

6 Appendices

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September 2022 Site Visit Summary

On September 20, 2022, members of the Steering Committee conducted a driving tour of the Study Area with multiple stops to explore key areas in greater detail. The group that conducted the site visit consisted of Isaac Henry, Megan Cronise, and Lindsay Webb of Roanoke County, Nathan Hilbert of National Park Service Rivers, Trails, and Conservation Assistance, Frank Maguire of the Roanoke Valley Greenway Commission, and Amanda McGee of the Roanoke Valley-Alleghany Regional Commission. Lindsay Webb drove the group in one of the Roanoke County Parks, Recreation & Tourism Department's small buses on the route shown on the map on the following page, starting and ending at Green Hill Park.

The group started by exploring the western end of Green Hill Park where the current western terminus of the Roanoke River Greenway is located. This is a key location for the West Roanoke River Greenway, as it must connect to the existing Roanoke River Greenway on the south bank of the Roanoke River, but the south bank of the river is extremely steep just west of Green Hill Park (see map on page 29) and current property owners on the south bank are hesitant to consider allowing a greenway across their property. Photos of the western end of Green Hill Park from this site visit are shown on pages 93-95, along with a map showing this location.

The group then hopped into the bus and traveled north on Diuguids Lane, then west on Route 11/460 (West Main Street) to re-enter the Study Area. The bus turned left off Route 11/460 onto Technology Drive, then left again onto Barley Drive, where multiple potentially viable segments included in this study are located.

The eastern end of Barley Drive, where the road makes a nearly 180-degree hairpin turn, is one of the most challenging and consequential locations for the West Roanoke River Greenway. At this point, there is only a few feet between Barley Drive and the Roanoke River - insufficient space for a paved greenway (see photos on page 96). Additionally, a railroad bridge (owned by Norfolk Southern) crosses both the Roanoke River and Barley Drive at this location and its support pillars on both the western and eastern sides of Barley Drive further restrict space for a potential greenway. Nearby topography and at-grade railroad tracks turn this location into a "pinch point," a narrow area that the West Roanoke River Greenway must be constructed through if it is to be constructed all the way from Green Hill Park and Montgomery County (see map on page 46). It is likely that, to get past this bridge, a greenway at this location would need to take the form of a bridge or causeway in the river, which would be very expensive and would require extensive environmental permitting and Norfolk Southern approvals.

Barley Drive eventually dead-ends at a cul-de-sac, so the bus turned around and retraced Barley Drive to its intersection with Poor Mountain Road, where the bus turned left onto Poor Mountain Road. The bus traveled south on this narrow section of Poor Mountain Road, which will also be an important but challenging corridor for the West Roanoke River Greenway. Compared to other residential areas in the Study Area, this section of Poor Mountain Road is densely populated. Roanoke County owns a number of small parcels in this corridor between Poor Mountain Road and the Roanoke River, but

topography, development patterns, and property owner opposition will make this a very challenging place to construct the West Roanoke River Greenway.

The bus turned right on West River Road just south of where Poor Mountain Road crosses from the west bank of the Roanoke River to the east bank, and traveled south on a section of West River Road that is very similar to the preceding section of Poor Mountain Road, except narrower, more sparsely populated, and on the east bank of the river. Roanoke County also owns a number of river-adjacent parcels in this corridor but, like on Poor Mountain Road, most other property owners in the immediate area are reluctant to allow a greenway across their property. Topography and development patterns are not as challenging on this stretch of West River Road as they are on the preceding section of Poor Mountain Road.

The bus then turned left off West River Road and traveled the entirety of Southwest River Road to its dead end and back. Southwest River Road follows the path of the Roanoke River more closely at this location than West River Road does, so it was necessary to investigate as a potential greenway route. Unfortunately, topography at this location is so challenging that the Steering Committee did not consider any conceptual route alternatives here during Summer 2023 public outreach (see maps on page 29 and 45). Both sets of Norfolk Southern railroad tracks cross the Roanoke River and Southwest River Road at this location, and the photos of the towering Virginian Line bridge over the Roanoke River and Southwest River Road taken during this site visit (see page 97)

illustrate the degree of engineering required to construct a mostly-flat path across this terrain.

