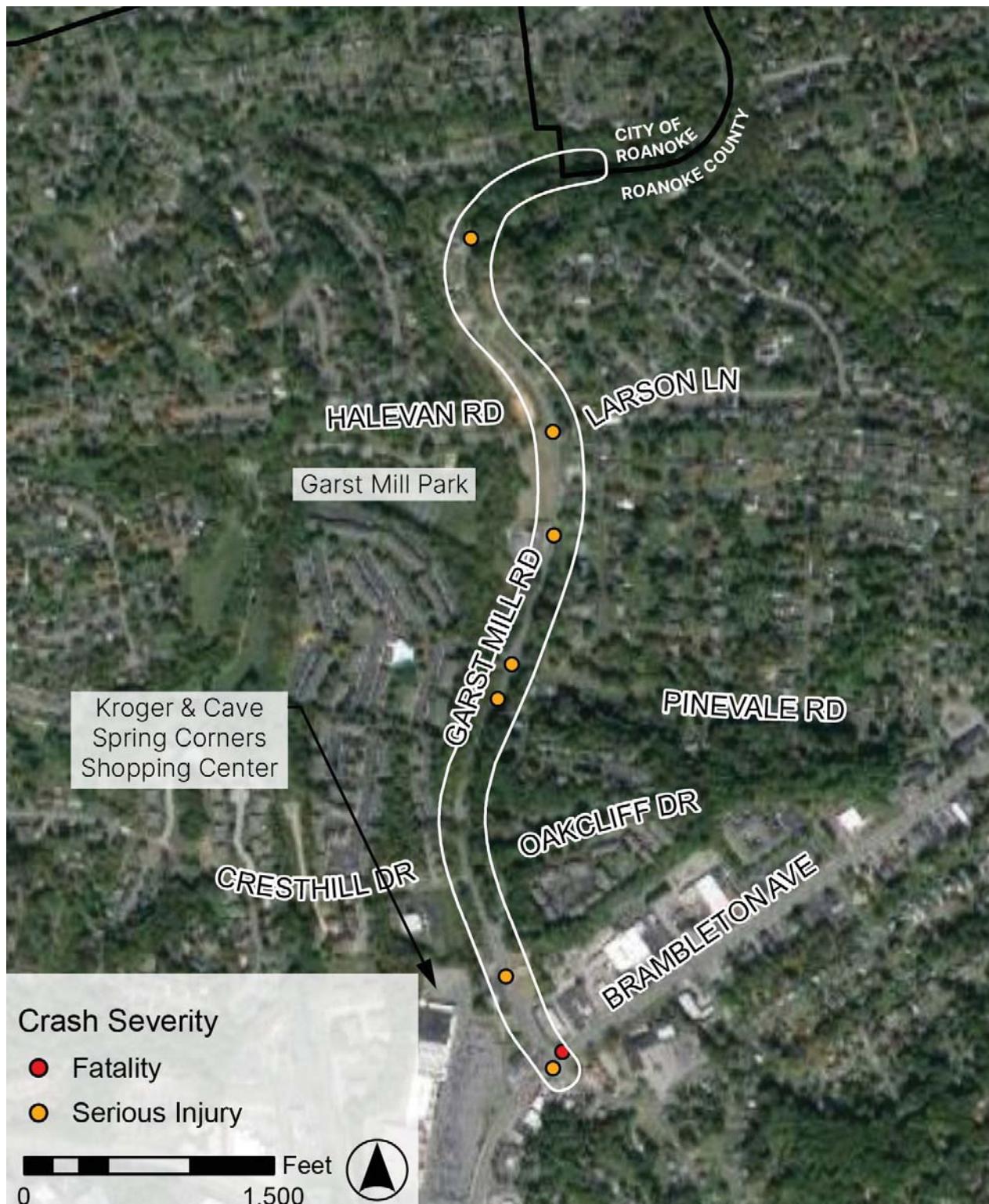
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## 7) Garst Mill Road

Roanoke City Limit to Brambleton Avenue



### Prevalent Issues

Since 2015, 7 serious crashes and 1 fatality have taken place along this segment of Garst Mill Road; one of the serious injury crashes involved a pedestrian.

## Proposed Recommendations

- Conduct Starkey Road Multimodal Corridor Study

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$ ----- \$ ----- \$\$\$ ----- \$\$\$\$

**What are your thoughts on the proposed recommendations?**

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## 8) Bradshaw Road

### Catawba Valley Drive to Montgomery County Line



### Prevalent Issues

89 crashes have occurred on Bradshaw Road, from Catawba Valley Drive to the Montgomery County line, since 2015; of the 89 crashes, 11 were serious injury crashes and 1 was a fatal crash. The most common collision type involved only a single vehicle and a fixed object, off-road. The crash profiles indicate a pattern of drivers failing to maintain control and running off the road. Crashes tend to cluster near curves in the roadway.

## Proposed Recommendations

- Evaluate condition and spacing of existing chevrons; consider upgrades (such as reflective yellow strips) as necessary

What are your thoughts about the proposed recommendation?



## EVALUATE & UPGRADE EXISTING SIGNAGE

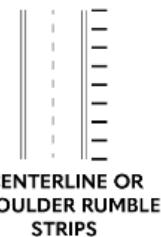
I agree

I disagree

I'm not sure

- Consider shoulder or centerline rumble strips

What are your thoughts about the proposed recommendation?



**CENTERLINE OR  
SHOULDER RUMBLE  
STRIPS**

I agree

I disagree

I'm not sure

- Consider implementing a multimodal corridor study

What are your thoughts about the proposed recommendation?



## MULTIMODAL CORRIDOR STUDY

Rank the importance of the following recommendations using each number once, with "1"

- \_\_\_\_\_ Consider implementing a multimodal corridor study
- \_\_\_\_\_ Evaluate condition and spacing of existing chevrons as necessary
- \_\_\_\_\_ Consider shoulder or centerline rumble strips

If you were in charge, how much money would you be willing to spend to improve this corridor?

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

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What are your thoughts on the proposed recommendations?

## 1) Washington Avenue and East Vinton Plaza



### Prevalent Issues

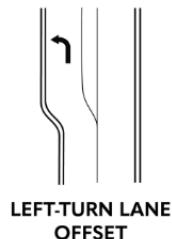
The signalized intersection with the East Vinton Plaza shopping center has seen 51 crashes since 2015, including 6 serious injury crashes. The crashes are mostly angle crashes (29/51) associated with left-turning movements, predominately from eastbound vehicles turning into the shopping center. The community survey ranked this intersection as the 4th highest priority.

## Proposed Recommendations

- Consider increasing left-turn lane offset to improve visibility for eastbound vehicles turning left into the East Vinton Plaza

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



- Consider access management improvements of commercial parcel on south leg of intersection

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



ACCESS MANAGEMENT

- Conduct a speed study of the Washington Avenue corridor to potentially reduce speed limit from the William Byrd School campus into the Town of Vinton, which designates a 35-mph speed limit for Washington Avenue

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



SPEED STUDY

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "3" as the least desired**

Increase left-turn offset to improve visibility  
 Access management improvements  
 Conduct a speed study of the Washington Avenue corridor

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$————— \$————— \$————— \$————— \$\$\$\$\$

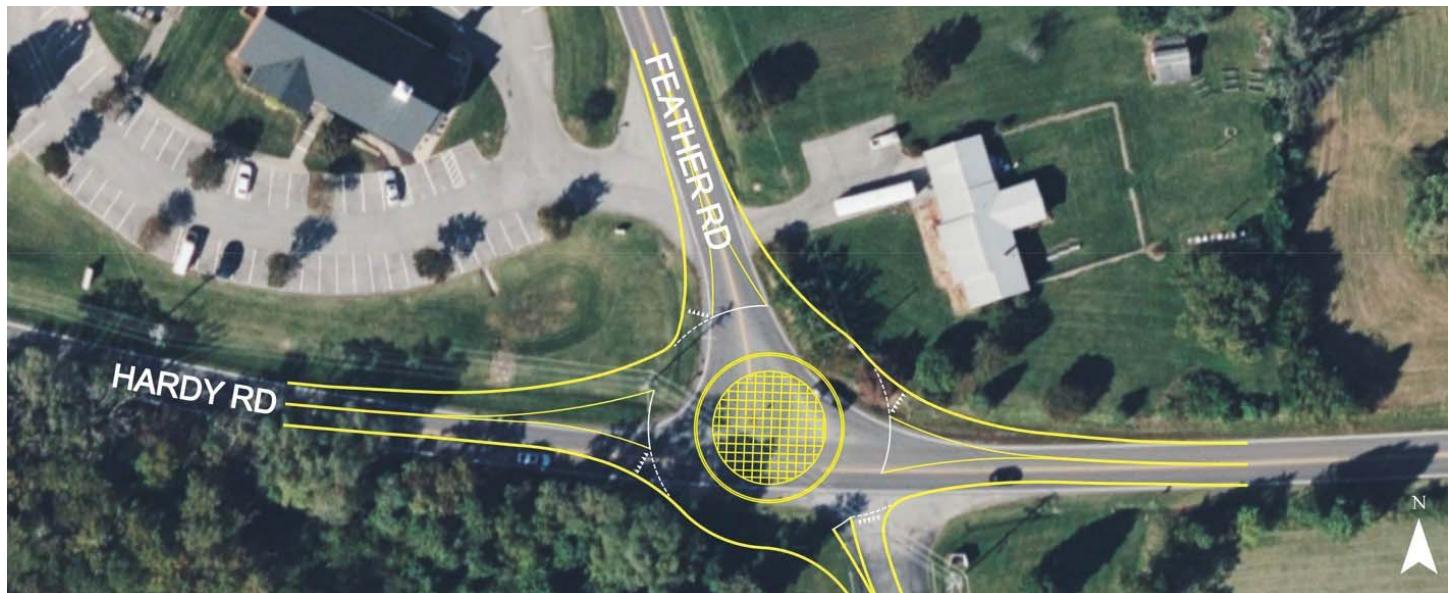
**What are your thoughts on the proposed recommendations?**

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## 2) Hardy Road and Feather Road



### Prevalent Issues

This unsignalized intersection has seen 20 crashes since 2015, including 4 serious injury crashes (20%). The associated crash profiles indicate a pattern of drivers turning onto Hardy Road from Feather Road without yielding to oncoming traffic.

## Proposed Recommendations

- Evaluate the installation of a roundabout

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



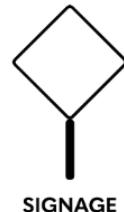
- Consider installation of advanced intersection warning signage

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



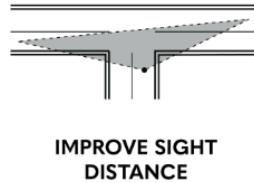
- Sight distance improvements

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "3" as the least desired**

Evaluate the installation of a roundabout

Consider installation of advanced intersection warning signage

Sight distance improvements

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$ ----- \$ ----- \$\$\$ ----- \$\$\$\$

**What are your thoughts on the proposed recommendations?**

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### 3) North Electric Road and I-81 Ramps at Exit 141



#### Prevalent Issues

The signalized intersection has seen 33 crashes since 2015, including 4 serious injury crashes. The serious injury crashes are from angle crashes associated with northbound vehicles on Electric Road, making the left-turn maneuver onto I-81.

## Proposed Recommendations

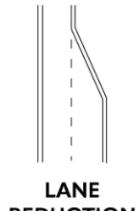
- Evaluate reduction of southbound approach to one through lane

What are your thoughts about the proposed recommendation?

I agree

I disagree

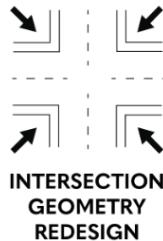
I'm not sure



LANE  
REDUCTION

- Consider reconfiguration of intersection to reduce the I-81 median, shortening the turning distance for NB left-turning movements.

What are your thoughts about the proposed recommendation?



INTERSECTION  
GEOMETRY  
REDESIGN

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "2" as the least desired**

Evaluate reduction of southbound approach to one through lane

Consider reconfiguration of intersection to reduce the I-81 median, shortening the turning distance for NB left-turning movements

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$-----\$-----\$-----\$-----\$

**What are your thoughts on the proposed recommendations?**

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## 4) Plantation Road and McDonald's/Days Inn Access



### Prevalent Issues

This unsignalized intersection has seen 33 crashes since 2015, including 4 serious injury crashes. The associated crash profiles indicate a pattern of conflicts arising from drivers turning to and from the multiple commercial accesses.

## Proposed Recommendations

- Evaluate the extension of the existing two-way left turn lane (TWLTL) further north

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure

- Consider opportunities for access management

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "2" as the least desired**

Evaluate the extension of the existing two-way left turn lane (TWLTL) further north

Consider opportunities for access management

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$-----\$-----\$-----\$-----\$

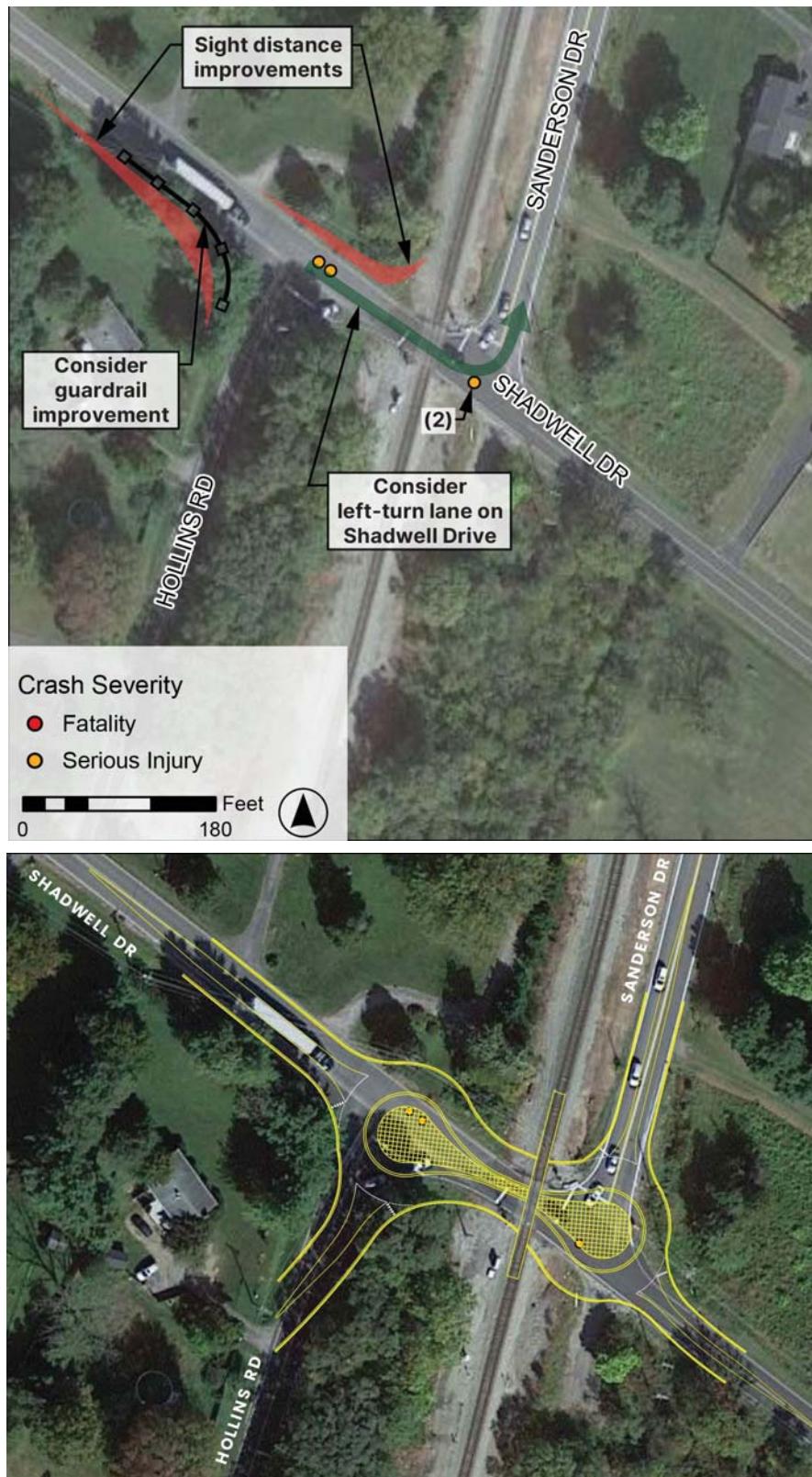
**What are your thoughts on the proposed recommendations?**

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## 5) Shadwell Drive and Sanderson Drive/Hollins Road



### Prevalent Issues

The unsignalized intersections have seen 35 crashes since 2015, including 4 serious injury crashes. The 4 severe crashes were angle crashes and collisions with fixed-objects, off-road. Both angle crashes occurred on Shadwell Drive, with vehicles turning out of Hollins Road or Sanderson Drive; collisions

## Proposed Recommendations

- Evaluate the installation of a peanut roundabout

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



- Consider installation of guardrail at SW corner of Hollins Road

What are your thoughts about the proposed recommendation?

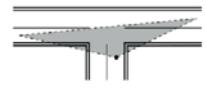
I agree  
 I disagree  
 I'm not sure



- Sight distance improvements

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



- Conduct speed study and evaluate a speed limit reduction

What are your thoughts about the proposed recommendation?

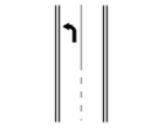
I agree  
 I disagree  
 I'm not sure



- Installation of left-turn lane on Shadwell Drive onto Sanderson Drive

What are your thoughts about the proposed recommendation?

I agree  
 I disagree  
 I'm not sure



**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "5" as the least desired**

Consider installation of guardrail at SW corner of Hollins Road  
 Sight distance improvements  
 Conduct speed study and evaluate a speed limit reduction  
 Installation of left-turn lane on Shadwell Drive onto Sanderson Drive  
 Evaluate a peanut roundabout improvement

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$————— \$————— \$————— \$————— \$\$\$\$\$

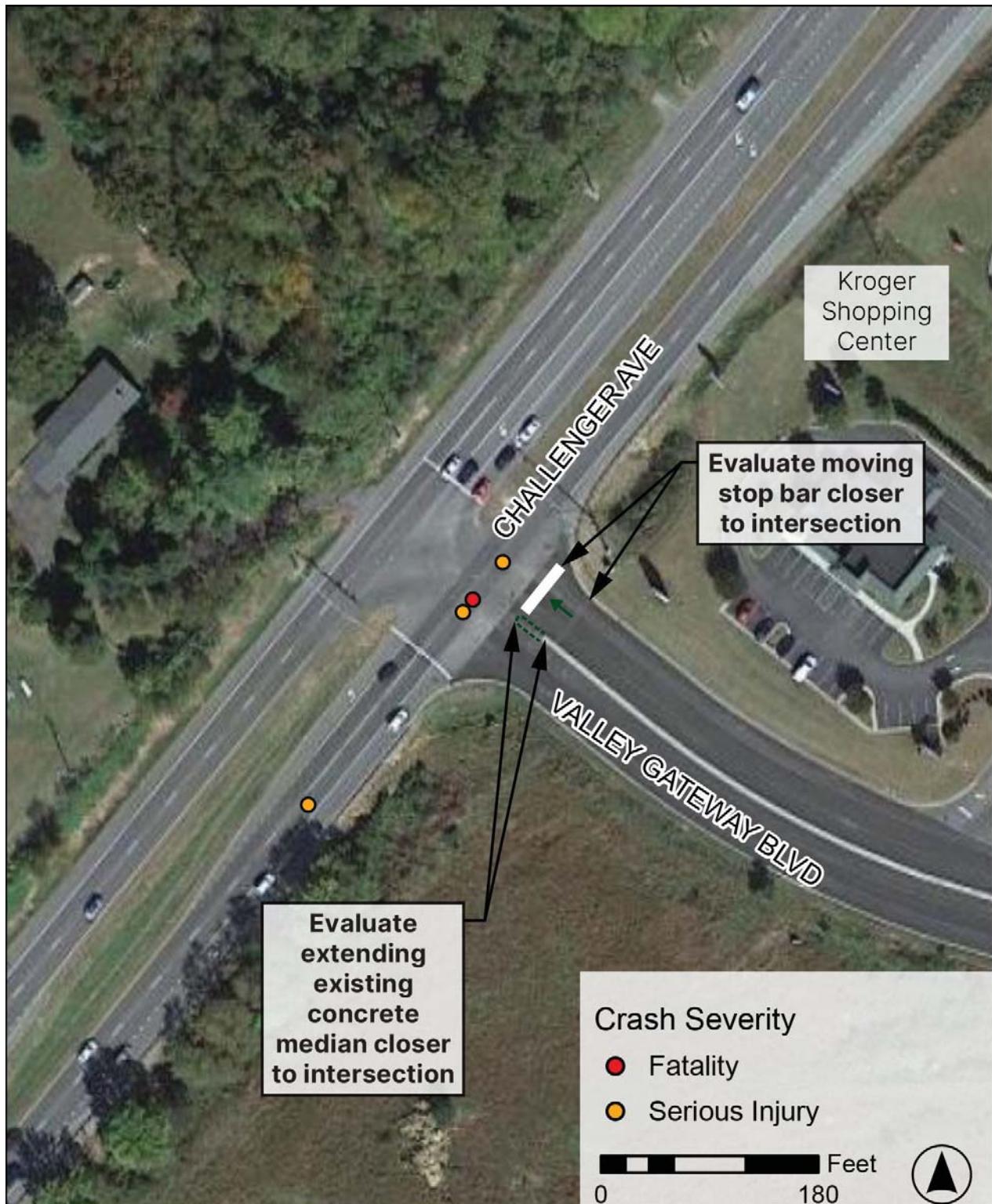
**What are your thoughts on the proposed recommendations?**

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## 6) Challenger Avenue and Valley Gateway Boulevard



### Prevalent Issues

Since 2015, there have been 86 crashes at the Valley Gateway Boulevard intersection, including 3 severe injury crash and 1 fatal crash; three of the four severe injury crashes involved drivers running the red light.