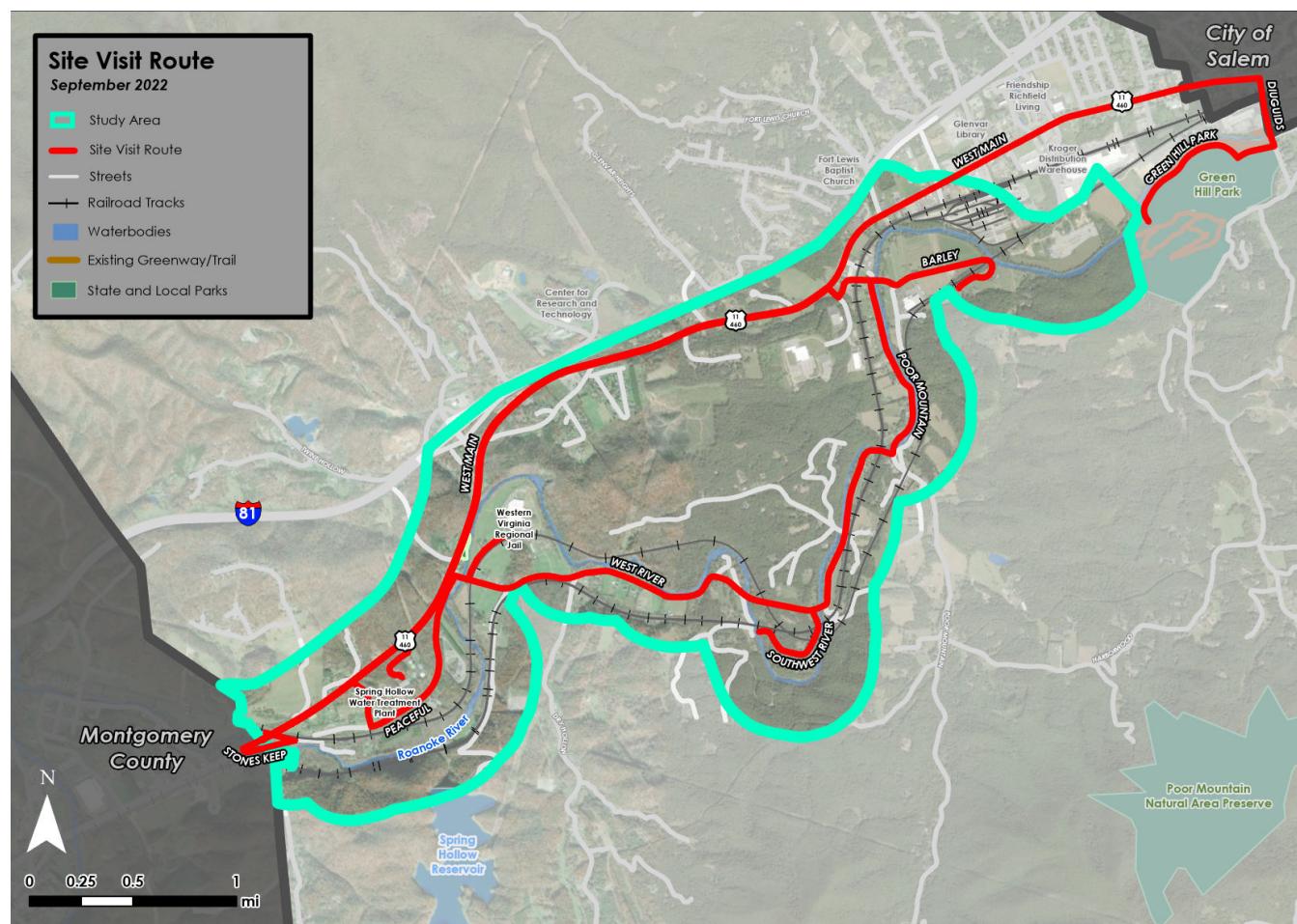
The bus then continued west on West River Road - another narrow road curving through hilly terrain - to the Western Virginia Regional Jail. Here, the group met with Deputy Jail Superintendent Christopher Hayes, who gave a tour of the grounds with a focus on the relatively flat areas adjacent to the Roanoke River. The Jail property has been graded near the Roanoke River in a manner that resembles the "bench cuts" in the City of Roanoke where much of the existing Roanoke River Greenway lies, and would thus be a simpler place to construct the greenway than most parts of the Study Area. Along with potential routes, the group discussed the extensive fencing and signage that would be required if a greenway were constructed on Jail property. Photos from this visit to the Jail property are shown on pages 98-104, along with small maps showing the locations on Jail property where the photos were taken.

After leaving the Jail, the group traveled the entire length of Peaceful Drive from north to south - another key corridor for the West Roanoke River Greenway, but one that could be circumvented via Route 11/460 if necessary - before continuing farther south on Route 11/460 to Stones Keep Lane, just across the Montgomery County line, which doubles back to the northeast and crosses the Roanoke River into Roanoke County, where it turns into Stoneskeep Lane. Stoneskeep Lane is roughly located at the confluence of the Roanoke River, Route 11/460, and both sets of Norfolk Southern railroad tracks at the Roanoke County/Montgomery County line. The West Roanoke River Greenway will need to travel through this location if it is to