## Proposed Recommendations

- Consider lowering the speed limit from the city boundary to this intersection

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



SPEED STUDY

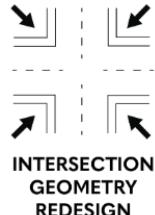
- Evaluate moving the existing stop bar and extending the existing concrete median closer to the intersection

What are your thoughts about the proposed recommendation?

I agree

I disagree

I'm not sure



INTERSECTION  
GEOMETRY  
REDESIGN

- Review signal timings for the Challenger Avenue corridor for potentially longer all-red times

What are your thoughts about the proposed recommendation?

I agree

I disagree



SIGNAL TIMING

**Rank the importance of the following recommendations using each number once, with "1" as the most desired and "3" as the least desired**

Consider lowering the speed limit from the city boundary to this intersection

Review signal timings for the Challenger Avenue corridor for potentially longer all-red times

Evaluate moving the existing stop bar and extending the existing concrete median closer to the intersection

**If you were in charge, how much money would you be willing to spend to improve this corridor?**

Please circle the desired amount. One \$ means that you would not prioritize this corridor, and four \$\$\$\$ means that you would be willing to spend any amount to improve this corridor.

\$----- \$----- \$\$\$----- \$\$\$\$

**What are your thoughts on the proposed recommendations?**

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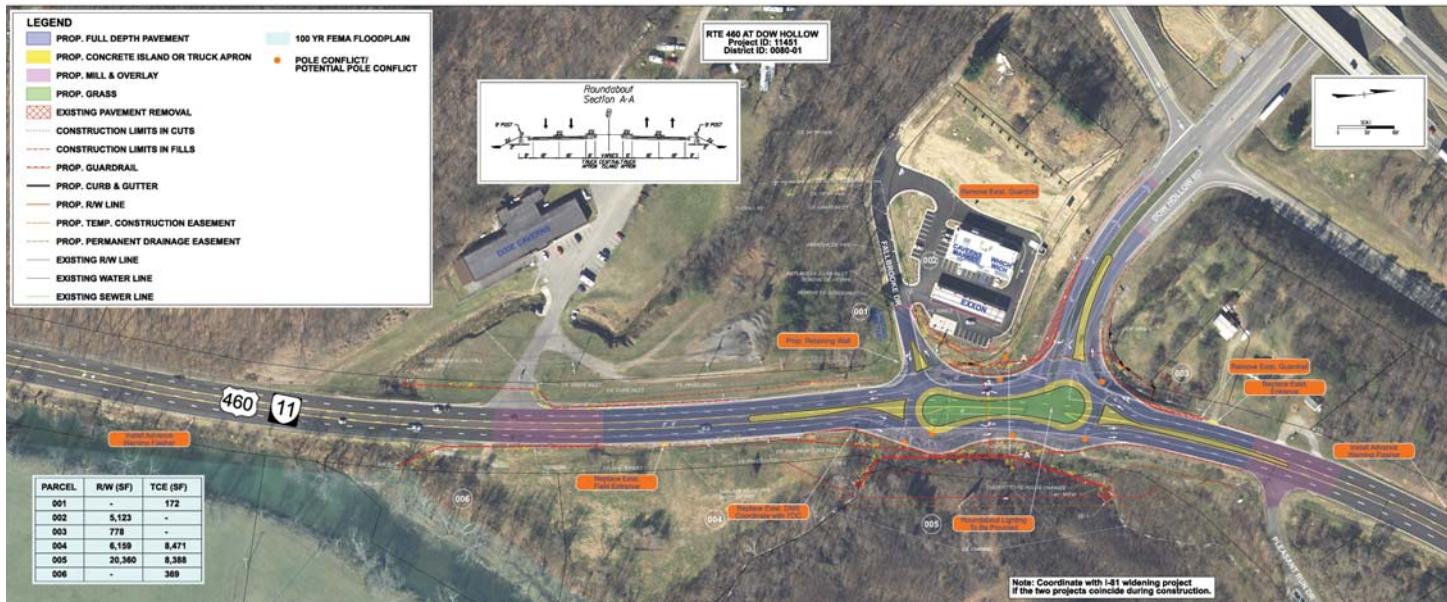
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## Proposed Projects Submitted for SMART SCALE Funding in 2024

## West Main Street/Dow Hollow Road

SMART SCALE application submitted in August 2024 proposing a peanut-style roundabout for the



## Peters Creek Road/Barrens Road

SMART SCALE application submitted in August 2024 that includes intersection improvements and pedestrian accommodations.



# Proposed Projects Submitted for SMART SCALE Funding in 2024

## Williamson Road and Plantation Road

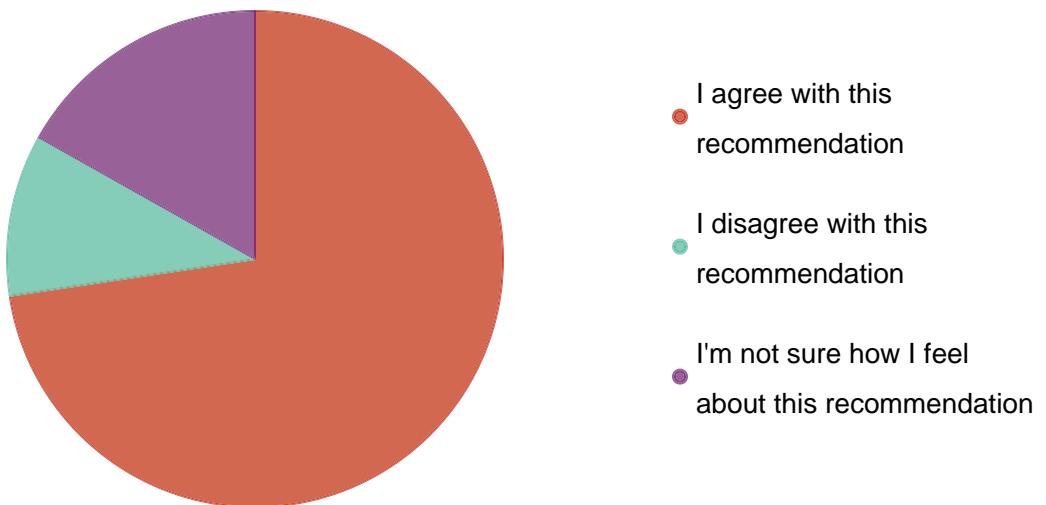
SMART SCALE application submitted in August 2024 that includes right-turn lanes on Williamson Road EB and Plantation Road NB.



# Roanoke County Safe Streets for All (SS4A) Priority Projects

## 1) Plantation Road

- Conduct Plantation Road Multimodal Corridor Study

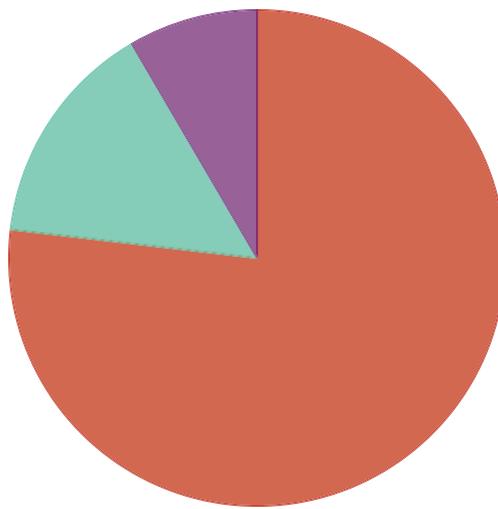


Answers	Count	Percentage
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I agree with this recommendation	69	60.53%
I disagree with this recommendation	10	8.77%
I'm not sure how I feel about this recommendation	16	14.04%

Answered: 96 Skipped: 18

- Consider increasing enforcement along this corridor

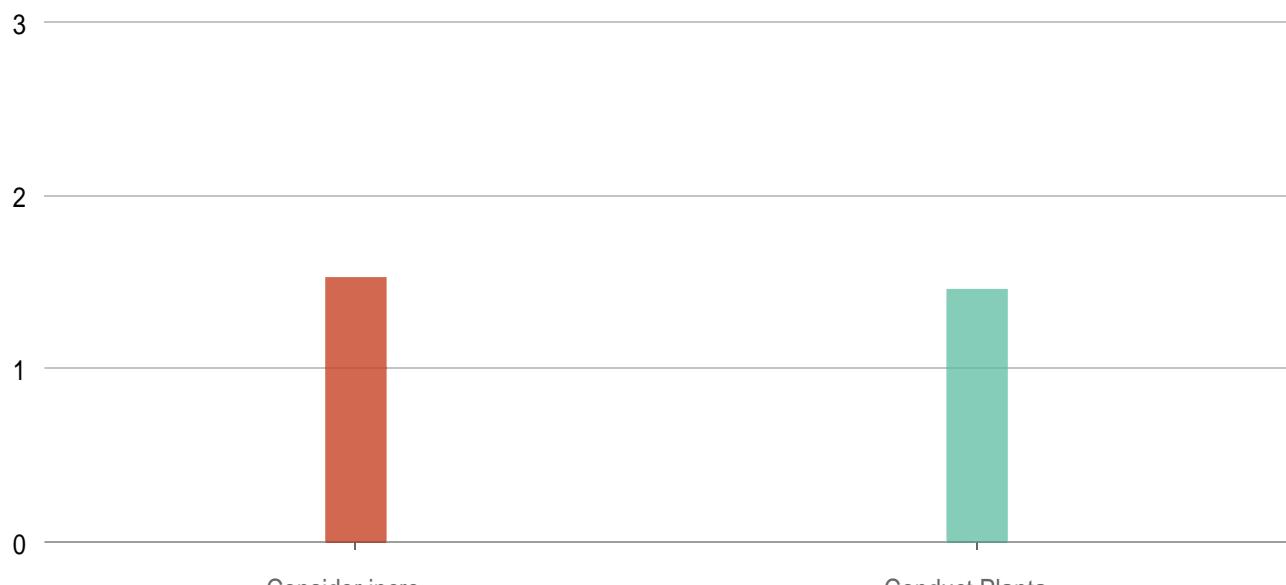


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	73	64.04%
I'm not sure how I feel about this recommendation	14	12.28%
I disagree with this recommendation	8	7.02%

Answered: 95 Skipped: 19

○ How would you rank the proposed recommendations?

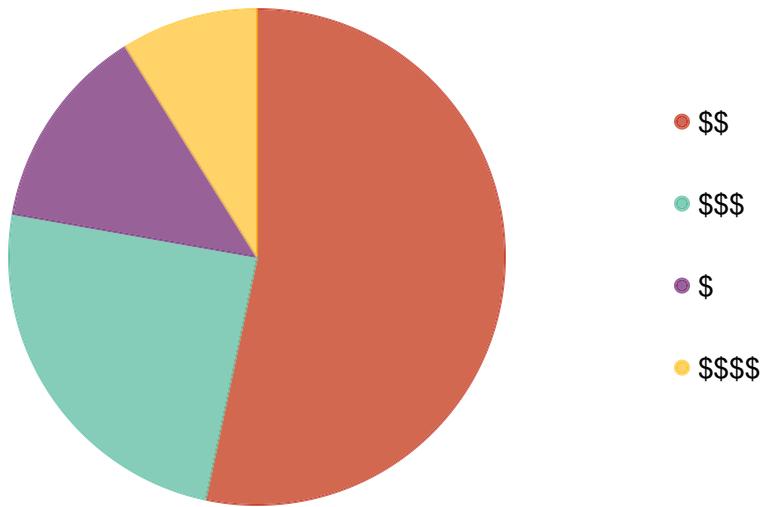


Average

Rank	Answers	1	score
1	Consider increasing enforcement along this corridor	53.41% 47	46.59% 1.53 41
2	Conduct Plantation Road multimodal corridor study	46.59% 41	1.47

Answered: 88 Skipped: 26

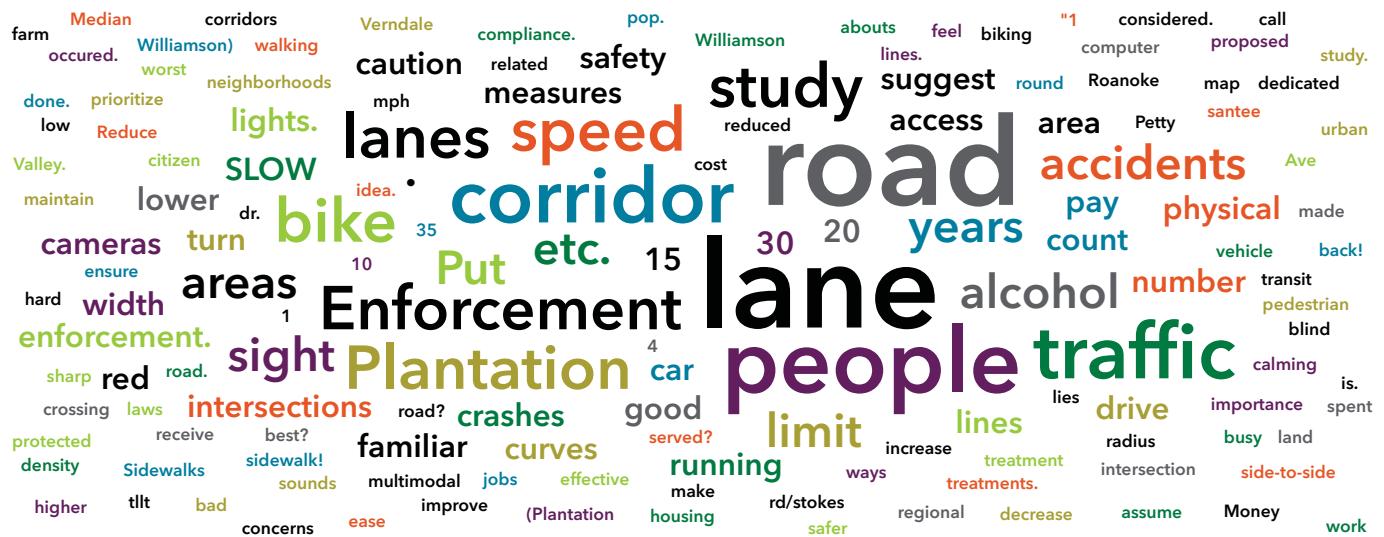
- If you were in charge, how much money would you be willing to spend to...



Answers	Count	Percentage
\$\$	48	42.11%
\$\$\$	22	19.3%
\$	12	10.53%
\$\$\$\$	8	7.02%

Answered: 90 Skipped: 24

- What are your thoughts on the proposed recommendations?



## Response

## Count

What is the vehicle count on that road? and the citizen count of the neighborhoods served? if most crashes are alcohol related, wouldn't an increase in enforcement be best? 1

Three lane both ways along this corridor 1

This road needs a bike lane and sidewalk! Or something like what's on Plantation Rd and Williamson Rd 1

This needs multimodal treatment with pedestrian treatments. Road should be reduced in speed to 30 mph and receive calming measures to ensure compliance. This is more cost effective than trying to maintain enforcement. Reduce the turn radius at intersections to improve crossing sight lines. Consider roundabouts at Petty Ave, Verndale and santee rd/stokes dr. 1

This is a corridor of regional importance for access to jobs and housing in the Roanoke Valley. In the corridor study please prioritize the safety of people walking and biking and access to transit along this corridor 1

That intersection (Plantation and Williamson) is very busy , and anything to make it safer sounds like a good idea. It was hard to tell from the map on my computer exactly where the crashes on Plantation road itself had occurred. 1

Sidewalks are a must on this road. I would also like to see a dedicated, protected bike lane and a decrease in lane width for car traffic to help slow people down 1

safety and ease of traffic flow are concerns 1

Plantation should be made 4 lanes, as proposed years back!	1
Not very familiar with this road, but assume a study of sight lines, blind curves, sharp curves, bad road side-to-side tilt, etc. might be useful	1
Money better spent in higher pop. density corridors or in distressed areas in worst need for urban renewal	1
Median and road widening needs to also be considered. AND SIDEWALKS.	1
Many surrounding areas that were originally farm land are being or have recently been converted into residential homes, increasing the number of people/cars using this intersection.	1
I'm less familiar with this area so I feel unclear on the best solution. The number of incidents suggest something needs to be done. At the very least we should put some work into figuring out what that solution is.	1
I'm in favor of roundabouts/traffic circles.	1
If people would simply SLOW down in this area, I believe it would help alleviate most issues. A stronger police patrol presence and serious enforcement of traffic laws would be great. I don't think there is much need for a study. I think common sense should be used instead.	1
I would definitely conduct a study to see if it is speed, alcohol, phone use, etc., FIRST and then implement more enforcement. Lower the speed limit, put cameras, etc.	1
I would also see about analyzing sight lines and unsignalized intersections along this corridor which may be contributing factors to crashes.	1
I think there needs to be street lights at night	1
I don't think 15 accidents in 20 years is a lot. actually I think that is less than average on most other streets in metro areas throughout the nation. with Virginia statistics being, "1 crash every 4.3 minutes and 2.8 lives lost per day because of traffic accidents" i don't think 15 accidents in a 20 year span or averaging 1 death every 10 years is call for alarm. it's a sheer miracle that there aren't far more with the people driving around like they do	1
I don't know dollar amounts. Pay the taxes and live in a place you are proud of. Put in two-way cycle/walking lane on Peters Creek and Plantation	1
I agree with increased enforcement, and suggest adding red-light cameras to catch people running red lights. I cannot go for a drive anymore without seeing multiple vehicles blatantly running red lights.	1

heavier penalties for drugs or alcohol impairment. Let them pay for trying to kill people and everyone knows drinking, drugging or phones distract or limit ability to drive, punish the offenders severely.

good 1

Enforcement does not solve the root cause of speeding and accidents, which lies in the road design itself (<https://ssti.us/2016/10/31/more-evidence-that-wider-roads-encourage-speeding/>). I would like to see lane width reductions (physical or visual) to discourage speeding. If bike lanes are considered, I would like to see physical separation from car traffic, either through physical barriers on the roadway or by placing the lane beside the sidewalk.