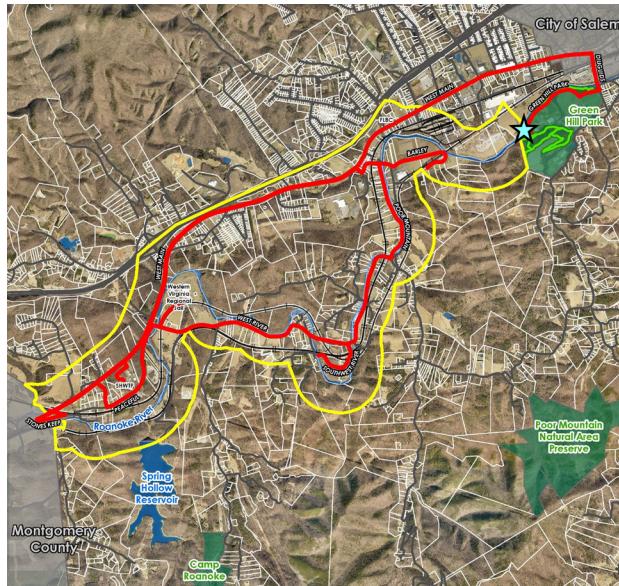
meet a potential future Montgomery County greenway or trail to form part of the Valley-to-Valley Trail, for the same reason that the Roanoke River and multiple prominent transportation routes do: This area is a narrow pass between the Blue Ridge and Allegheny Mountains that represents the western tip of the Roanoke Valley. It is essentially "walled in" by mountains on both sides whose steep slopes make major construction projects impracticable. Roanoke County staff will need to continue to coordinate extensively about this location with Montgomery County

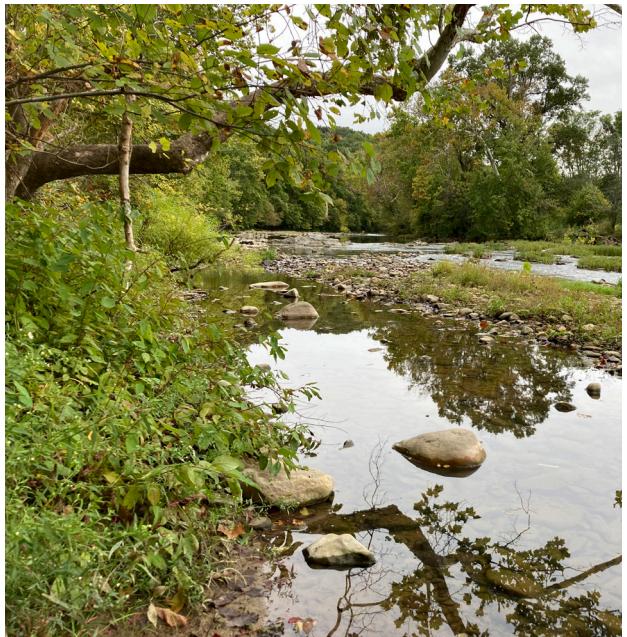
staff, if the Valley-to-Valley Trail is to become a reality.

After exploring the public sections of Stoneskeep Lane and Stones Keep Lane in their entities, the bus returned to Route 11/460 and traveled the entire length of it in the Study Area from west to east to return to Green Hill Park. This illustrated that, though right-of-way acquisition may be simpler than in other potential greenway corridors, there will be topographic challenges to constructing a greenway alongside Route 11/460.



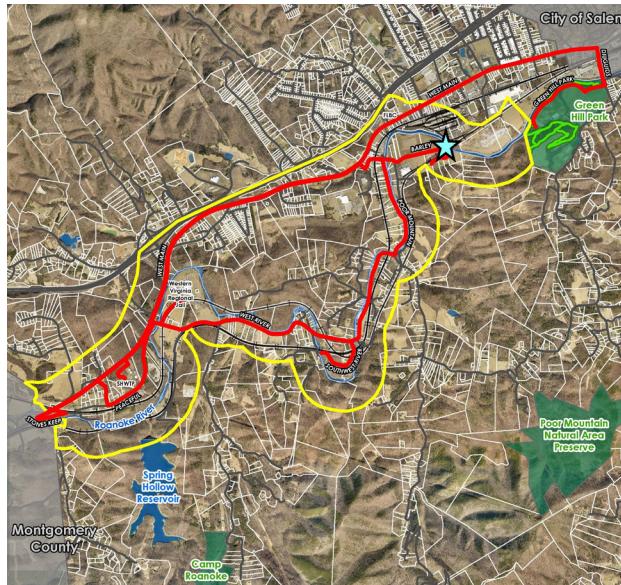
Photos: Western End of Green Hill Park



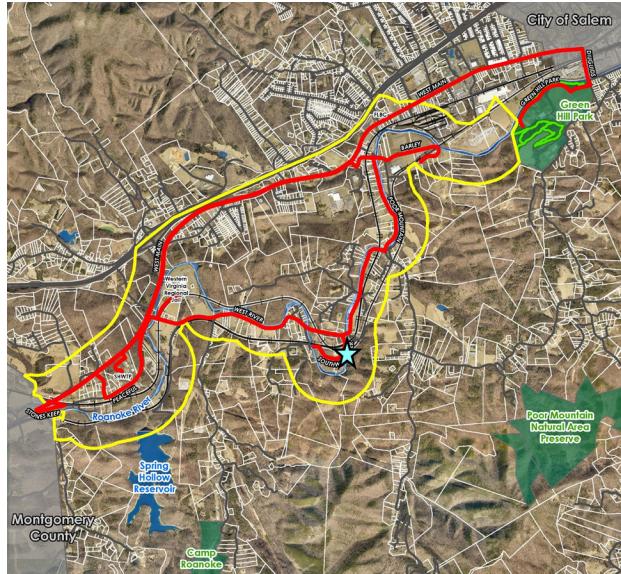




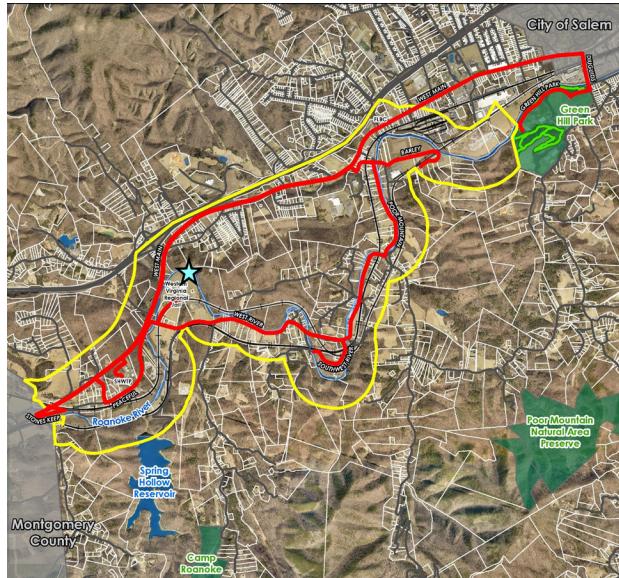
Photos: Barley Drive at Railroad Bridge

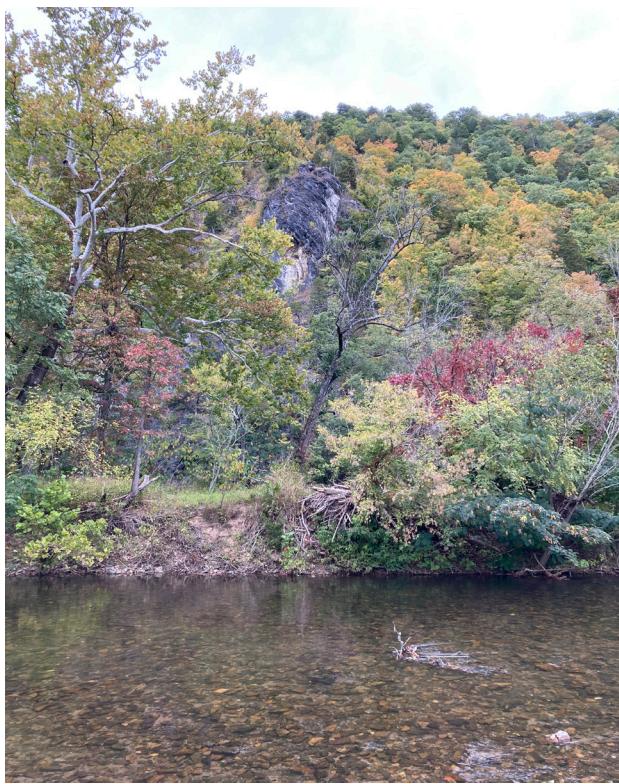


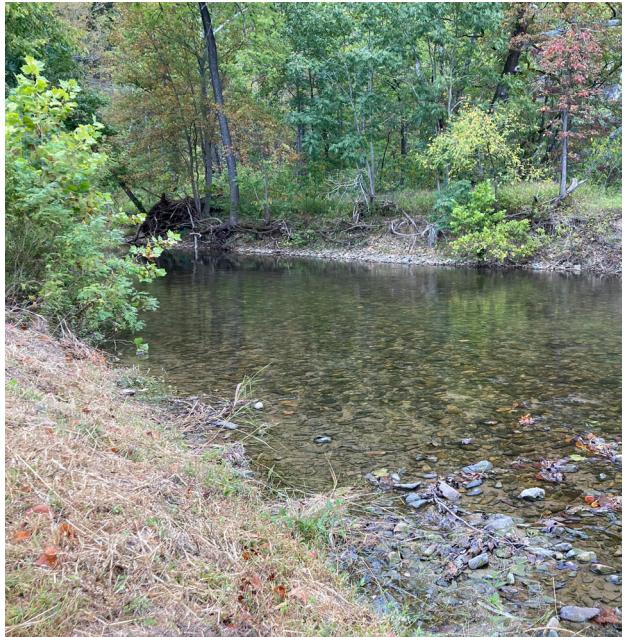
Photos: Norfolk Southern Virginian Line Bridge Over Southwest River Road