Do a study . On thing is lower the speed limit to 30 or 35 the entire distance . Leave bike lanes out . Look into a shared path for bikes and pedestrians off the road

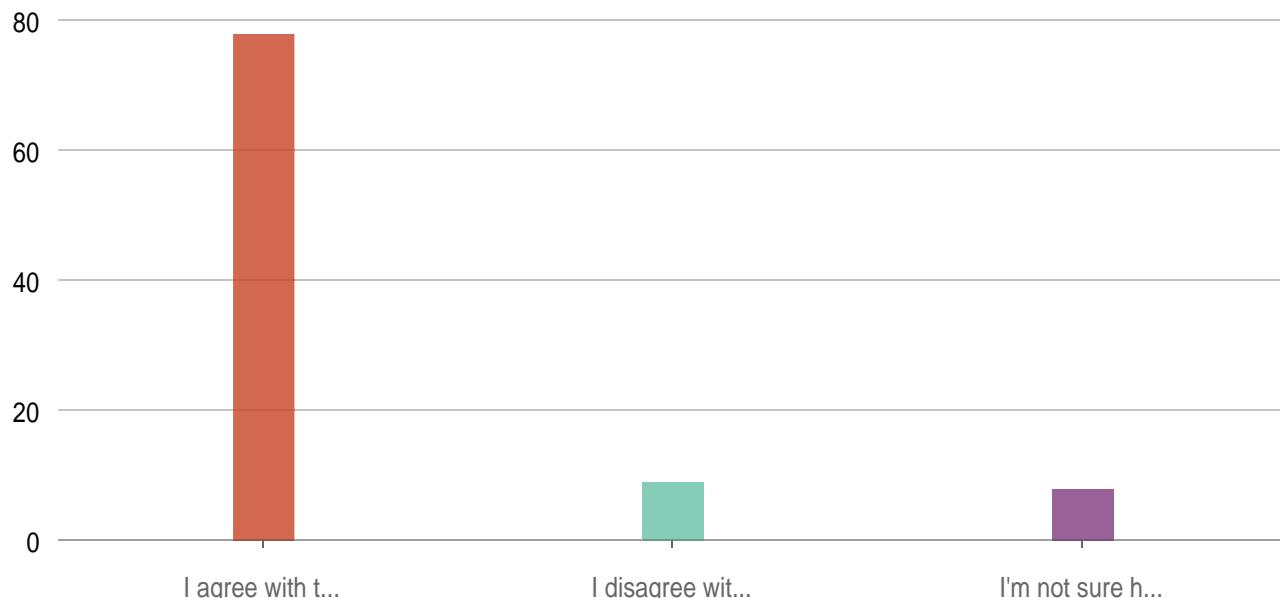
blinking caution signs, wider turn lanes and center lane throughout for turning 1

Anything that could incentivize drivers slowing and taking more caution is welcome. Punitive measures are not a preferred choice.

Answered: 28 Skipped: 86

## 2) Electric Road East

### o Evaluate RCUT improvements east of the Colonial Avenue intersection

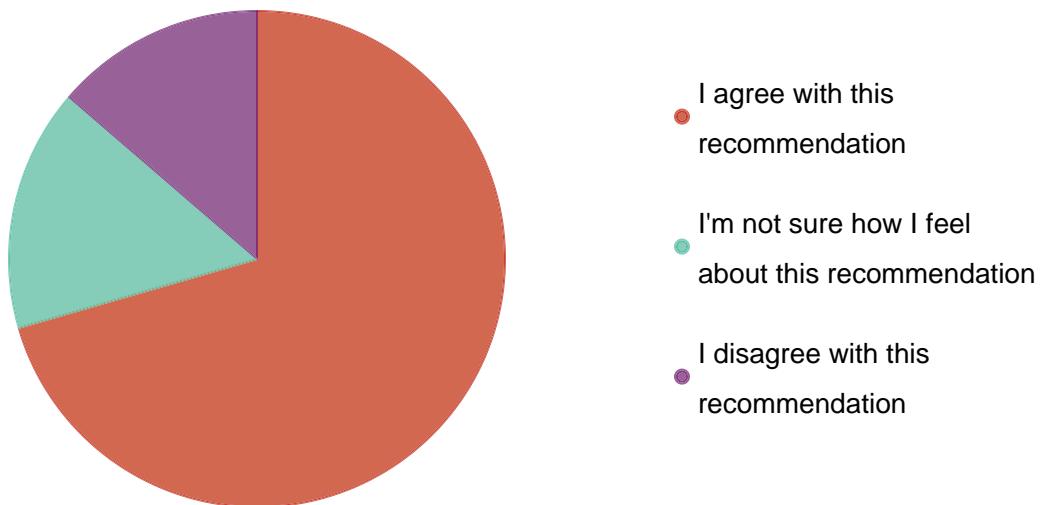


Answers	Count	Percentage
I agree with this recommendation	78	68.42%

I disagree with this recommendation	9	7.89%
I'm not sure how I feel about this recommendation	8	7.02%

Answered: 95 Skipped: 19

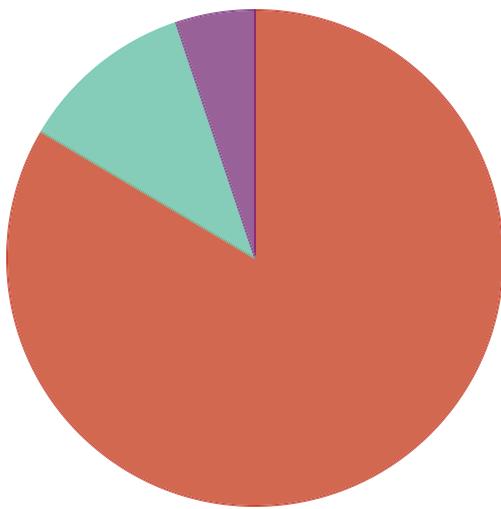
o Evaluate thru-cut improvements east of the Colonial Avenue intersection



Answers	Count	Percentage
I agree with this recommendation	67	58.77%
I'm not sure how I feel about this recommendation	15	13.16%
I disagree with this recommendation	13	11.4%

Answered: 95 Skipped: 19

o Consider an intersection study of Electric Road & Colonial Avenue

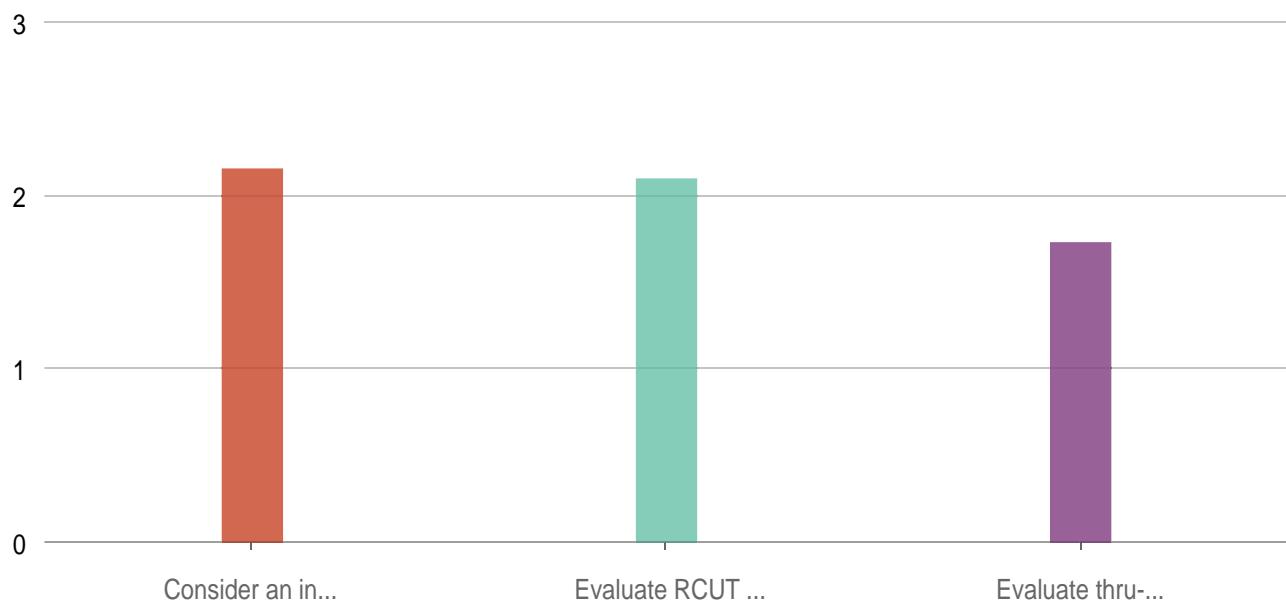


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	81	71.05%
I'm not sure how I feel about this recommendation	11	9.65%
I disagree with this recommendation	5	4.39%

Answered: 97 Skipped: 17

○ How would you rank the proposed recommendations?

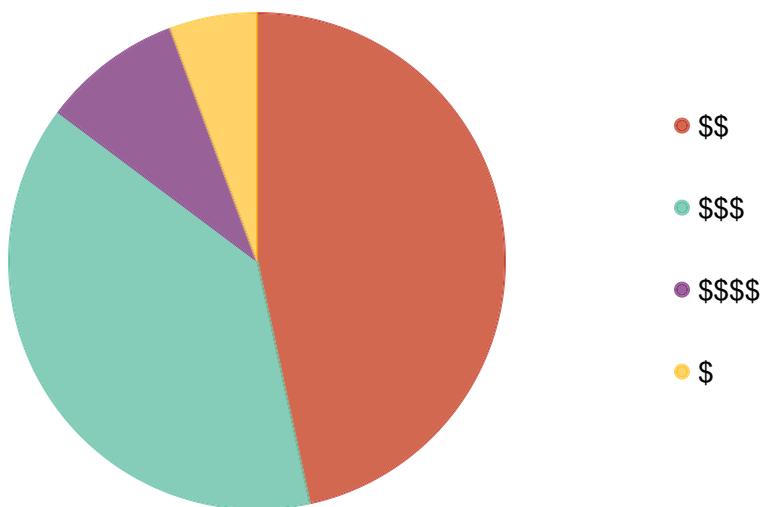


Average

Rank	Answers	1	2	score
1	Consider an intersection study of Electric Road and Colonial Avenue	45.98% 40	24.14% 21	29.89% 2.16 26
2	Evaluate RCUT improvements east of the Colonial Avenue intersection	35.63% 31	39.08% 34	2.10
3	Evaluate thru-cut improvements east of the Colonial Avenue intersection	18.39% 16	36.78% 32	44.83% 1.74 39

Answered: 87 Skipped: 27

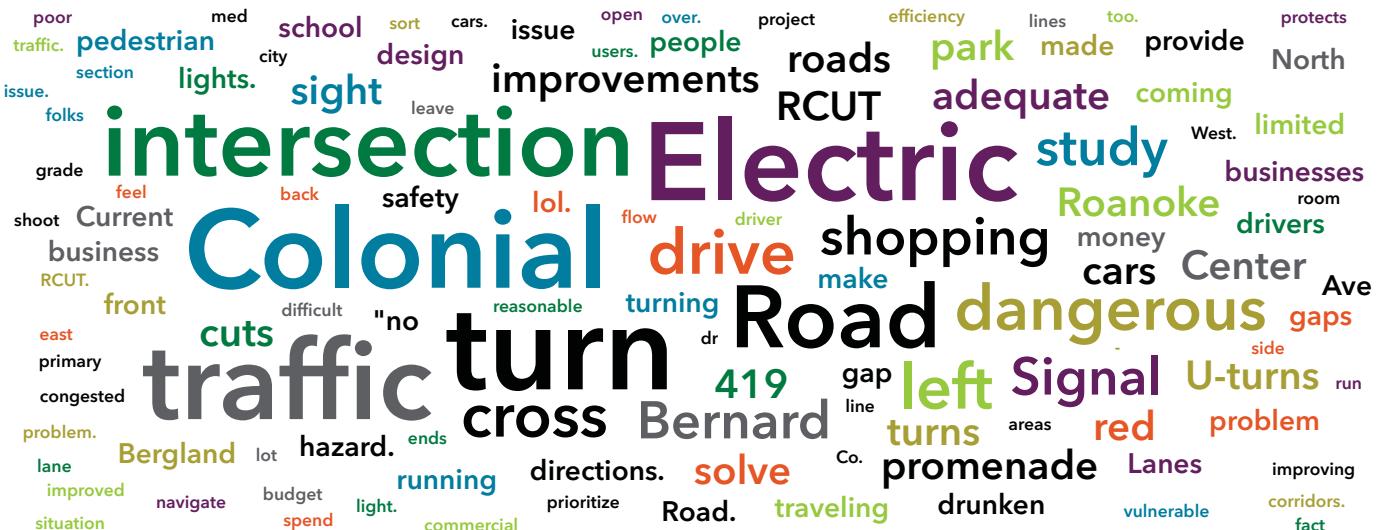
- If you were in charge, how much money would you be willing to spend to...



Answers	Count	Percentage
\$\$	41	35.96%
\$\$\$	34	29.82%
\$\$\$\$	8	7.02%

Answered: 88 Skipped: 26

- What are your thoughts on the proposed recommendations?



## Response

## Count

While these safety improvements are reasonable for improving driver safety and the efficiency of traffic flow, I would prioritize the project budget that protects vulnerable users.

This is one of our primary commercial corridors. We should be willing to spend money to help businesses make money in Roanoke Co. 1

This is a congested and difficult to navigate section of road even when traffic is light. Something needs to be done about the left turns into the shopping areas as they are dangerous but the colonial/electric intersection should be improved first if we're going to truly solve the problem. 1

The RCUT at Bernard Drive and Electric is dangerous because cars back up at the stoplight at Electric and Starkey and many people try to shoot the gap between cars. The stopped traffic will often leave a gap open for folks that are trying to turn left onto Bernard Drive, but this becomes dangerous because you can't see who is coming up the road in the right turn lane closest the Bernard Drive, in front of 419 West. I think an RCUT would be more appropriate at this intersection (Promenade) because there is no signal that would create the same dangerous situation as the Bernard Drive RCUT. I think a Thru-Cut would not be beneficial here without a signal, but neither shopping center on either side of Electric seems to have adequate room for cars that may be backing up while waiting at a signal.

The obvious problem at Colonial and 419 is the grade on southbound Colonial up to 419 (perhaps among others). Sight lines are poor in several directions. Raising Colonial approach would be and expensive but, I think, effective improvement. The intersection at Manassas (which I use frequently) is also a serious hazard. I don't see how any of the xxxx-cuts could help anything. 1

The current design unnecessarily puts turning drivers in danger by having many conflict points. Cuts would solve this issue. Roundabouts on both ends of this roadway would solve the issue of limited turning movements. 1

Study to see if improvements can be made to Mitigate traffic accidents 1

med 1

Like the through cuts and the study 1

Left turns out of Promenade Park and opposing entrances are typically challenging with few available gaps during peak periods and limited median width for a two-stage left turn from the entrances. If RCUT's or Thru-Cuts are considered for employment, then locations for the required U-Turns must also be identified which provide adequate intersection sight distance, U-turning space (loop) for the design vehicle, and adequate gaps in traffic. If the U-Turns are shifted to nearby signalized intersections, then the impacts on the traffic signal operations should also be evaluated since this may require the removal of "right turn overlaps" and the installation of "No Right Turn" ITS Signs or Right Turn Arrow Signal Heads and signage restricting right turns on red to avoid conflicts with the U-Turns. 1

Large percentage of citizen and business traffic use this stretch of this road daily. serves many businesses and citizens/neighborhoods. 1

I would consider a round about at the intersection of Colonial and 419. I think it would keep the flows going. Also some sort of RCUT coming into and out of Promenade park and the Shoppes. It is dangerous trying to cross over those lanes, both directions. 1

I suggest adding red-light cameras to catch people running red lights. I cannot go for a drive anymore without seeing multiple vehicles blatantly running red lights. 1

i feel like the problem is the curve in the road. if you're traveling southbound/eastbound, you don't have a far line of sight for cars speeding traveling northbound/westbound on electric. I would just make a U turn on chaparral dr, but if this turn is taken out I think promenade park shopping center would lose a lot of business, similar to why the bank across electric road (3605 electric) probably shut down. I think since U-turns take more time than a left/right turn, we should just add "no U-turn" sign. done and done. and no offense, the R and Thru cuts are a hazard. we don't have those where I moved from and I almost run them over. as a matter of fact the one in front of Bergland Center, I turn into Bergland before the Theu/R cut because I have to take a wider turn otherwise and is the city replacing my struts? no lol. the islands in the middle of the winding road in Vinton is horrendous too. I heard a joke that a drunken man riding a drunken mule laid out the roads in roanoke lol.

1

High traffic corridor - good recommendations

1

Electric and colonial is a terrible intersection that has been made worse by the "improvements" and solid green left turn blind spots. Heavily traveled intersection with impatient, aggressive drivers.

1

Current Electric road is designed and treated like a mini highway. As other parts of electric are expanded this will only get more unsafe. Lanes should be reduced to 10.5' to encourage slower driving speeds. Regularly experience drivers going 10mph over posted limits. Colonial intersection and colonial ave are home to north cross school and kids have to cross to different play fields as well as continuing east to Virginia Western Community College. Any study should involve pedestrian and cycling improvements along colonial ave.

1

consider lowering speed limit due to shopping centers, school, pedestrian traffic

1

All main roads in Roanoke County carries too much traffic, roads need to be widen!

1

A thorough study should provide the best way to deal with issue at hand.

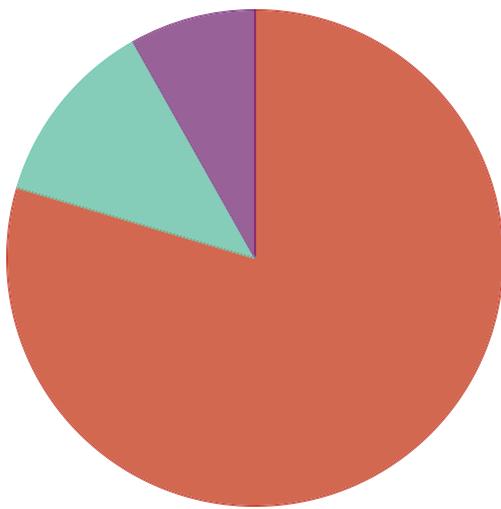
1

A crosswalk needs to be added at Colonial Ave and Electric Road. Students from North Cross need to cross Electric Road on foot and there is not a safe way to do that.

Answered: 21 Skipped: 93

### 3) Electric Road West

- Consider conducting a corridor study or a road safety audit for Electric...



- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

#### Answers

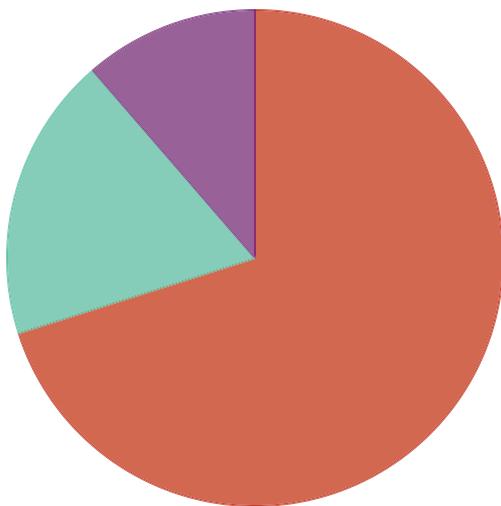
#### Count

#### Percentage

I agree with this recommendation	78	68.42%
I'm not sure how I feel about this recommendation	12	10.53%
I disagree with this recommendation	8	7.02%

Answered: 98 Skipped: 16

#### ○ Evaluate RCUTs at select intersections



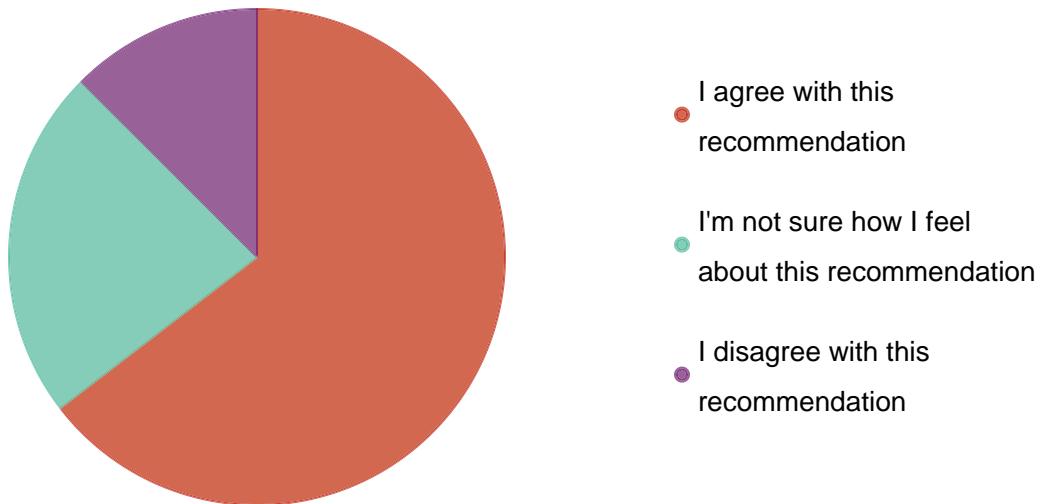
- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

**Answers****Count****Percentage**

I agree with this recommendation	68	59.65%
I'm not sure how I feel about this recommendation	18	15.79%
I disagree with this recommendation	11	9.65%

Answered: 97 Skipped: 17

- Evaluate thru-cuts at select intersections

**Answers****Count****Percentage**

I agree with this recommendation	62	54.39%
I'm not sure how I feel about this recommendation	22	19.3%
I disagree with this recommendation	12	10.53%

Answered: 96 Skipped: 18

- How would you rank the proposed recommendations?

3

2

1

0

Consider condu...

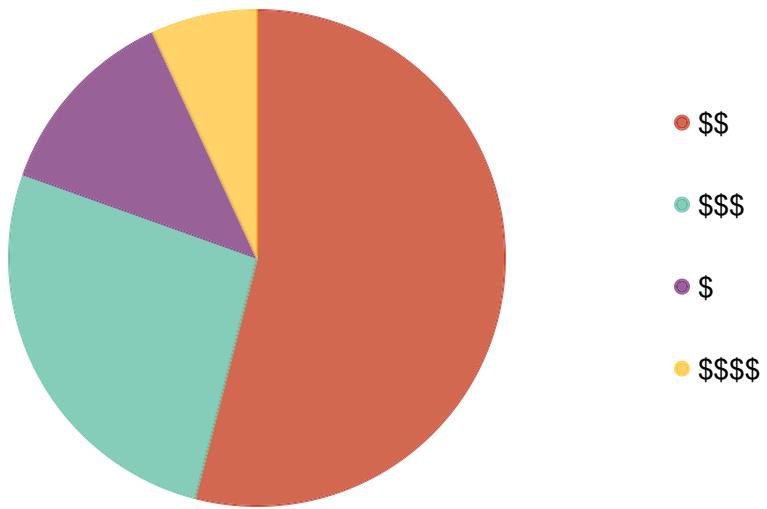
Evaluate RCUTs...

Evaluate thru-...

Rank	Answers	1	2	Average score
1	Consider conducting a corridor study or a road safety audit for Electric Road from Bower Road to Brambleton Avenue	56.47% 48	27.06% 23	16.47% 2.40 14
2	Evaluate RCUTs at select intersections	22.35% 19	37.65% 32	1.82
3	Evaluate thru-cuts at select intersections	21.18% 18	35.29% 30	43.53% 1.78 37

Answered: 85 Skipped: 29

- If you were in charge, how much money would you be willing to spend to...



Answers	Count	Percentage
\$\$	47	41.23%
\$\$\$	23	20.18%
\$	11	9.65%
\$\$\$\$	6	5.26%

Answered: 87 Skipped: 27

○ What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

Response	Count
widen shoulder, eliminate cross traffic turns at Our Lady of Nazareth and StoneyBrook Road	1
While these safety improvements are reasonable for improving driver safety and the efficiency of traffic flow, I would prioritize the project budget that protects vulnerable users.	1
Sounds good	1
Same as above - used by large group of citizen and business traffic daily. serves large segment of population	1

Put in the r cuts because ppl are pulling out all the time in front of me from Glenn heather like they have the right of way when they don't. Makes me nervous. 1

Not sure about this particular case as I live in the NE. 1

No one asked, but people fly through that section. It's pathetic! Why not install cameras if you're going to upgrade anything? The traffic in this town is off the hook! 1

Left Turns out of Glen Heather and Stoneybrook are very difficult due to the existing roadway curve west of the intersections which limits intersection distance. This challenge is further exacerbated when vehicles are attempting to find an adequate gap to cross Electric Rd to get to the opposing side street. Intersection Sight Distance and availability of gaps should be evaluated. If RCUT's or Thru-Cuts are considered for employment, then locations for the required U-Turns must also be identified which provide adequate intersection sight distance, U-turning space (room) for the design vehicle, and adequate gaps in traffic. If the U-Turns are shifted to nearby signalized intersections, then the impacts on the traffic signal operations should also be evaluated since this may require the removal of "right turn overlaps" and the installation of "No Right Turn" ITS Signs or Right Turn Arrow Signal Heads and signage restricting right turns on red to avoid conflicts with the U-Turns. 1

It is messy especially close to Brambleton Ave 1

I'm in favor of traffic circles/roundabouts 1

I think a RCUT would be more beneficial at the Stoneybrook intersection because it feels like there is less sight distance, while a Thru-Cut would be better at the Glen Heather intersection because there is more sight distance and less curve in the road. 1

I don't think 17 accidents in 20 years is a lot. actually I think that is less than average on most other streets in metro areas throughout the nation. with Virginia statistics being, "1 crash every 4.3 minutes and 2.8 lives lost per day because of traffic accidents" i don't think 15 accidents in a 20 year span or averaging 1 death every 20 years is call for alarm. it's a sheer miracle that there aren't far more with the people driving around like they do 1

Current Electric road is designed and treated like a mini highway. As other parts of electric are expanded this will only get more unsafe. Lanes should be reduced to 10.5' to encourage slower driving speeds and posted limit should be reduced to 35mph. Regularly experience drivers going 10mph over posted limits. This is limiting future development along this corridor and safe entrances and exits. 1

Another area that is overflowing with traffic. I think we can make some smart traffic management decisions in the near term while doing a study to consider more long term solutions. 1

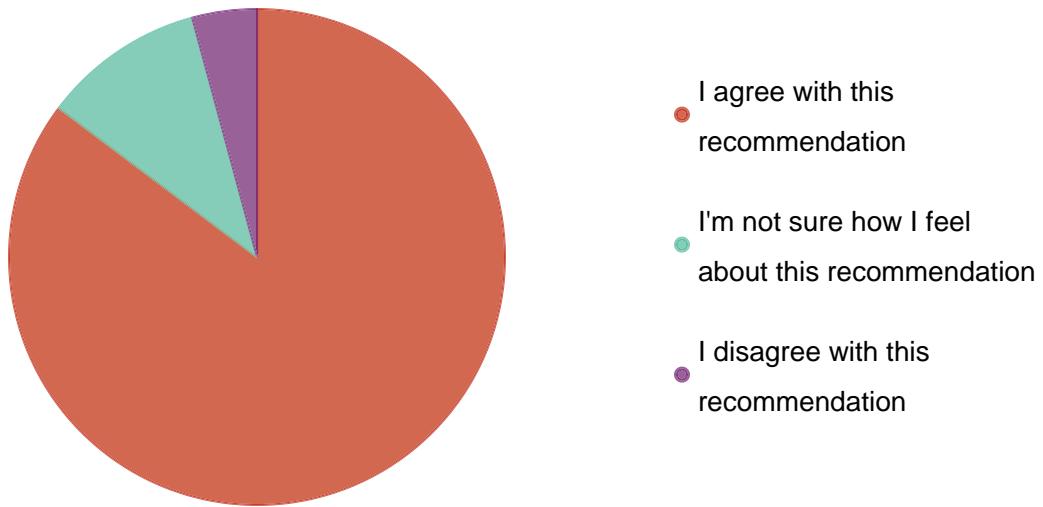
Again...xxx-cuts strike me as useless. Most wrecks are between intersections. 1

This is not needed here. I drive that intersection and through that quarter on a daily basis, and I find the cause of accidents is our senior drivers that are not paying attention and loss for vision. There is no need to improve this intersection or the turning lanes on this section of electric Road.

Answered: 16 Skipped: 98

#### 4) Bent Mountain Road

- Evaluate condition and spacing of existing chevrons; consider upgrades...

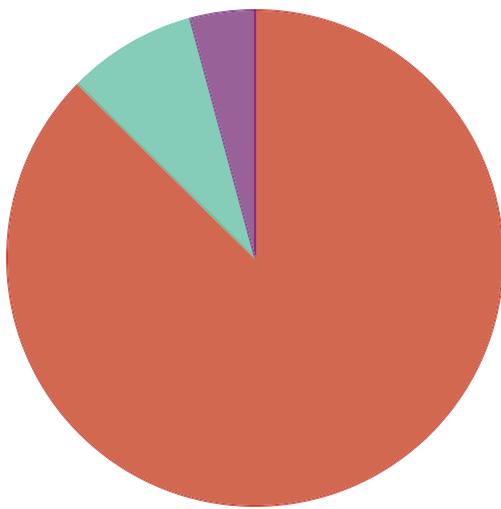


Answers	Count	Percentage
I agree with this recommendation	81	71.05%
I'm not sure how I feel about this recommendation	10	8.77%
I disagree with this recommendation	4	3.51%

I agree with this recommendation	81	71.05%
I'm not sure how I feel about this recommendation	10	8.77%
I disagree with this recommendation	4	3.51%

Answered: 95 Skipped: 19

- Consider shoulder or centerline rumble strips



- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

#### Answers

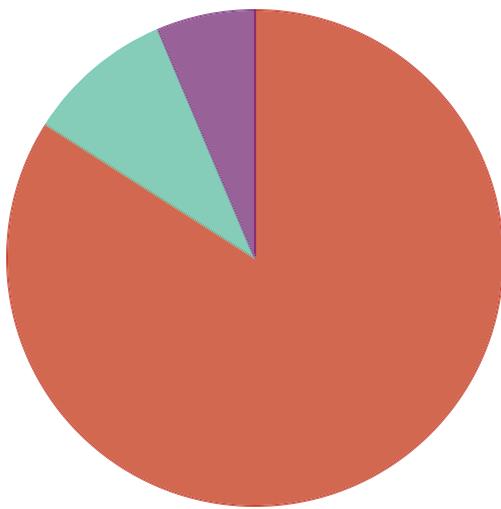
#### Count

#### Percentage

I agree with this recommendation	83	72.81%
I'm not sure how I feel about this recommendation	8	7.02%
I disagree with this recommendation	4	3.51%

Answered: 95 Skipped: 19

- Consider tree cutting at select curves, where possible (existing steep...

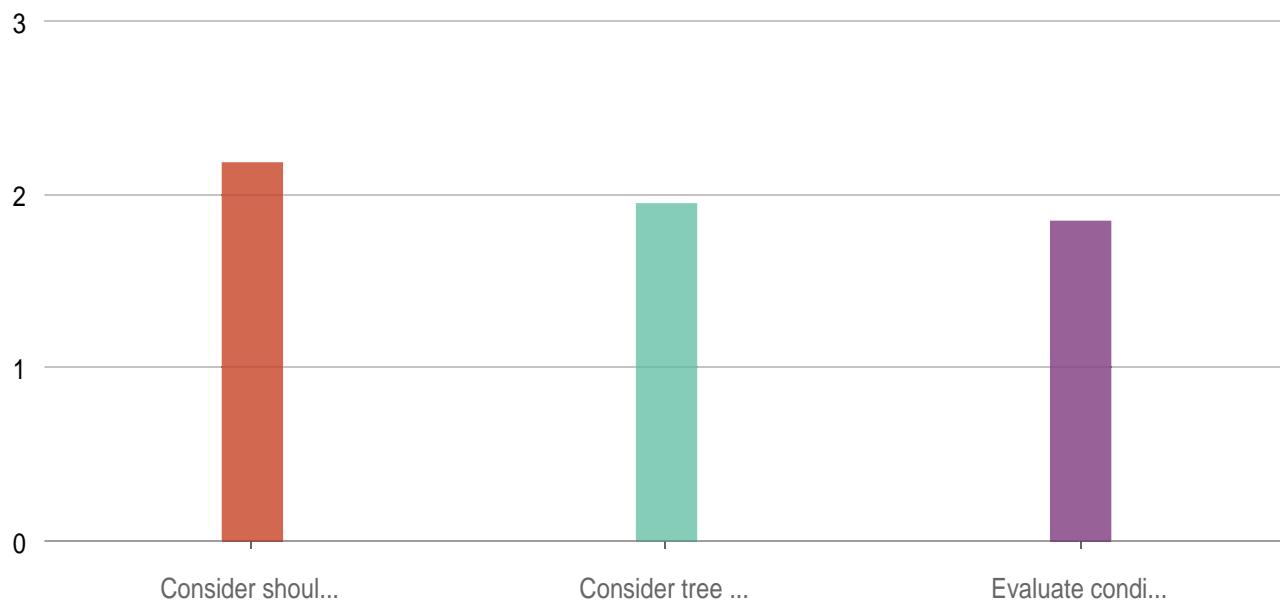


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	79	69.3%
I'm not sure how I feel about this recommendation	9	7.89%
I disagree with this recommendation	6	5.26%

Answered: 94 Skipped: 20

o How would you rank the proposed recommendations?



Rank	Answers	1	2	Average score
1	Consider shoulder or centerline rumble strips	46.07% 41	26.97% 24	26.97% 2.19 24
2	Consider tree cutting at select curves, where possible (existing steep topography adjacent to roadway)	32.58% 29	30.34% 27	1.96
				1.85

Evaluate condition and  
spacing of existing  
chevrons; consider  
3

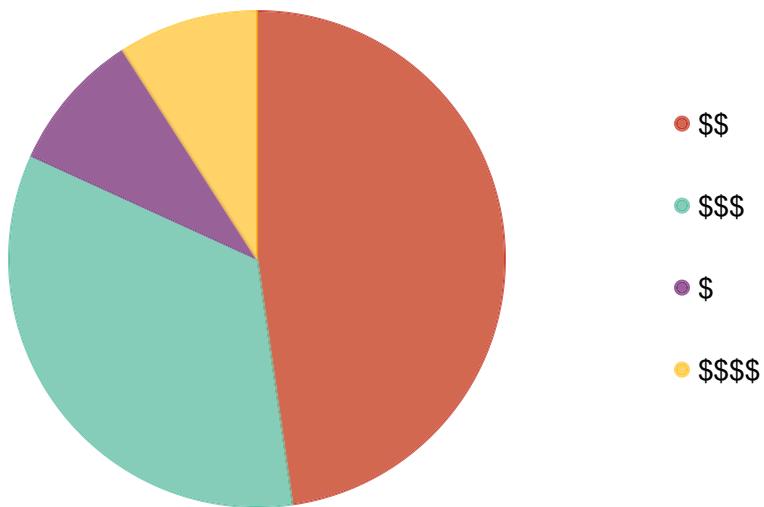
21.35%

42.7%

35.96%

Answered: 89 Skipped: 25

- If you were in charge, how much money would you be willing to spend to...



#### Answers

#### Count

#### Percentage

\$\$	42	36.84%
\$\$\$	30	26.32%
\$	8	7.02%
\$\$\$\$	8	7.02%

Answered: 88 Skipped: 26

- What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

Response	Count
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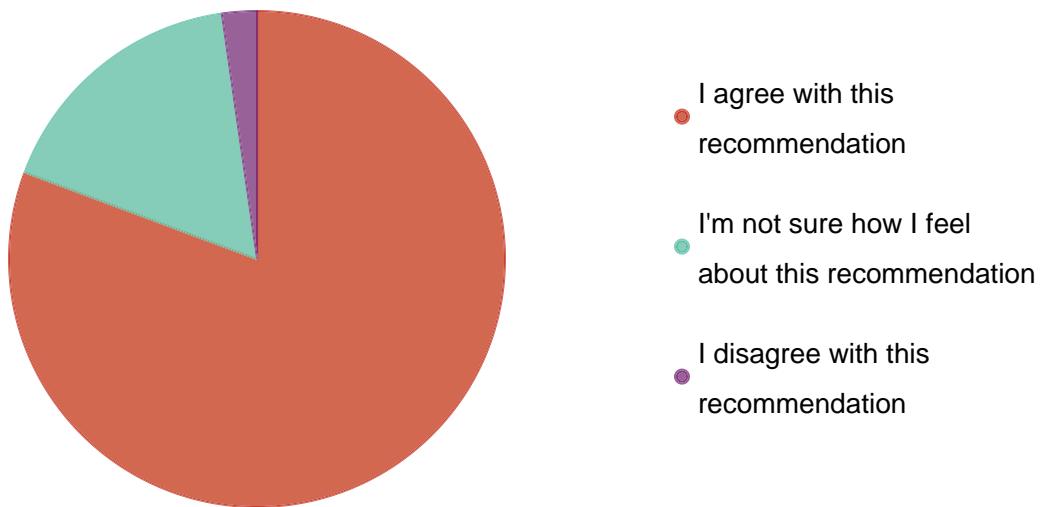
Wider shoulders rather than rumble strips to accommodate for cyclists necessary use of this road.	1
Tree/bush/signage/large trucks blocking visibility around corners and curves is a problem throughout the county and needs to be evaluated.	1
Tree cutting and improved signage shouldn't be expensive.	1
There is also a need for surveillance as speeding up and down the curves is an issue.	1
The existing geometry in this area is definitely a safety concern, especially when paired with the excessive speeds many motorists navigate up and down Bent Mountain. Recommend performing a speed study to determine the actual existing vehicle speed profiles versus the existing posted speed limits. Geometric improvements are obviously very limited due to the limitations of the existing terrain. The existing speed data should be used to inform any decision making on the proposed improvements. Consider adding solar powered curve warning signs with flashing sequential LED's similar to those on I-81 guiding motorists around the curves. Also recommend reviewing the condition of the existing asphalt pavement friction conditions which may suggest the use of a pavement surface that would add additional friction to keep vehicles from leaving the roadway.	1
Safety is important this road is traveled to extended corridors	1
People just drive too darn fast on this road.	1
Making a road visually wider (through tree cutting) further encourages speeding. If the priority is to ensure that drivers are driving slowly and carefully, traffic calming measures should be considered instead.	1
I've heard the most reasons for these accidents are loss of control. personally I think the main issue here is the personal property tax, which keeps older used unreliable cars on the road because the tax people have to pay every year on their old car is lower than having newer more reliable and efficient vehicles. rumble strips are great! idea though!	1
I don't think that lack of visibility due to trees is why this section is dangerous. I feel like this road is dangerous because folks who drive it everyday are confident in knowing the road geometry and therefore speed down and up Bent Mountain. I feel like increased enforcement would be beneficial, but having an officer's vehicle parked at one of the curves would be risky for the officer. I do think rumble strips would be beneficial to help keep folks on a tighter turn radius, which may make them want to slow down.	1
I don't think I've ever been on this road.	1

Good ideas.	1
Good	1
excessive speed and limited driving ability need to be evaluated by the police in making sure this race way is better patroled	1
Decrease the speed limit. People FLY down those back roads.	1
Center divider or rumble strip to help prevent head on collisions from opposing lanes would make the most sense. Trees do not obscure sightlines through these curves. Do not put rumble strips on shoulders. Consider having one travel lane both directions and a center turn lane to avoid passing on this road.	1

Answered: 16 Skipped: 98

## 5) Jae Valley Road

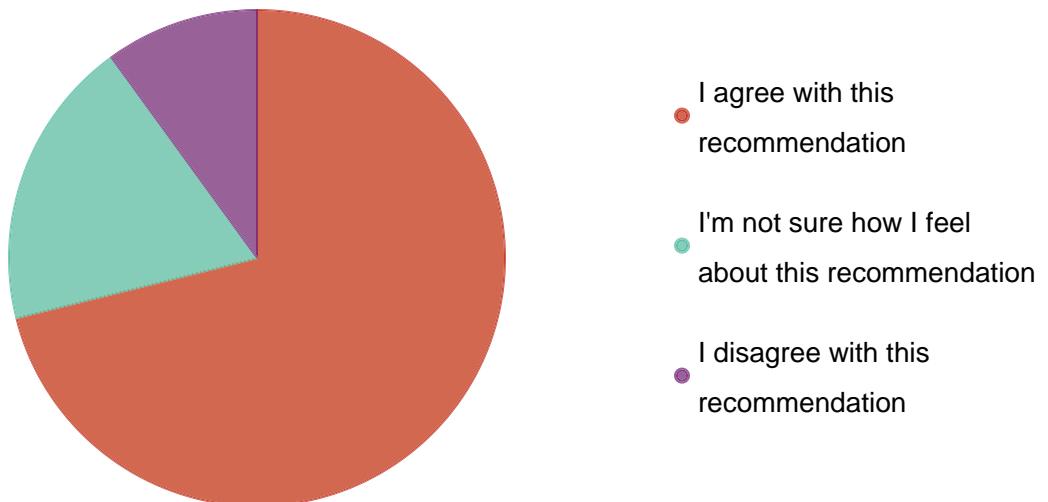
- Evaluate condition and spacing of existing chevrons; consider upgrades...