Photos: Western Virginia Regional Jail Property, Northeast Portion

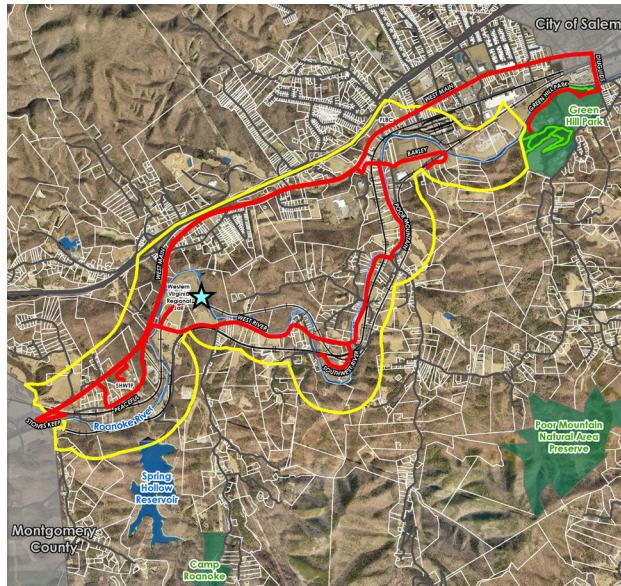








Photos: Western Virginia Regional Jail Property, Southeast Portion



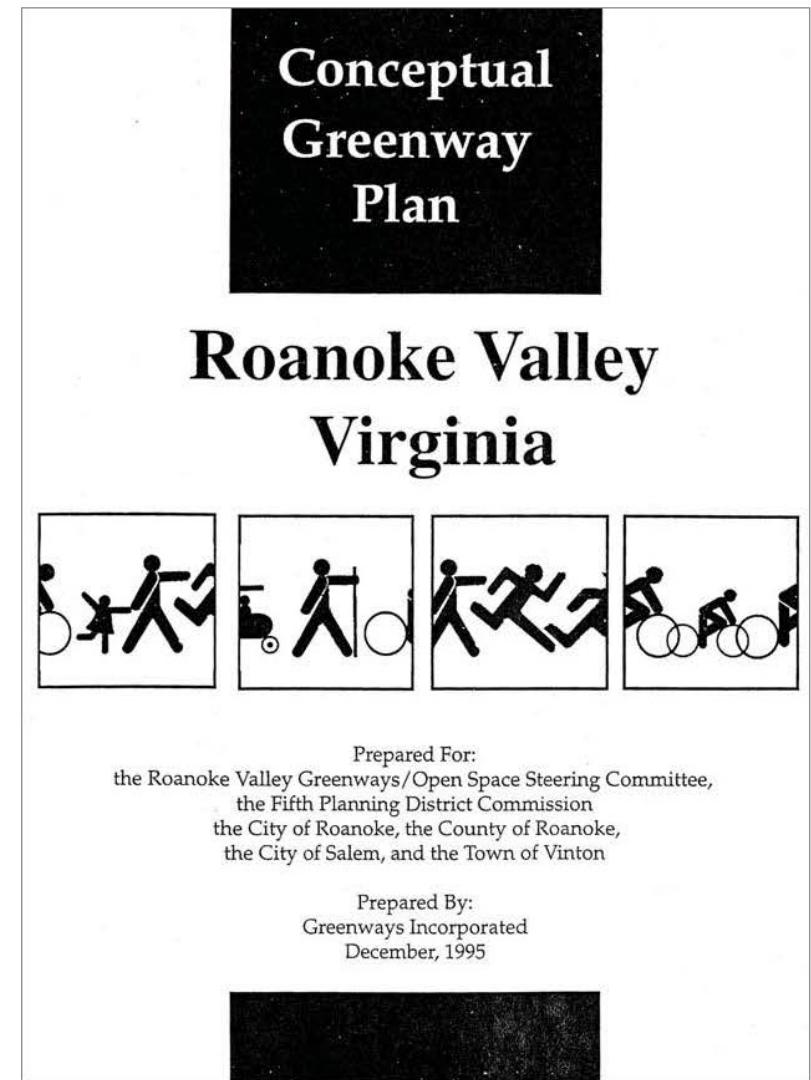