Answers	Count	Percentage
I agree with this recommendation	71	62.28%
I'm not sure how I feel about this recommendation	15	13.16%
I disagree with this recommendation	2	1.75%

Answered: 88 Skipped: 26

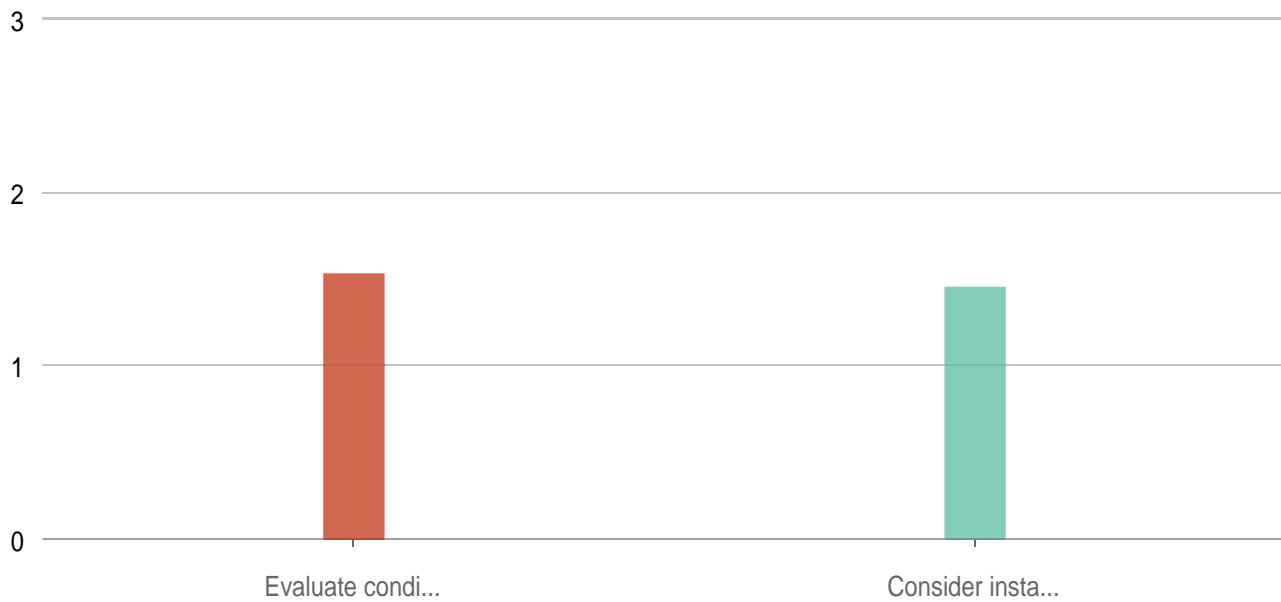
- Consider installation of high friction surface treatment (HFST) at select...



Answers	Count	Percentage
I agree with this recommendation	64	56.14%
I'm not sure how I feel about this recommendation	17	14.91%
I disagree with this recommendation	9	7.89%

Answered: 90 Skipped: 24

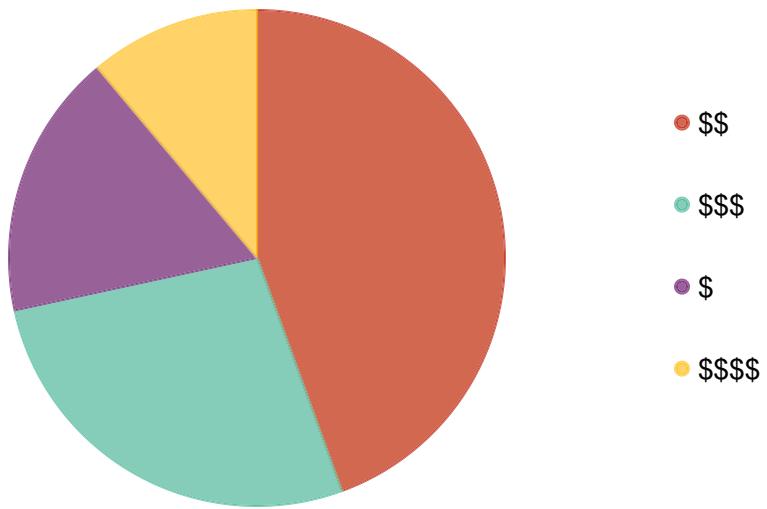
- How would you rank the proposed recommendations?



Rank	Answers	1	Average score
1	Evaluate condition and spacing of existing chevrons; consider upgrades (such as reflective yellow strips) as necessary	53.85% 42	46.15% 1.54 36
2	Consider installation of high friction surface treatment (HFST) at select curves	46.15% 36	1.46

Answered: 78 Skipped: 36

- If you were in charge, how much money would you be willing to spend to...



### Answers

### Count

### Percentage

Answered: 81 Skipped: 33

### o What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

### Response

### Count

Yeah, it's a mess. I think these are good solutions.	1
Very good.	1
too many people driving past their ability to handle it. clean the gravel off the road after ice storms clear, the residual gravel makes the road very slippery, driving on marbles	1
The problem is the drivers. They know they're doing wrong.	1
Lots of these are cars Learn to drive.	1

Long time since I used this road. Curves and sight lines appear to be big hazard.

1

Increased large signage well prior to curves. Designate/develop spacious turn around area for large trucks/tractor trailers to turn around. Often, if they accidentally end up on the road, there is no where for them to actually turn around and therefore they are forced to continue towards the curves.

I think speeding is the main cause for these accidents. maybe added patrol would be a better idea here but the issue, I'm assuming, is that's its out of roanoke county sheriff's jurisdiction? I do think high friction turns help considering people are speeding/cruising on the parkway

I feel like adding high friction road treatment is just encouraging people to speed because it provides better road friction that 'helps' them getting around the curves safer regardless of their speed limit.

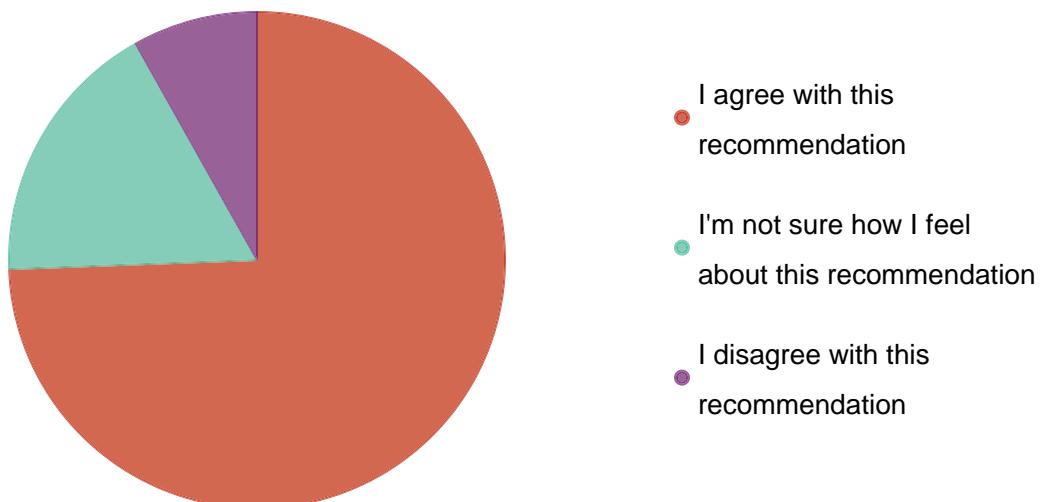
Good

1

Answered: 10 Skipped: 104

## 6) Starkey Road

- Conduct Starkey Road multimodal corridor study



### Answers

### Count

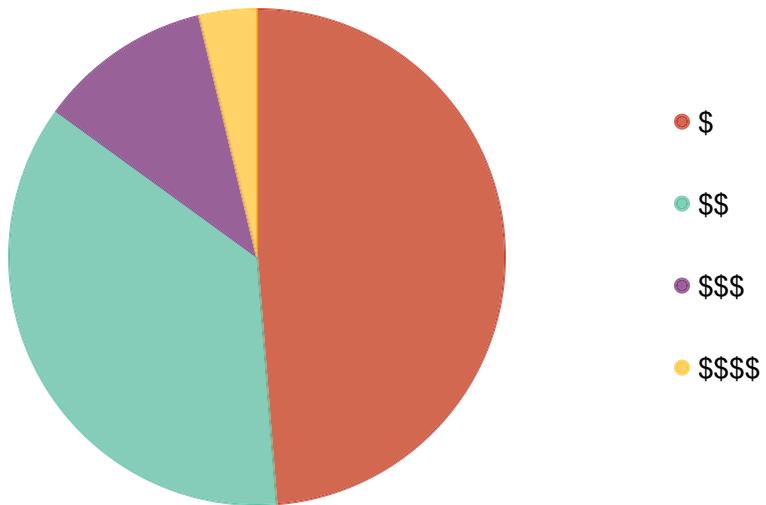
### Percentage

I agree with this recommendation 64 56.14%

I'm not sure how I feel about this recommendation 15 13.16%

I disagree with this recommendation 7 6.14%

- If you were in charge, how much money would you be willing to spend to...



### Answers

### Count

### Percentage

\$	39	34.21%
\$\$	29	25.44%
\$\$\$	9	7.89%
\$\$\$\$	3	2.63%

- What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

### Response

### Count

When conducting a corridor study consider the use of this rad for cycling, I believe this is a conection to the blue Ridge parkway 1

The current road design encourages speeding. I would like to see lane width reductions (physical or visual) to discourage speeding. If bike lanes are considered, I would like to see physical separation from car traffic, either through physical barriers on the roadway or by placing the lane beside the sidewalk.

Study of wreck causes should be extensive. Lots of tankers here. 1

Please consider shared use path along Starkey. Connecting the South County library, Pennforest Elementary and Darrel Shell Park should be a major priority. 1

People speed through this area without regard for safety. Better enforcement would be appreciated. 1

Not necessary. 1

It seems like to me there has already been a lot of money spent on the intersection of Merriman and Starkey. The money can be used better elsewhere. 1

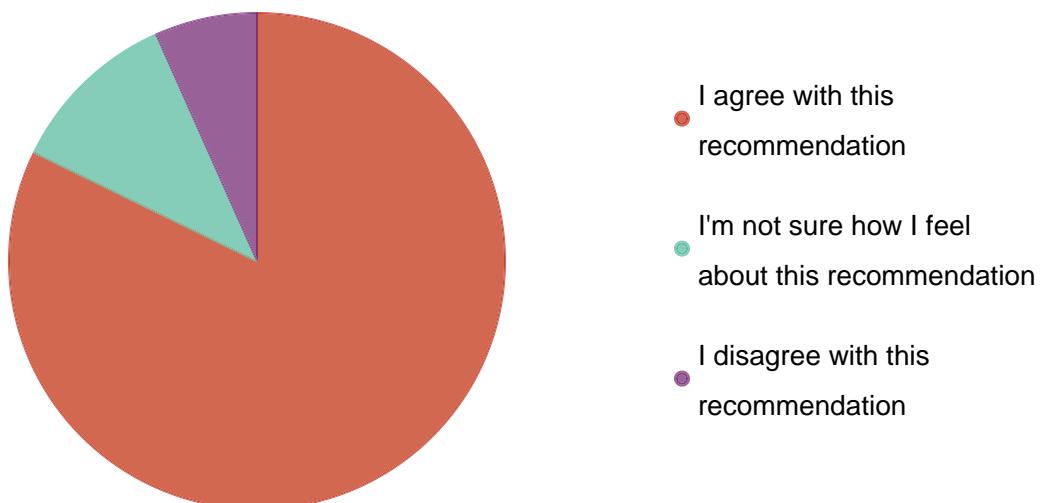
I don't even know how this is on anyone's radar as an issue 1

Gets a lot more traffic than designed for and the 4 lanes at the electric intersection is confusing because it makes Starkey feel like a major road and it is not. 1

Answered: 9 Skipped: 105

## 7) Garst Mill Road

- Evaluate and install pedestrian improvements, specifically for a pedestria...



**Answers****Count****Percentage**

I agree with this recommendation	74	64.91%
I'm not sure how I feel about this recommendation	10	8.77%
I disagree with this recommendation	6	5.26%

Answered: 90 Skipped: 24

- If you were in charge, how much money would you be willing to spend to...

**Answers****Count****Percentage**

\$\$	31	27.19%
\$	25	21.93%
\$\$\$	15	13.16%
\$\$\$\$	14	12.28%

Answered: 85 Skipped: 29

- What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

## Response

## Count

Yes, Brambleton needs to be prioritized for pedestrians and people on bikes, and access to transit, school and shopping.	1
This is a great place for sidewalk considering how many folks live down Garst Mill and their proximity to the Kroger shopping area.	1
The current lack of pedestrian crossings or sidewalks endangers pedestrians. Ideally, crossings should be raised, to decrease vehicle speeds. These kinds of crossings are ubiquitous in the Netherlands.	1
Suggestion is OK if most accidents involve pedestrians. This is the worst road I frequently travel and I avoid if at all possible. Widening and straightening are probably the only solutions!\$\$\$\$\$\$	1
Speed has always been a factor. There is not enough space to create sidewalks or the useless bike lanes	1
PUT SOME SIDEWALKS ON THIS ROAD	1
People don't need to be walking around here. This area is so dangerous. Lots of crashes for no apparent reason.	1
Pedestrian improvements are needed throughout SW County	1
Not necessary.	1
No brainier.	1
Must address awkward intersections of Halevan and Larson Rds. Might need to reconfigure to some kind of roundabout. Too often left turning traffic onto both roads from Garst Mill creates conflict.	1
lots of apartments on this section	1
Install sidewalk	1
Highly traveled and should be considered for safety and any cost	1
Highly traveled and a connector route to granding/ down town/ roanoke green and blueways. I bike this frequently and it is very dangerous.	1
Always good to improve roadways suitable for pedestrians for safer, easier pedestrian use.	1
1 pedestrian in 20 years? that's it? have you seen the people we have wandering around here? seems like we just need a reason for people's jobs to exist at this point	1

0

1

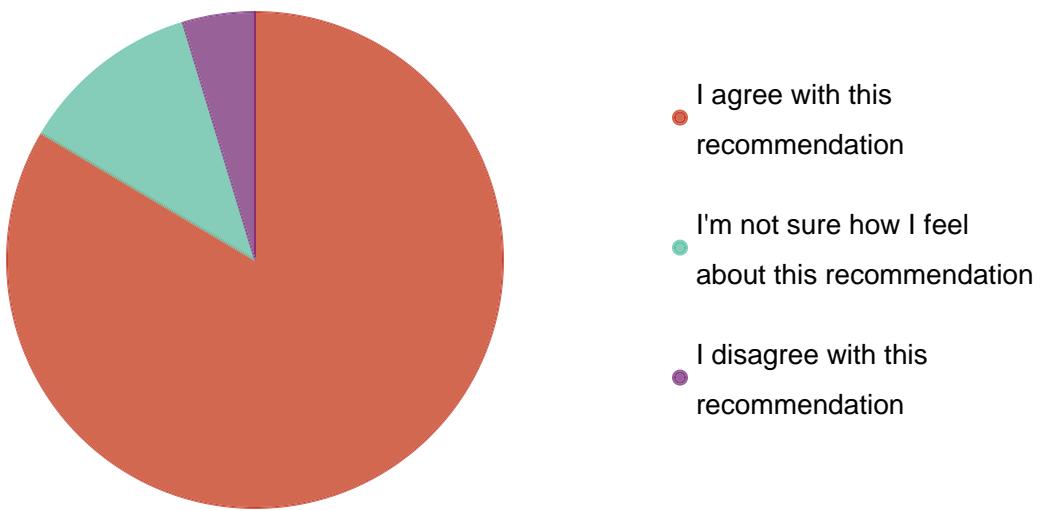
Beneficial as pedestrian traffic should be of primary importance for safety.

1

Answered: 19 Skipped: 95

**8) Bradshaw Road**

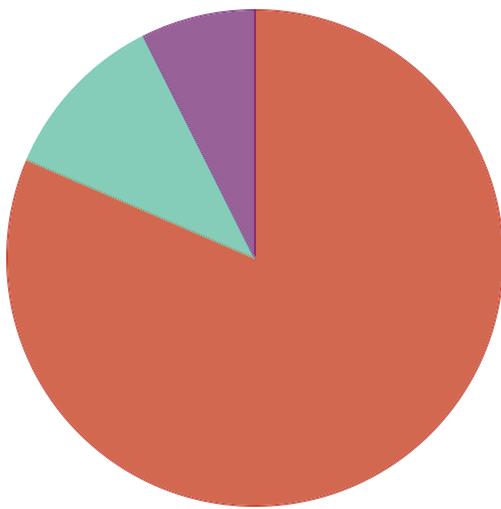
- Consider centerline or shoulder rumble strips

**Answers****Count****Percentage**

I agree with this recommendation	71	62.28%
I'm not sure how I feel about this recommendation	10	8.77%
I disagree with this recommendation	4	3.51%

Answered: 85 Skipped: 29

- Evaluate potential upgrades to existing advisory speed signage (such as...



- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

#### Answers

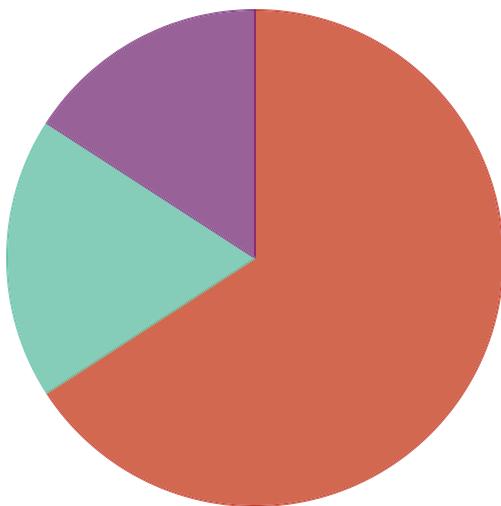
#### Count

#### Percentage

I agree with this recommendation	66	57.89%
I'm not sure how I feel about this recommendation	9	7.89%
I disagree with this recommendation	6	5.26%

Answered: 81 Skipped: 33

#### ○ Consider implementing a multimodal corridor study

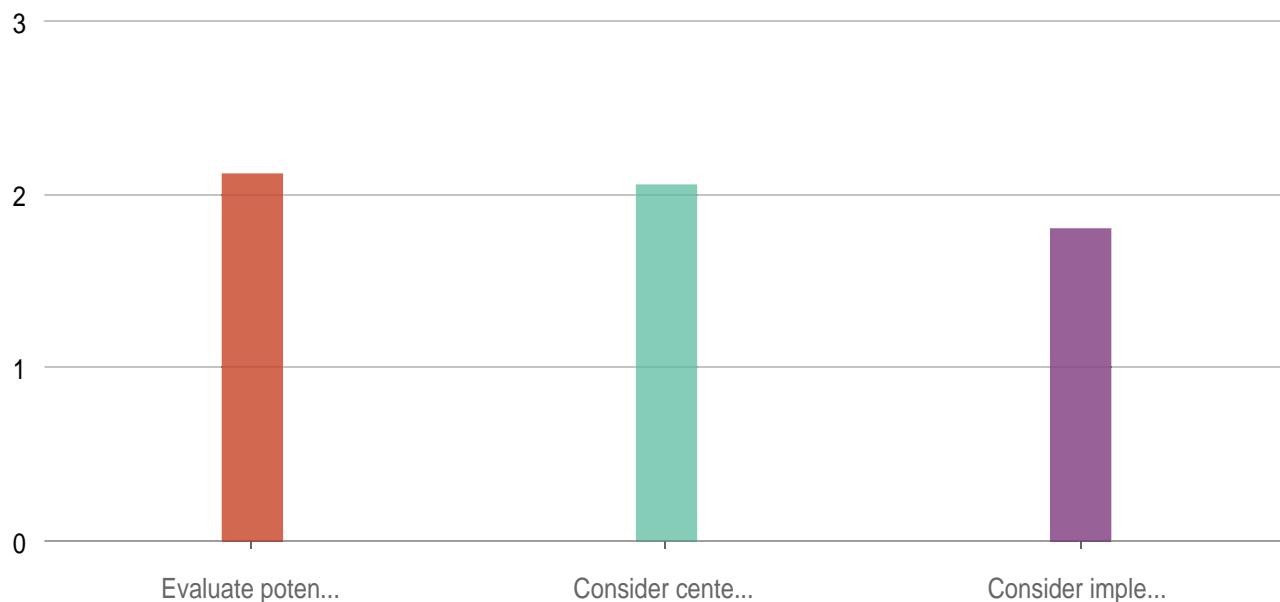


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	54	47.37%
I'm not sure how I feel about this recommendation	15	13.16%
I disagree with this recommendation	13	11.4%

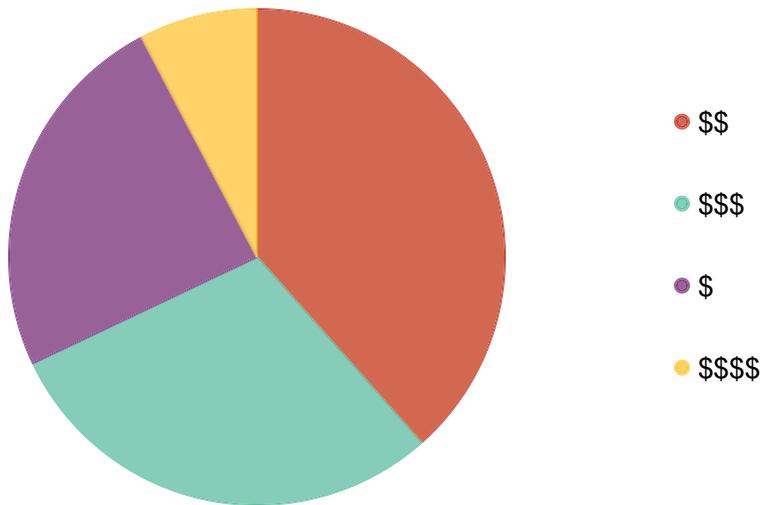
Answered: 82 Skipped: 32

o How would you rank the proposed recommendations?



Rank	Answers	1	2	Average score
1	Evaluate potential upgrades to existing advisory speed signage (such as increasing reflectivity or flashing lights)	32.91%	46.84%	20.25%
2	Consider centerline or shoulder rumble strips	40.51%	25.32%	2.06
3	Consider implementing a corridor study	26	37	16

- If you were in charge, how much money would you be willing to spend to...



### Answers

### Count

### Percentage

\$\$	30	26.32%
\$\$\$	23	20.18%
\$	19	16.67%
\$\$\$\$	6	5.26%

- What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

### Response

### Count

This route heavily used by outdoor enthusiasts including bicyclists. it needs to be widened, have better shoulders, have a dedicated bike lane or bike signs.	1
This is a very popular cycling route so would be nice to see some safety improvements.	1

there is a school in here and no way for students to get to it other than by vehicle. In "the old days" kids walked across the fields, but development makes that less realistic. Truthfully many of these crashes are out of control drivers.

Rural - limit funding 1

Rumble strips not friendly to bicycles. Also, need to add a bike lane on 311 from the Hanging Rock parking lot to Bradshaw Rd 1

Only center r-strips! Center-line rumble strips are effective. Shoulder rumble strips are a hazard to bikes unless you build a solid bike lane on the outside of the r-strip, as in 3-feet wide. There should be a bike lane on 311 between Bradshaw and the Circle. There are remnants of an old road in the creek side for a 2-way bike lane. this is a VERY dangerous short road!

Not sure catawba/ bradshaw sees enough traffic for a full study. 1

I think the speed limit needs to be reduced considering the curvy road geometry in this area. 1

I drove this road one time in my 2004 caddillac Deville and I was scared I was going to die. again with the personal property tax incentivizing people to keep old unreliable vehicles, that needs to go!

I disagree with any form of rumble strips on the shoulder but suggest a wider shoulder to accommodate cyclists. 1

Don't think I've ever been here, but looks awful. 1

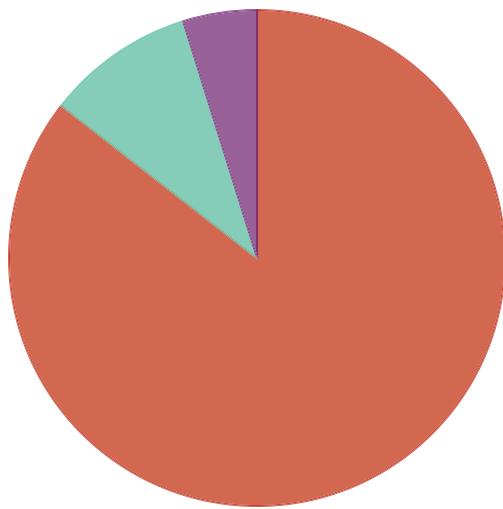
Also consider tree cutting along select curves and a wider shoulder. 1

0 1

Answered: 13 Skipped: 101

## 1) Washington Avenue and East Vinton Plaza

- Consider increasing left-turn lane offset to improve visibility for eastbound traffic.

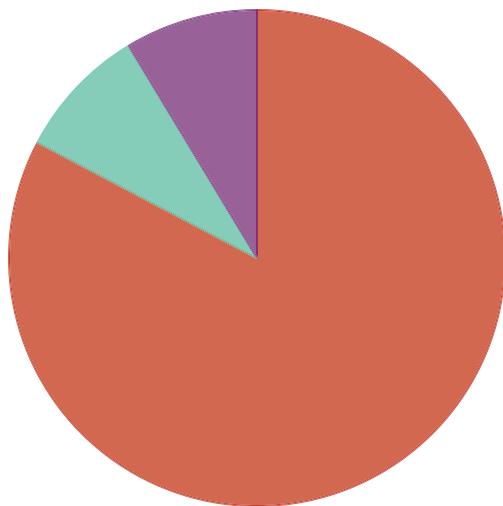


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	71	62.28%
I'm not sure how I feel about this recommendation	8	7.02%
I disagree with this recommendation	4	3.51%

Answered: 83 Skipped: 31

o Consider access management improvements of commercial parcel on so...



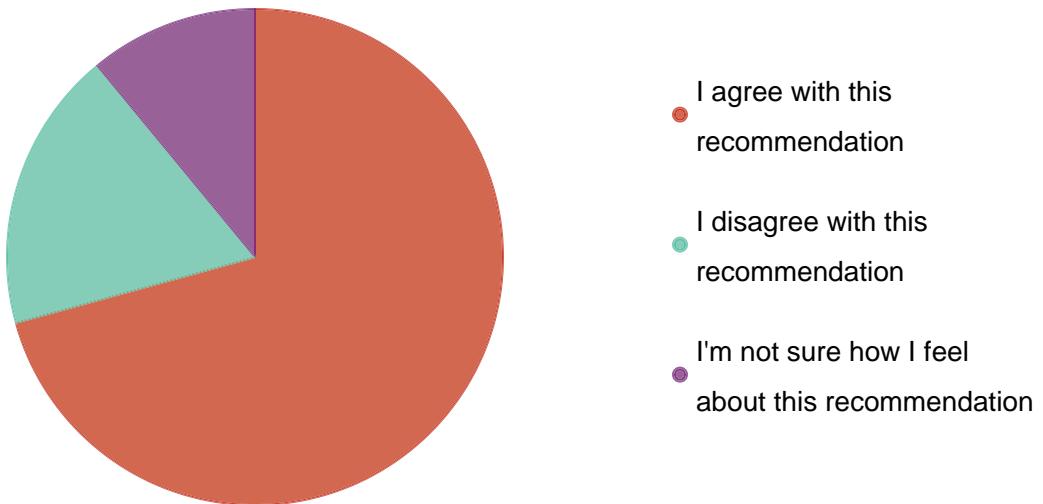
- I agree with this recommendation
- I disagree with this recommendation
- I'm not sure how I feel about this recommendation

**Answers****Count****Percentage**

I agree with this recommendation	67	58.77%
I disagree with this recommendation	7	6.14%
I'm not sure how I feel about this recommendation	7	6.14%

Answered: 81 Skipped: 33

- **Conduct a speed study of the Washington Avenue corridor to potentially...**

**Answers****Count****Percentage**

I agree with this recommendation	58	50.88%
I disagree with this recommendation	15	13.16%
I'm not sure how I feel about this recommendation	9	7.89%

Answered: 82 Skipped: 32

- **How would you rank the proposed recommendations?**

3

2

1

0

Increase left-...

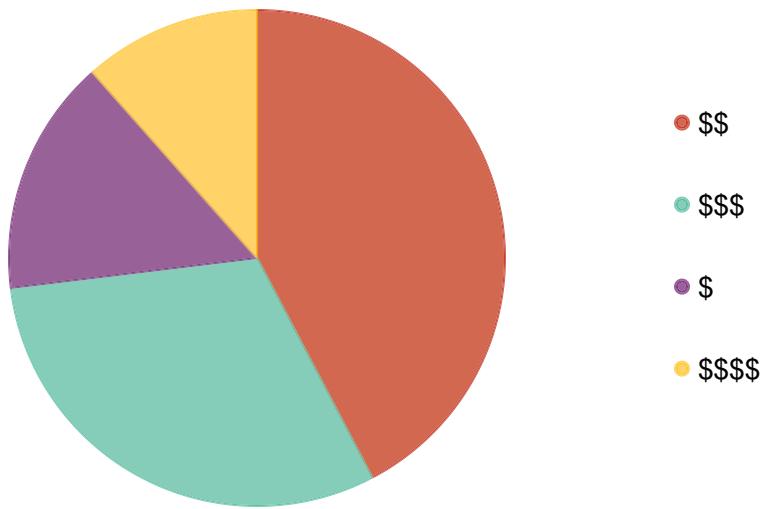
Access managem...

Conduct a spee...

Rank	Answers	1	2	Average score
1	Increase left-turn lane offset to improve visibility	53.95% 41	35.53% 27	10.53% 2.43 8
2	Access management improvements	14.47% 11	55.26% 42	1.84
3	Conduct a speed study of Washington Avenue corridor	31.58% 24	9.21% 7	59.21% 1.72 45

Answered: 76 Skipped: 38

- If you were in charge, how much money would you be willing to spend to...



### Answers

### Count

### Percentage

Answered: 78 Skipped: 36

#### ○ What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

### Response

### Count

You left turn lane doesn't need to be offset; It just needs to be longer.

1

The main issues are light timing and bad driving. This intersection needs more enforcement. I drive through this intersection multiple times a day. East-bound drivers turning into the shopping center wait too long to go through the turn light. Not many cars can get through and people near the back of the line run the red light to get through the intersection. Increase the turn lane time by a little. This stretch of road on both sides regularly has people driving 10 mph under the speed-limit, creating dangerous situations with drivers trying to pass them. People driving under the speed limit need to be ticketed.

The flashing yellow lights need to be halted until the turning lane can be offset for a better view of oncoming traffic. Don't get me wrong, I love the idea behind these lights but once there are 2 or 3 cars in the opposing turning lane it becomes a very dangerous and potentially deadly. Vision becomes obstructed and drivers seem like they are pressured or feel the need to proceed through the light without being 100% sure traffic is clear.

stop adding islands in the middle of roadways please. the biggest problem in that specific area is the drugs and alcohol. be careful making it more difficult to access business as they will see a decrease in sales

Probably cheaper than road construction.

Prioritize the speed study, but provide recommendation that reduce speeds along the corridor, a speed limit reduction is not going to solve a problem. Access management is a better option than prioritizing left turns. In my opinion left turns are an underlying cause of crashes in major arterials.

Please include pedestrian improvements in any intersection study and improvements.

Introduce dedicated left turn signals instead to reduce conflicts. Potential for Dutch-style signals ([http://www.youtube.com/watch?v=7KPGVP85WpU&t=17s&ab\\_channel=OntarioTrafficMan](http://www.youtube.com/watch?v=7KPGVP85WpU&t=17s&ab_channel=OntarioTrafficMan))

Increased police presence/patrol is needed here. People FLY down Route 24 and are extremely irresponsible.

I live near this intersection. If you want to help the safety of drivers especially the students of William Byrd. The money should go towards the intersection at Washington Ave and Spring Grove Drive this intersection and the one at East Vinton Plaza. Install a stop light at the Spring Grove intersection and extend the left turn lane onto Spring Grove Drive. - it will slow traffic down coming towards Vinton from Bedford. - It would greatly help with the traffic control through the William Byrd School zone. -By slowing traffic at the Spring Grove intersection it will cause traffic to slow coming to the intersection at East Vinton Plaza which has a down grade and people to tend to run the light at East Vinton Plaza because of speed. - By extending the left turn lane into the Plaza will help with the afternoon rush hours traffic. - Do not plant trees in any median this is hazardous and restricts the line of sight. Plus they are expensive to maintain over time.

I have not been in that area for several years now and don't feel qualified to offer an opinion.

how many accidents due to phone use

heavy consumer traffic and safety is important

Hardly ever been here.

Give more turn lane and more traffic light time

1

Bike and pedestrian lanes would be helpful for this area. There are probably a number of people who

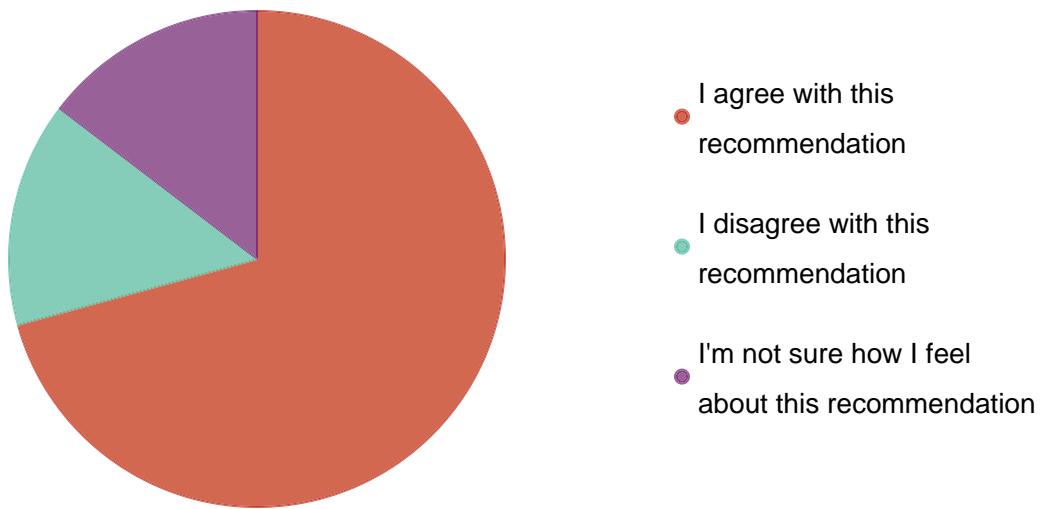
1

would not drive if walking/biking were a safe option here.

Answered: 16 Skipped: 98

## 2) Hardy Road and Feather Road

### o Evaluate the installation of a roundabout



### Answers

### Count

### Percentage

I agree with this recommendation

58

50.88%

I disagree with this recommendation

12

10.53%

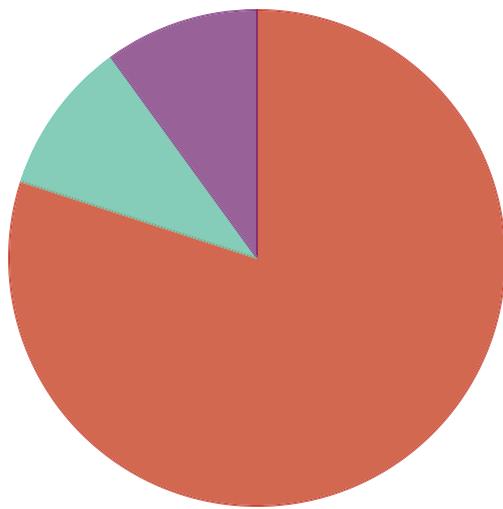
I'm not sure how I feel about this recommendation

12

10.53%

Answered: 82 Skipped: 32

### o Consider installation of advanced intersection warning signage



- I agree with this recommendation
- I disagree with this recommendation
- I'm not sure how I feel about this recommendation

#### Answers

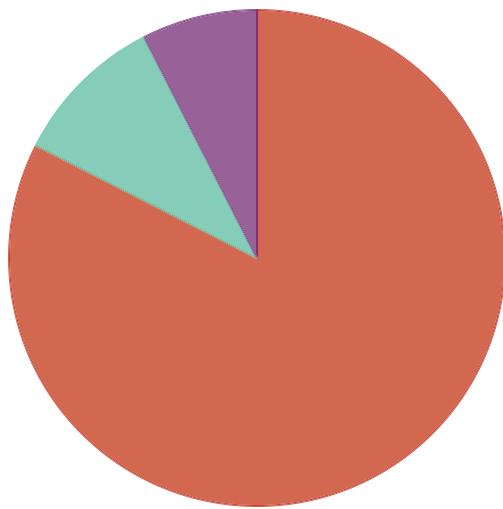
#### Count

#### Percentage

I agree with this recommendation	64	56.14%
I disagree with this recommendation	8	7.02%
I'm not sure how I feel about this recommendation	8	7.02%

Answered: 80 Skipped: 34

#### ○ Sight distance improvements



- I agree with this recommendation
- I disagree with this recommendation
- I'm not sure how I feel about this recommendation

## Answers

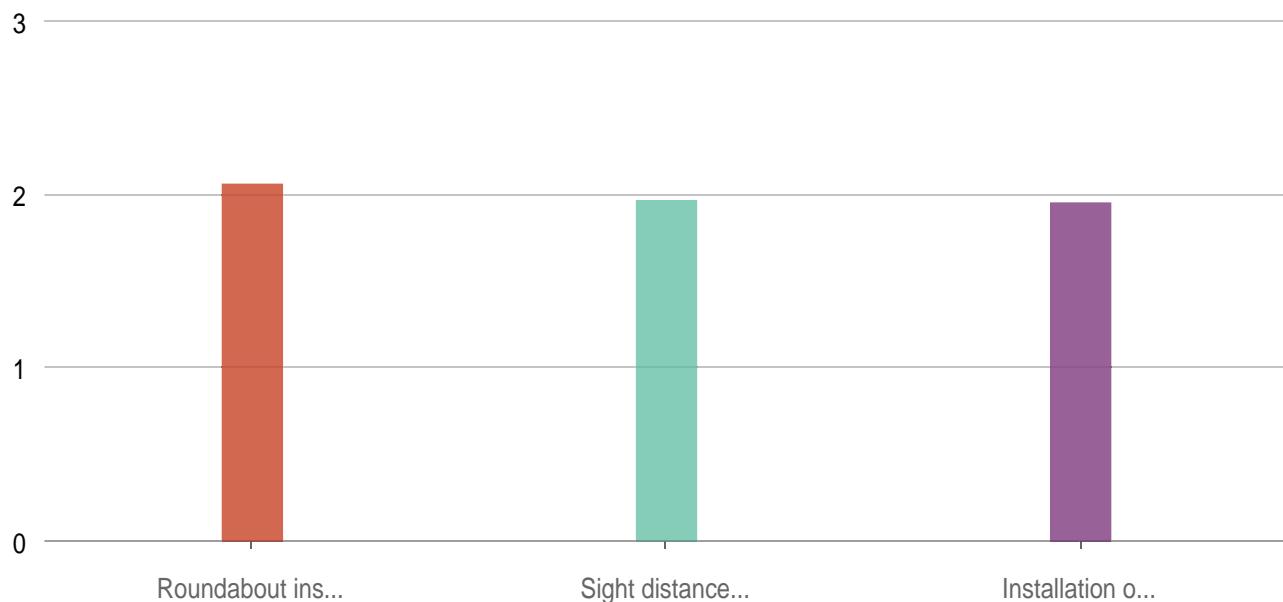
## Count

## Percentage

I agree with this recommendation	66	57.89%
I disagree with this recommendation	8	7.02%
I'm not sure how I feel about this recommendation	6	5.26%

Answered: 80 Skipped: 34

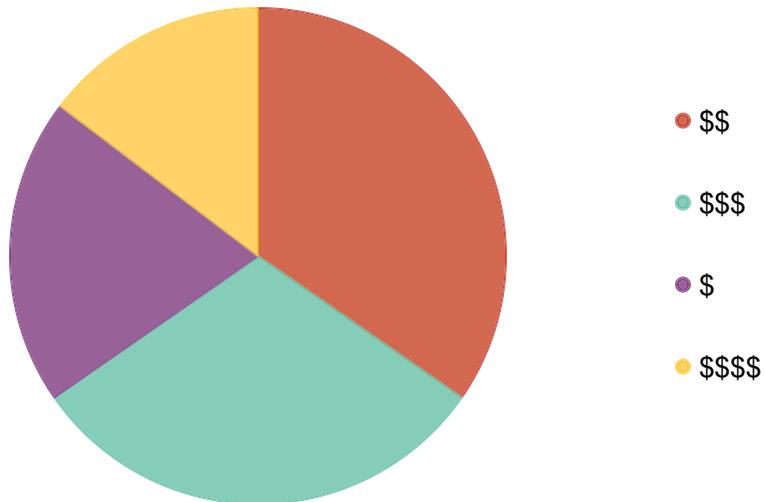
### ○ How would you rank the proposed recommendations?