Fall 2022 Community Meeting Exhibits and Feedback

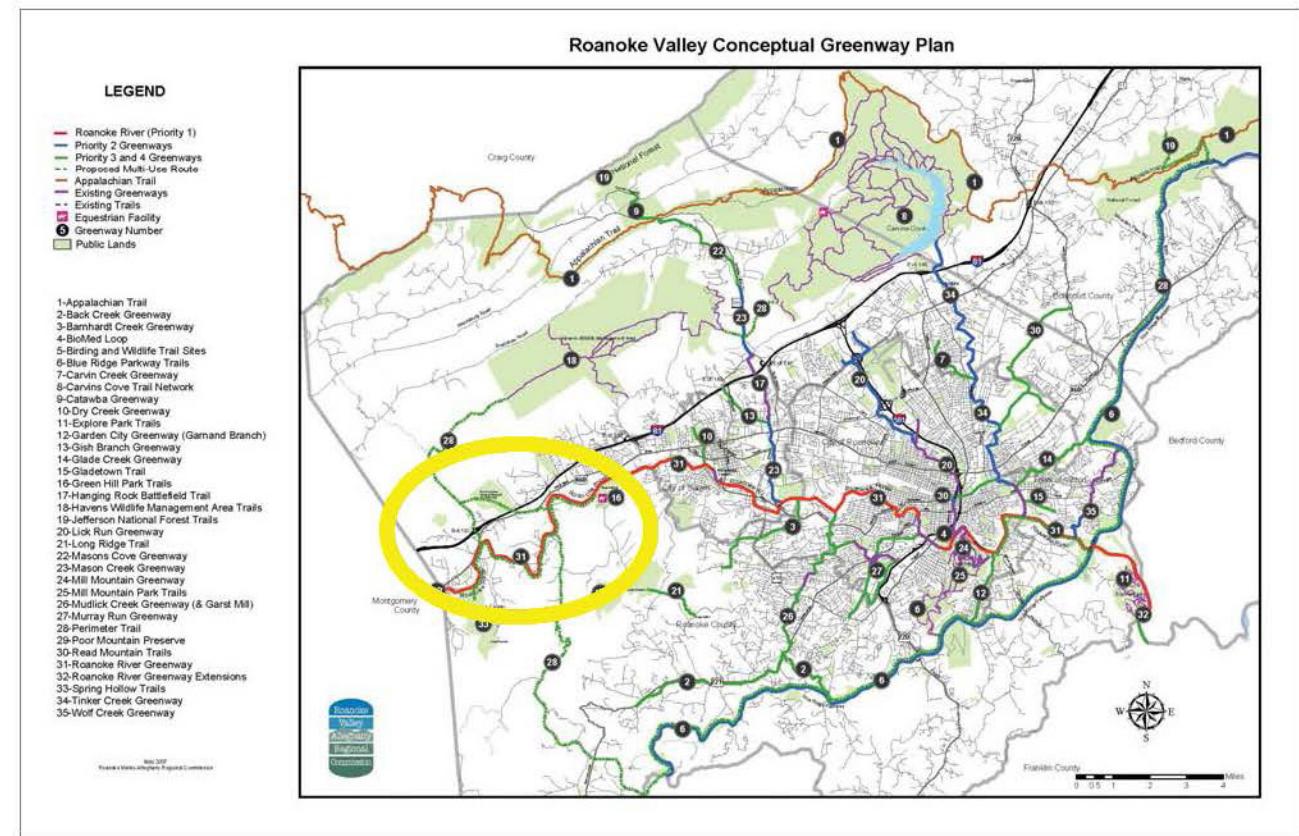
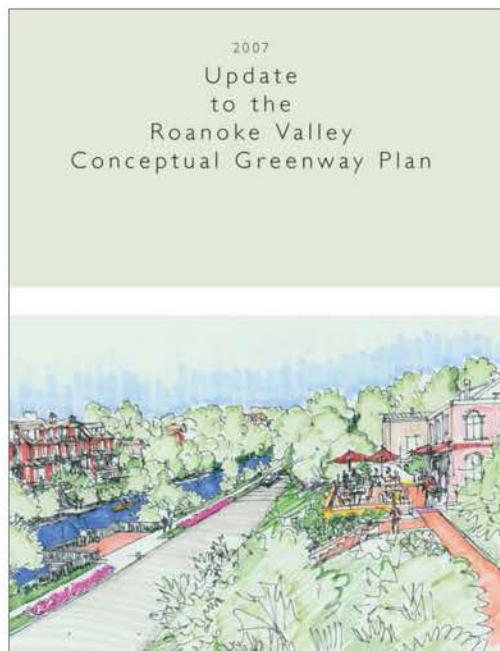
West Roanoke River Greenway History

1995: The Roanoke Valley Conceptual Greenway Plan was completed which identifies the Roanoke River Greenway.