Rank	Answers	1	2	Average score
1	Roundabout installation	50% 37	6.76% 5	43.24% 2.07 32
2	Sight distance improvements	29.73% 22	37.84% 28	1.97
3	Installation of advanced intersection warning signage	20.27% 15	55.41% 41	24.32% 1.96 18

Answered: 74 Skipped: 40

- If you were in charge, how much money would you be willing to spend to...



#### Answers

#### Count

#### Percentage

\$\$

26

22.81%

\$\$\$

23

20.18%

\$

15

13.16%

\$\$\$\$

11

9.65%

Answered: 75 Skipped: 39

- What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

#### Response

#### Count

Unfamiliar with this, but looks like reasonable things to try.

1

This is a very dangerous intersection. Sight distance should have been done years ago. Easy, fast and cheap improvement. Just do it and then study the impact of a round about.

1

SPEED LIMIT ON HARDY RD. NEEDS TO DROP TO 35 AT THE PARKWAY OVERPASS BEFORE ENTERING ROANOKE COUNTY. WRECKS AT FEATHER AND NUMEROUS WRECS AT THE INTERSECTIONS OF FINNEY. STUDY HAS BEEN DONE BUT RESIDENTS STRONGLY DISAGREE. THERE IS LITTLE TO NO ENFORCEMENT OF SPEED FROM BEDFORD/FRANKLIN CO INTO VINTON. MANY PEOPLE ARE DOING 55 OR HIGHER COMING FROM BEDFORD AT FINNEY. NO ENFORCEMENT DUE TO LOW RCPD STAFF. SPEED LIMIT NEEDS TO BE 35 AND STRONGLY ENFORCED!! MANY OF THESE VEHICLES ARE JUNKY VEHICLES WITH FARM USE TAGS THAT PROBABLY SHOULDN'T BE ON THE ROAD TO BEGIN WITH

NO roundabouts! Please stop with all the roundabouts! 1

no roundabouts PLEASE. sight distance is a huge factor though. the wider the angle of visibility the more time you have to react and assess when you are able to pull out without getting hit, obviously

More roundabouts in the valley please!! Much better than 4 way stops or poor intersection design. 1

It would make more sense to install a stoplight. Increased police presence is NEEDED on Feather Road due to deer and unsafe drivers. An increase in tractor trailers is also a scary factor, because they speed. That's another reason why a stoplight would be more practical and move traffic safely.

Intersections like this see a high safety improvement with roundabouts. 1

I don't feel qualified to offer an opinion on this issue. 1

I don't believe there is enough volume of traffic turning on/off feather road to invest resources into a roundabout.

Drivers don't know how to drive around circles and Roanoke County doesn't know how to install them properly.

Bike and pedestrian lanes would be helpful for this area. Often there are people walking at night, with no real shoulder or safe area. There are probably a number of people who would not drive if walking/biking were a safe option along Hardy Rd.

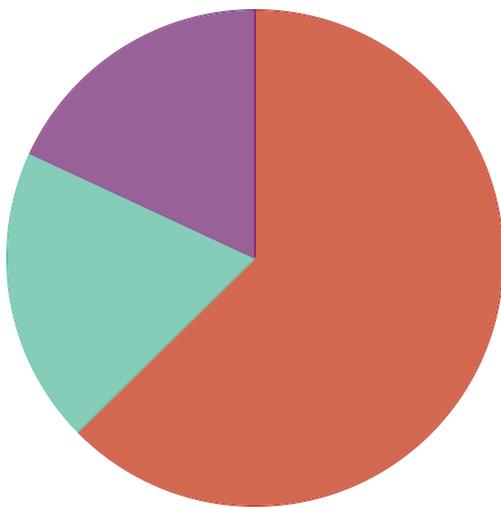
Avoid over-engineering this minor roundabout, but make sure to include pedestrian crossings. 1

0 1

Answered: 14 Skipped: 100

### 3) North Electric Road and I-81 Ramps at Exit 141

- Evaluate reduction of southbound approach to one through lane



- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

#### Answers

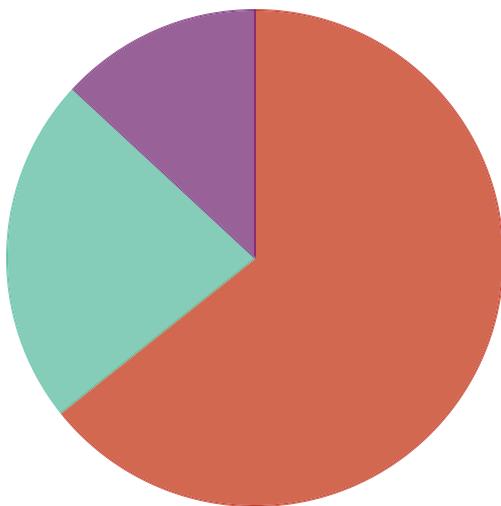
#### Count

#### Percentage

I agree with this recommendation	52	45.61%
I'm not sure how I feel about this recommendation	16	14.04%
I disagree with this recommendation	15	13.16%

Answered: 83 Skipped: 31

- Consider reconfiguration of intersection to reduce the I-81 median,...



- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

## Answers

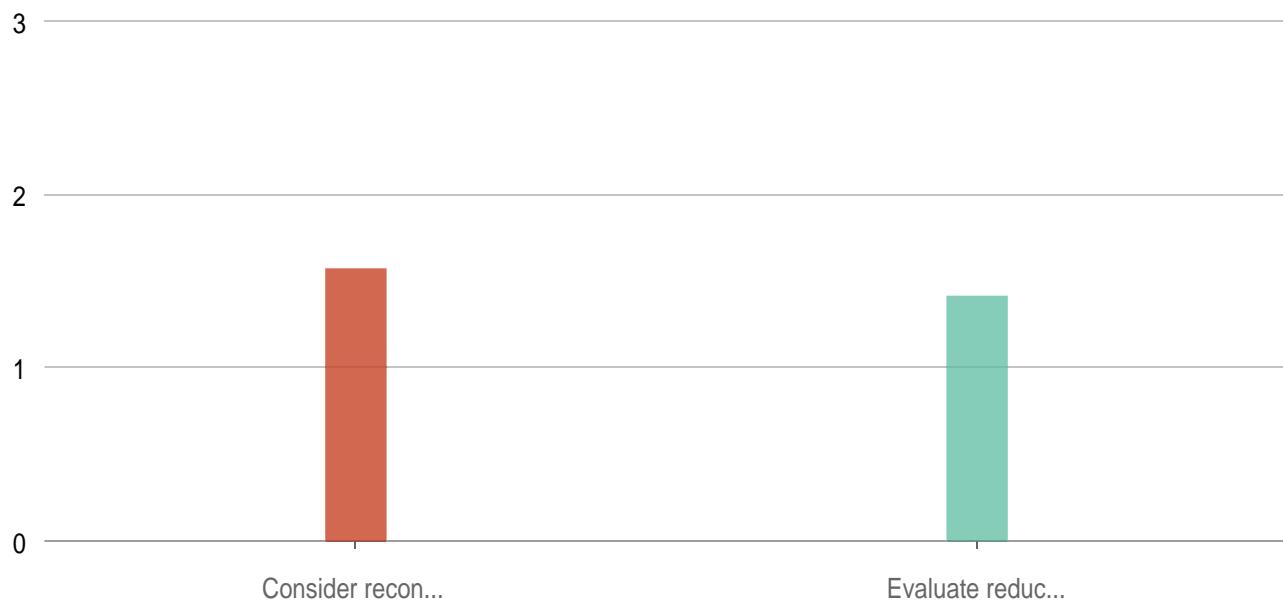
## Count

## Percentage

I agree with this recommendation	54	47.37%
I'm not sure how I feel about this recommendation	19	16.67%
I disagree with this recommendation	11	9.65%

Answered: 84 Skipped: 30

### ○ How would you rank the proposed recommendations?



## Rank

## Answers

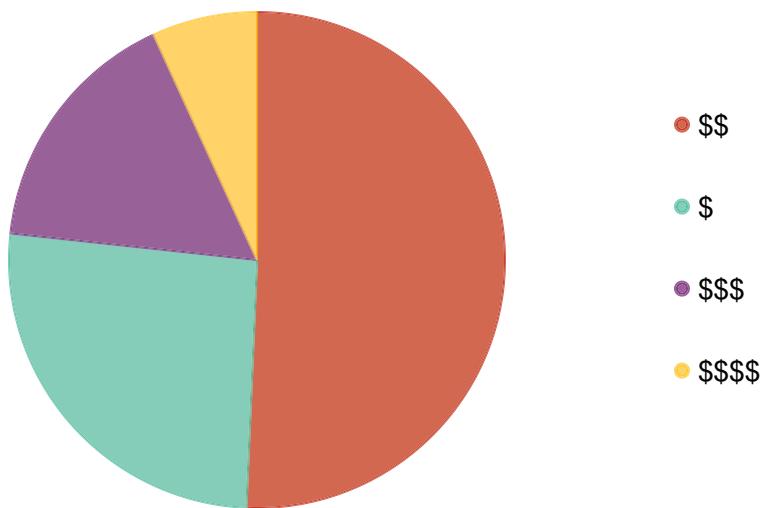
## 1

## Average score

1	Consider reconfiguration of intersection to reduce the I-81 median, shortening the turning distance for NB left-turning movements	57.89%	44	42.11%	1.58	32
2	Evaluate reduction of southbound approach to one through lane	42.11%	32		1.42	

Answered: 76 Skipped: 38

- If you were in charge, how much money would you be willing to spend to...



#### Answers

#### Count

#### Percentage

\$\$

37

32.46%

\$

19

16.67%

\$\$\$

12

10.53%

\$\$\$\$

5

4.39%

Answered: 73 Skipped: 41

- What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

#### Response

#### Count

These are both cheap and effective fixes!

1

The traffic in this .25 mile section of 419 has three traffic light controlled intersections which choke traffic and instigate aggressive driving by impatient drivers. I see no recommendation for warning lights or signage that may help mitigate this behavior.

1

Take into consideration cyclists coming from the 311 roundabout heading towards Loch Haven. 1

Not a clue. 1

Neither of these options will work. I go through this intersection daily and you messed it up when you gave Allstate a light. Allstate is no longer even there. You have to have two lanes SB to get the traffic through for entry onto 81 NB and for through travel to Salem. The problem now is that the turn lane onto 81 from NB is too short and is not sufficiently signed ahead of time. The lane markings need to be clear back at Pinkerton, so that people have time to get into the lane they need. This is a problem all up and down 81. Tell me ahead of time whether I am turning right onto a cloverleaf or left across traffic. 1

It seems like this intersection has received a lot of work and money put into it over the last 10 years. Is it still not right? I do not feel any additional money should be given to this intersection 1

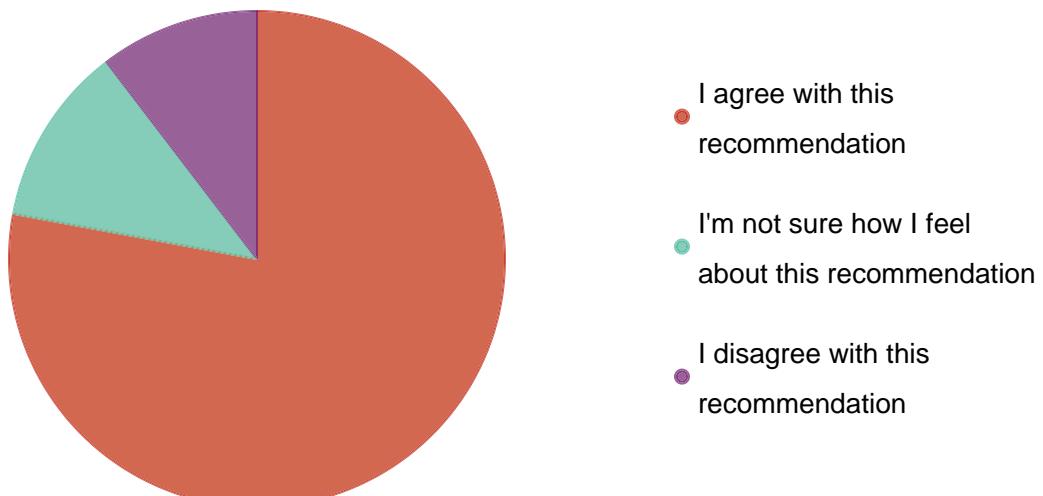
I think the issue here is speeding 1

0 1

Answered: 8 Skipped: 106

#### 4) Plantation Road and McDonald's/Days Inn Access

- Evaluate the extension of the existing two-way left turn lane (TWLTL) furth...



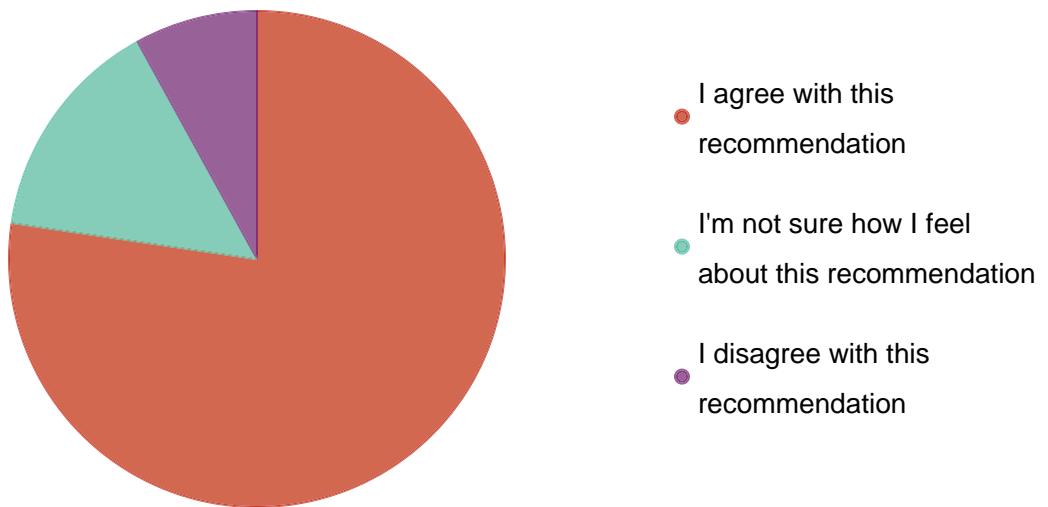
Answers	Count	Percentage
---------	-------	------------

I agree with this recommendation	60	52.63%
----------------------------------	----	--------

I'm not sure how I feel about this recommendation	9	7.89%
I disagree with this recommendation	8	7.02%

Answered: 77 Skipped: 37

o Consider opportunities for access management



Answers	Count	Percentage
I agree with this recommendation	58	50.88%
I'm not sure how I feel about this recommendation	11	9.65%
I disagree with this recommendation	6	5.26%

Answered: 75 Skipped: 39

o How would you rank the proposed recommendations?

3

2

1

0

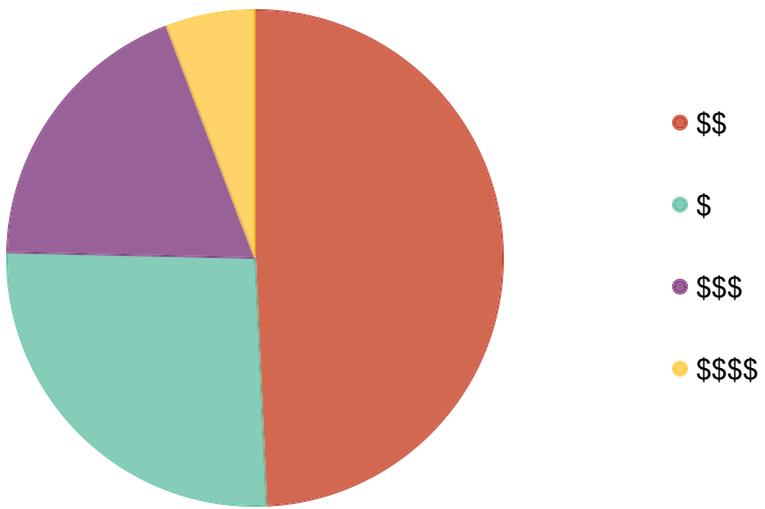
Evaluate the e...

Consider oppor...

Rank	Answers	1	Average score
1	Evaluate the extension of the existing two-way left turn lane (TWLTL) further north	62.32% 43	37.68% 1.62 26
2	Consider opportunities for access management	37.68% 26	1.38

Answered: 69 Skipped: 45

- If you were in charge, how much money would you be willing to spend to...



### Answers

### Count

### Percentage

\$\$	34	29.82%
\$	18	15.79%
\$\$\$\$	4	3.51%
\$\$	13	11.4%

Answered: 69 Skipped: 45

### o What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

### Response

### Count

Not sure where the speed study option is?	1
I think the issue here is distracted driving with phones (grubhub, etc) and eating while driving pulling out of McDonald's.	1
Could the BP and McDonald's both be accessed from Friendship Lane?	1
Again, no idea	1
A median with roundabouts (for u-turns) would be even more effective here.	1

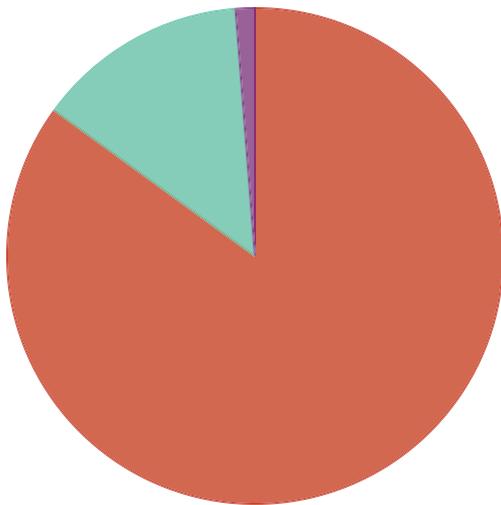
0

1

Answered: 6 Skipped: 108

## 5) Shadwell Drive and Sanderson Drive/Hollins Road

### o Sight distance improvements



- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

### Answers

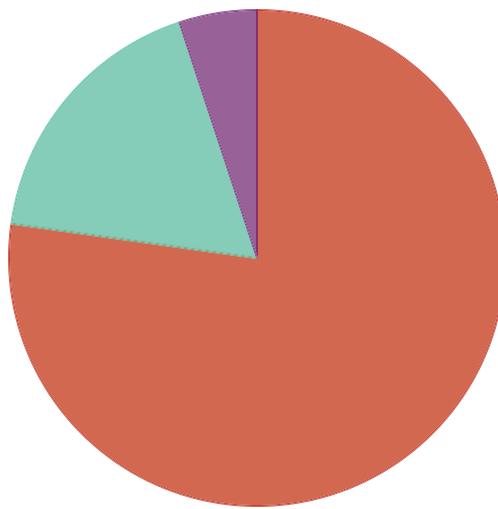
### Count

### Percentage

I agree with this recommendation	68	59.65%
I'm not sure how I feel about this recommendation	11	9.65%
I disagree with this recommendation	1	0.88%

Answered: 80 Skipped: 34

### o Consider installation of guardrail at SW corner of Hollins Road

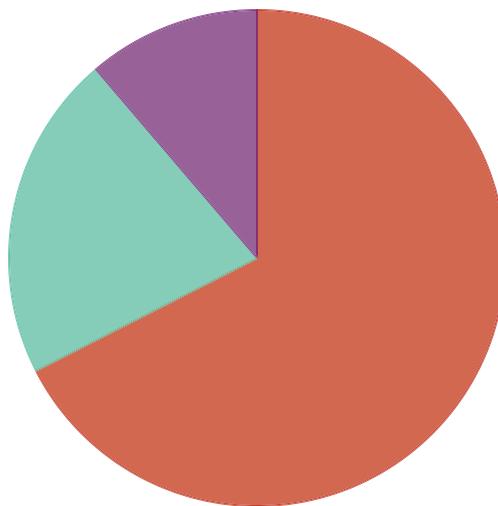


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	61	53.51%
I'm not sure how I feel about this recommendation	14	12.28%
I disagree with this recommendation	4	3.51%

Answered: 79 Skipped: 35

○ **Conduct speed study and evaluate a speed limit reduction**

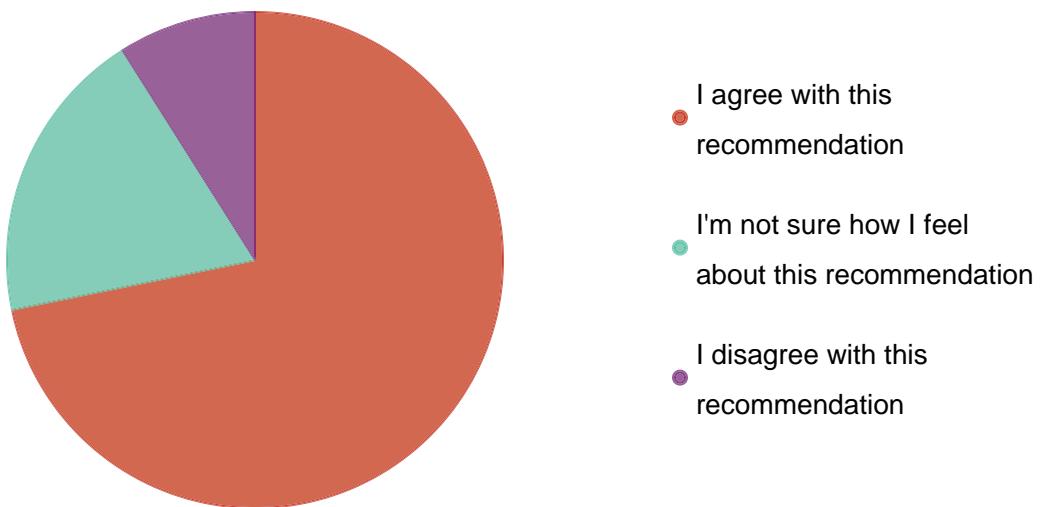


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

**Answers****Count****Percentage**

I agree with this recommendation	54	47.37%
I'm not sure how I feel about this recommendation	17	14.91%
I disagree with this recommendation	9	7.89%

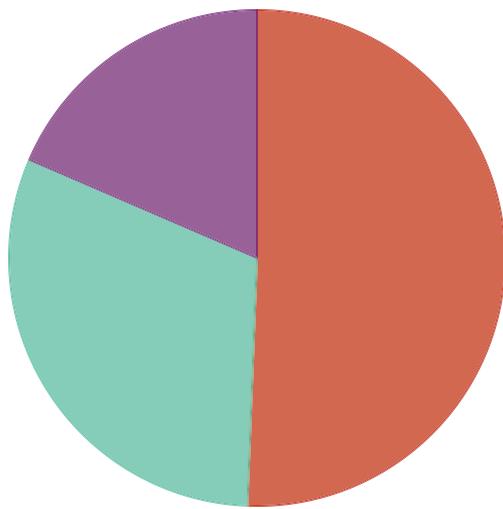
Answered: 80 Skipped: 34

**o Installation of left-turn lane on Shadwell Drive onto Sanderson Drive****Answers****Count****Percentage**

I agree with this recommendation	56	49.12%
I'm not sure how I feel about this recommendation	15	13.16%
I disagree with this recommendation	7	6.14%

Answered: 78 Skipped: 36

**o Evaluate a peanut roundabout improvement**

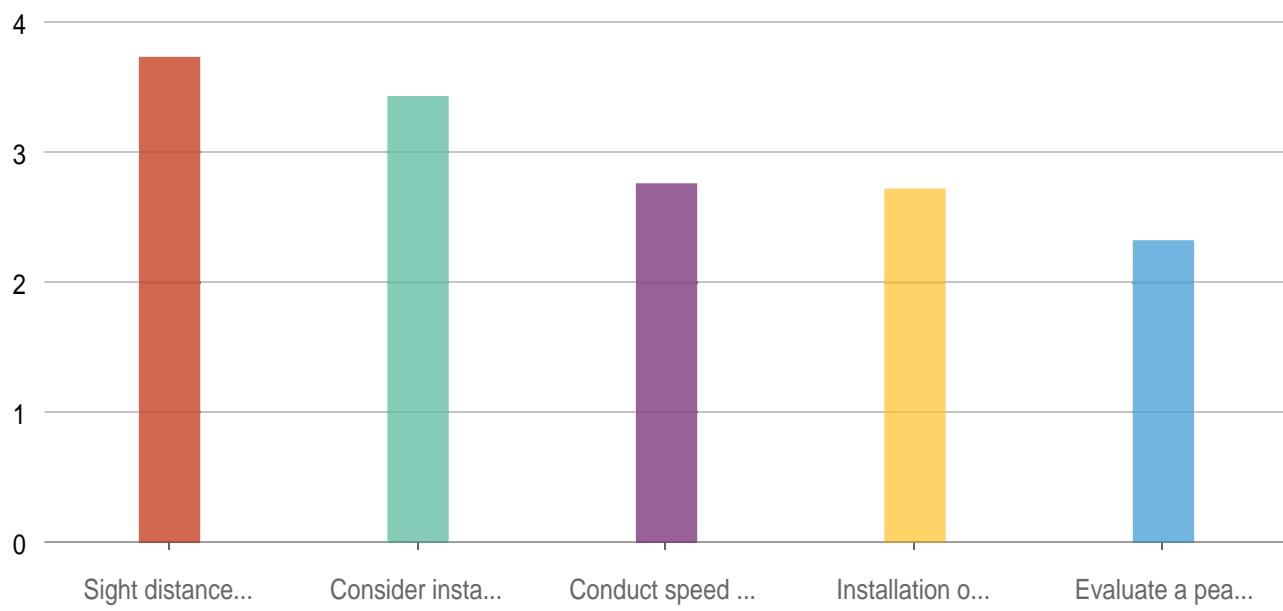


- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

Answers	Count	Percentage
I agree with this recommendation	41	35.96%
I'm not sure how I feel about this recommendation	25	21.93%
I disagree with this recommendation	15	13.16%

Answered: 81 Skipped: 33

○ How would you rank the proposed recommendations?

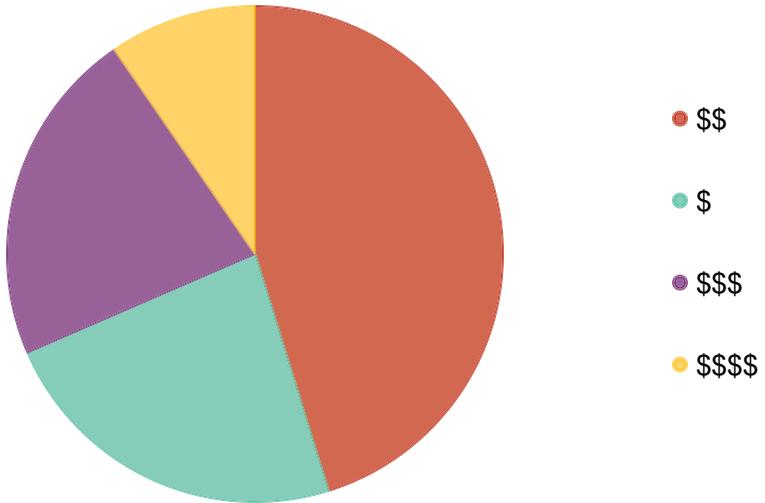


Average

Rank	Answers	1	2	3	4	score
1	Sight distance improvements	34.25% 25	26.03% 19	24.66% 18	9.59% 7	5.48% 3.74 4
2	Consider installation of guardrail at SW corner of Hollins Road	17.81% 13	38.36% 28	17.81% 13	21.92% 16	3.44
3	Conduct speed study and evaluate a speed limit reduction	9.59% 7	12.33% 9	38.36% 28	24.66% 18	15.07% 2.77 11
4	Installation of left-turn lane on Shadwell Drive onto Sanderson Drive	15.07% 11	13.7% 10	15.07% 11	41.1% 30	2.73
5	Evaluate a peanut roundabout improvement	23.29% 17	9.59% 7	4.11% 3	2.74% 2	60.27% 2.33 44

Answered: 73 Skipped: 41

- If you were in charge, how much money would you be willing to spend to...



Answers	Count	Percentage
---------	-------	------------

\$\$	33	28.95%
------	----	--------

\$	17	14.91%
\$\$\$	16	14.04%
\$\$\$\$	7	6.14%

Answered: 73 Skipped: 41

o **What are your thoughts about the proposed recommendations?**

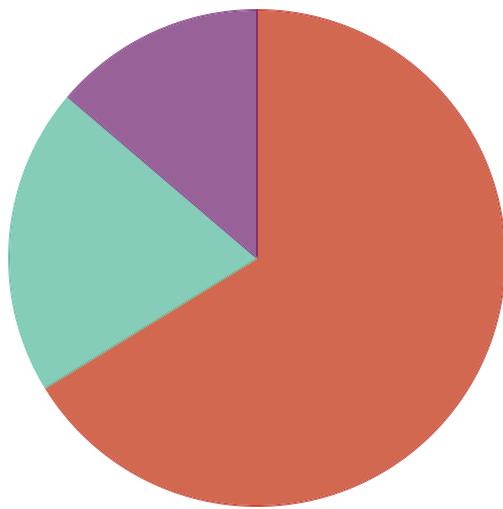
The word cloud requires at least 20 answers to show.

Response	Count
Totally unfamiliar with this location.	1
this intersection should be an urgent priority, possible 100 plus homes to be built on Sanderson. This intersection cannot handle additional traffic!!! Do not forget the rail road tracks and trafffic backups from the trains!!!	1
These recommendations should reduce drastically the number of accidents.	1
The peanut roundabout should fix it.	1
The design looks good, but needs basic pedestrian crossings.	1
Speed is and always has been a major factor. I think people like to jump the tracks.	1
Prevent zoning changes and further housing development. Possible stop light needed and lane additions to sanderson.	1
NO ROUNDABOUTS!	1
Need left turn lane from Sanderson Drive onto Shadwell.	1
highly traveled improvements should be approved	1
0	1

Answered: 11 Skipped: 103

**6) Challenger Avenue and Valley Gateway Boulevard**

o **Consider lowering the speed limit from the city boundary to this...**



- I agree with this recommendation
- I disagree with this recommendation
- I'm not sure how I feel about this recommendation

#### Answers

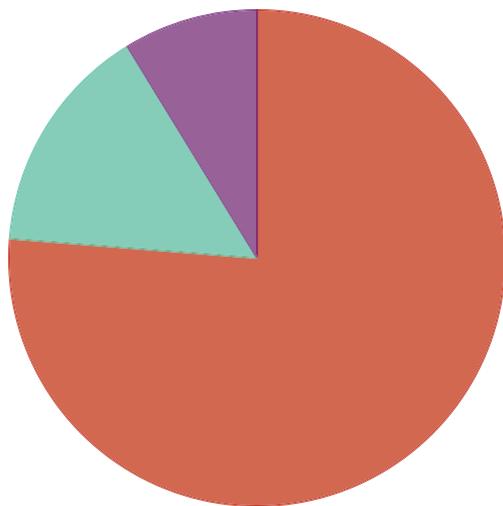
#### Count

#### Percentage

I agree with this recommendation	53	46.49%
I disagree with this recommendation	16	14.04%
I'm not sure how I feel about this recommendation	11	9.65%

Answered: 80 Skipped: 34

- Evaluate moving the existing stop bar and extending the existing concrete barrier to the center line.



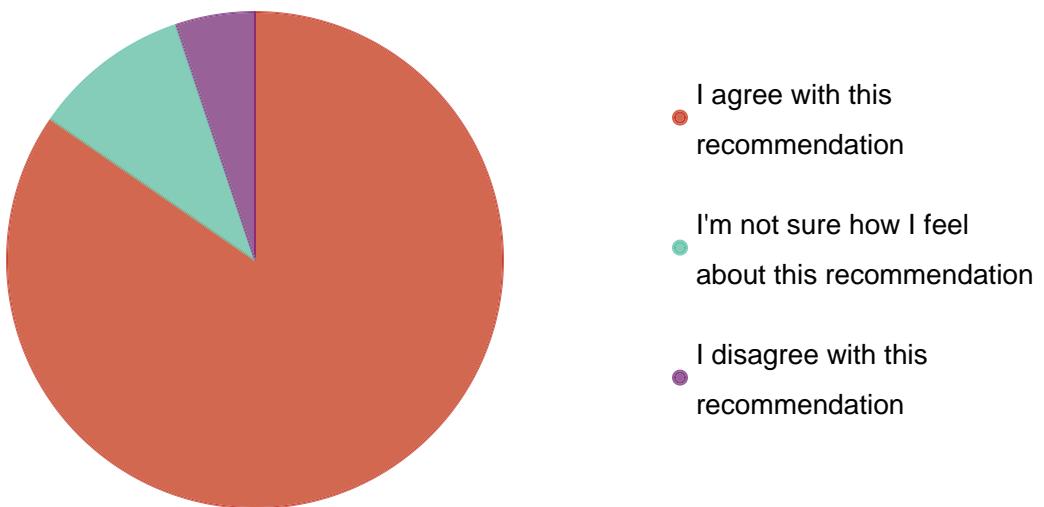
- I agree with this recommendation
- I'm not sure how I feel about this recommendation
- I disagree with this recommendation

**Answers****Count****Percentage**

I agree with this recommendation	61	53.51%
I'm not sure how I feel about this recommendation	12	10.53%
I disagree with this recommendation	7	6.14%

Answered: 80 Skipped: 34

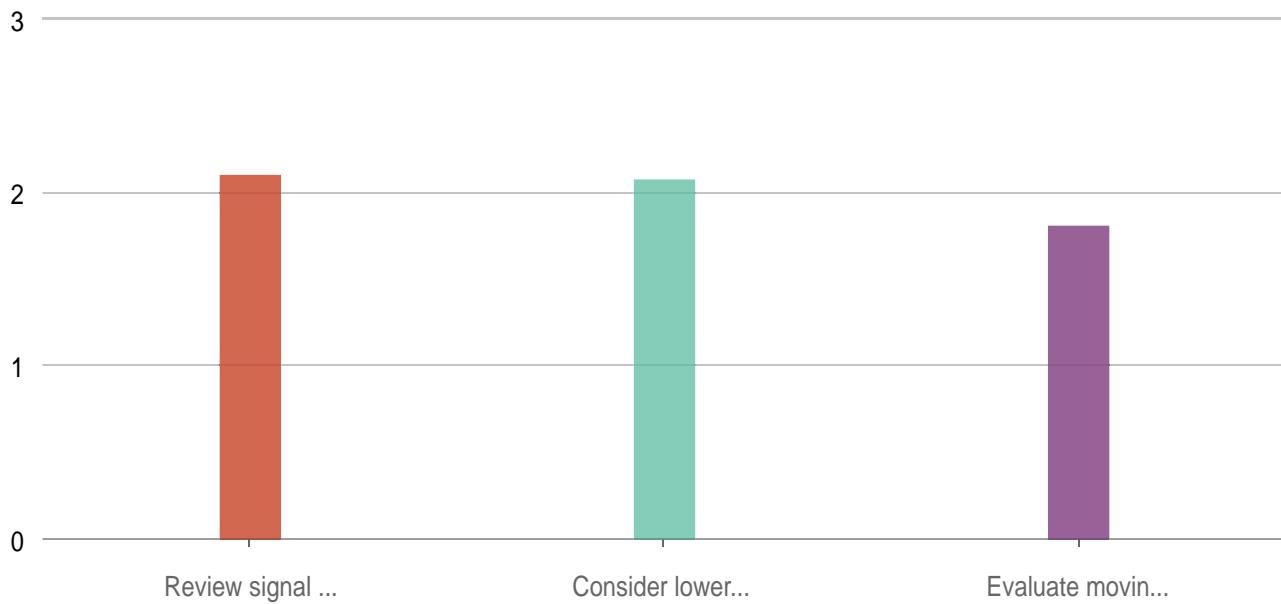
- Review signal timings for the Challenger Avenue corridor for potentially...

**Answers****Count****Percentage**

I agree with this recommendation	66	57.89%
I'm not sure how I feel about this recommendation	8	7.02%
I disagree with this recommendation	4	3.51%

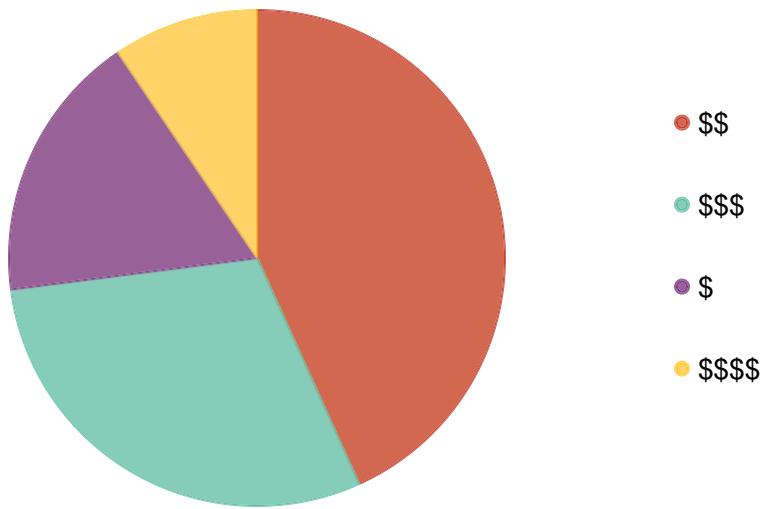
Answered: 78 Skipped: 36

- How would you rank the proposed recommendations?



Answered: 75 Skipped: 39

- If you were in charge, how much money would you be willing to spend to...



Answers	Count	Percentage
\$\$	32	28.07%
\$\$\$	22	19.3%
\$	13	11.4%
\$\$\$\$	7	6.14%

Answered: 74 Skipped: 40

o What are your thoughts about the proposed recommendations?

The word cloud requires at least 20 answers to show.

Response	Count
Too many new developments in the area are generating a greater influx of cars, particularly to these newly developed commercial area.	1
This is where the maniacs drive. We must do whatever can be done to stop them.	1
Speed reduction and signal timing would be cost effective.	1
punish phone use, non attention	1
People trying to beat the light	1

Not familiar with intersection, but look like reasonable changes.	1
Lower speed limit needs to be accompanied by changes in the road design to encourage lower speed s. Longer all-red timings may further encourage running red lights because of the perceived lower risk.	1
I drive through here every single day. This is an area that is consistently congested and dangerous. The CVS/Chick-fil-a light intersection is very close to this one, and adds to the chaos. There needs to be a longer time between the times of the lights changing to ensure maximum safety. To turn left at the light into Kroger from the Reed Mountain area, the light is only green for 15 seconds. I count every time. The light needs to be completely knocked out and moved a few hundred yards down the road, where the other Kroger entrance is. The speed limit needs to be lowered and more patrol cars need to be set up at the Country Corner store intersection, which also has many severe accidents, and even a flashing light there.	1
I continue to see more and more vehicles running yellow, and sometimes red, lights only to get to the next light on the corridor. Might consider increased enforcement and / or red light cameras as a deterrent along this corridor. City of Charlottesville has done this with high crash related intersections along Route 29. My guess is persons running the red lights are a major contributor of accidents along this corridor.	1
Great..	1
Comment written on page with proposed SMART SCALE projects: R-cut at Good Will would be a hazard for me to cross P Creek on my bike. I have to ride across PC to continue on to the greenway without making u-turns!	1
Challenger Avenue carries too much traffic now, additional lanes need to be added!	1
0	1

Answered: 13 Skipped: 101