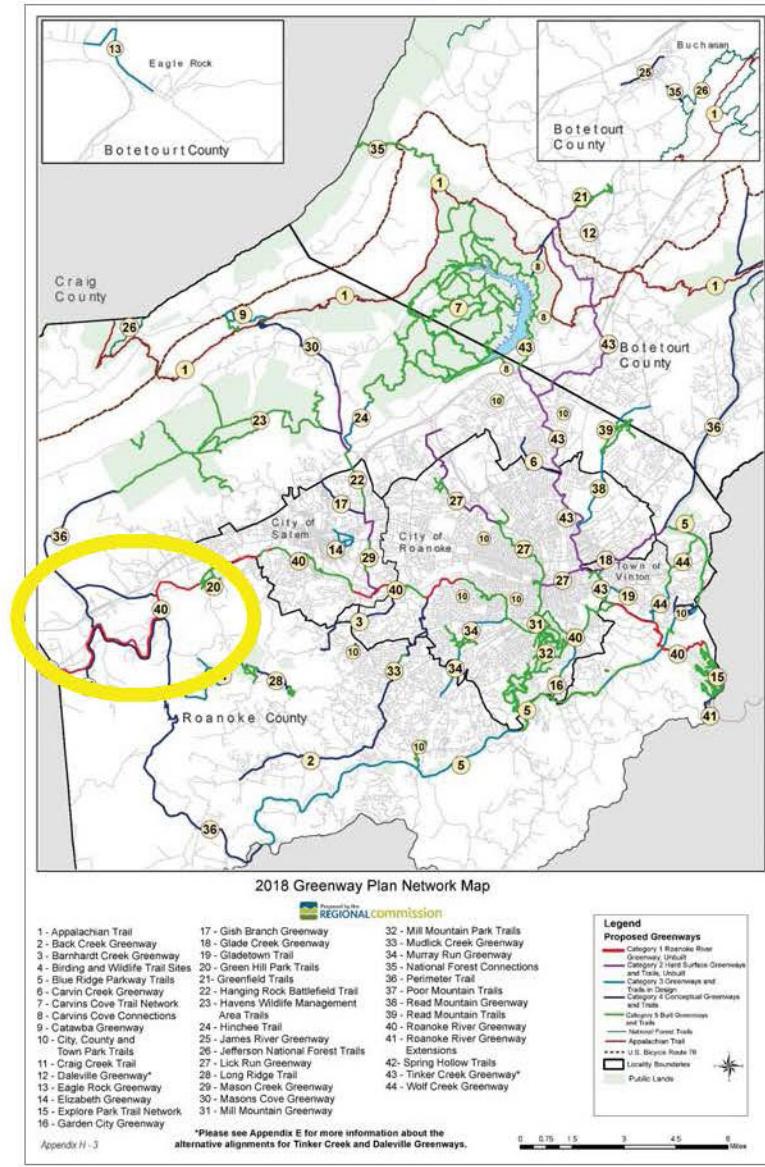
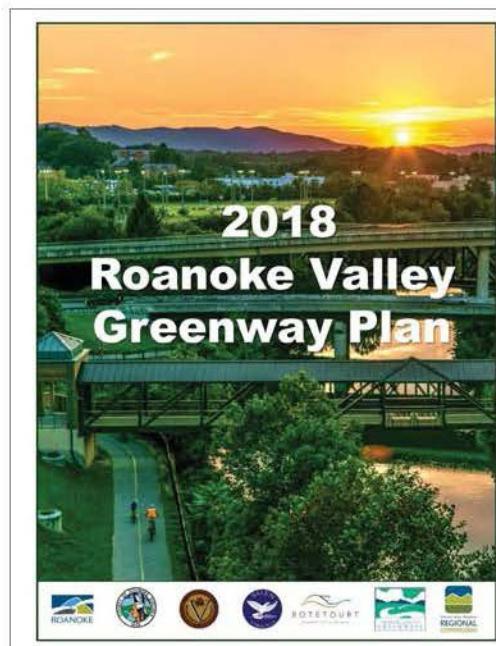
West Roanoke River Greenway History

2007: Update to the Roanoke Valley Conceptual Greenway Plan was adopted by the Roanoke Valley Greenway Commission and member localities, including Roanoke County. The Roanoke River Greenway is the top priority.



West Roanoke River Greenway History

2018: The Roanoke Valley Greenway Plan was adopted by the Roanoke Valley Greenway Commission and member localities, including Roanoke County. The Roanoke River Greenway is identified in Category 1.



West Roanoke River Greenway History

2018: Montgomery County and Town of Christiansburg officials revived discussion of the Valley to Valley Trail, a long-discussed long-term vision to connect the Huckleberry Trail in the New River Valley to the Roanoke River Greenway.



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Montgomery County, Christiansburg support connection of Huckleberry to Roanoke greenway

Yann Ranaivo Jun 18, 2018 0

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00:00 03:26

CHRISTIANSBURG — Members of the governing bodies representing the town and Montgomery County are voicing enthusiasm for an eventual connection of the Huckleberry Trail and the Roanoke River Greenway.

Uniting the two regional trails was a main discussion point between the county's board of supervisors and Christiansburg Town Council Monday night.

The two elected bodies met and dined inside Great Road on Main, a recently

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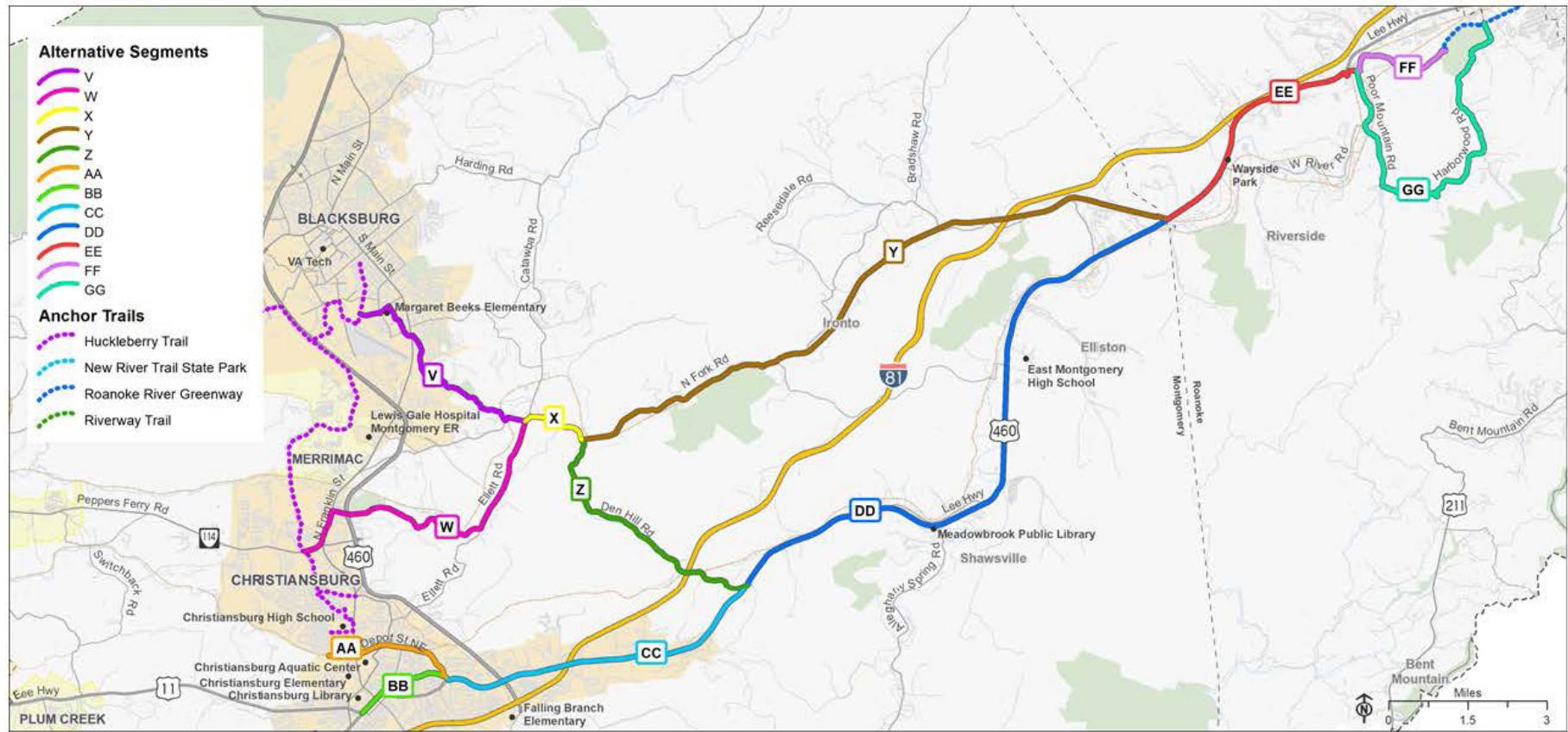
Montgomery County leaders propose a Roanoke to Galax valley-to-valley greenway

Posted: Jul 17, 2018 / 04:17 PM EDT
Updated: Jul 17, 2018 / 03:53 PM EDT

Montgomery County leaders are proposing a valley-to-valley greenway that would stretch from Roanoke to Galax. Montgomery County Board of Supervisors Chair Chris Tuck has sent a letter to 14 counties and towns along with other non-profits and government agencies to gauge the interest in forming a committee that will explore the idea of such an expansive trail. "The idea is that such a trail will promote regional tourism and economic development all while expanding alternative

West Roanoke River Greenway History

2020: VDOT initiated a high-level study of potential routes for the Valley to Valley Trail, which is ongoing.



West Roanoke River Greenway Implementation

2010-2021: Roanoke County applied for and received funding for the Roanoke River Greenway between Kingsmill Drive and Green Hill Park.

2022: VDOT approved a phasing plan for the Roanoke River Greenway between Kingsmill Drive and Green Hill Park. Phase 1, between Kingsmill Drive and Riverside Nursery, is anticipated to be constructed in 2023. A trailhead parking lot is planned for construction just east of Riverside Nursery as part of Phase 1.



West Roanoke River Greenway Feasibility Study Goal:

Develop multiple feasible alignments for the Roanoke River Greenway between Green Hill Park and Montgomery County which will lay the groundwork for future funding requests.

Study Timeline:

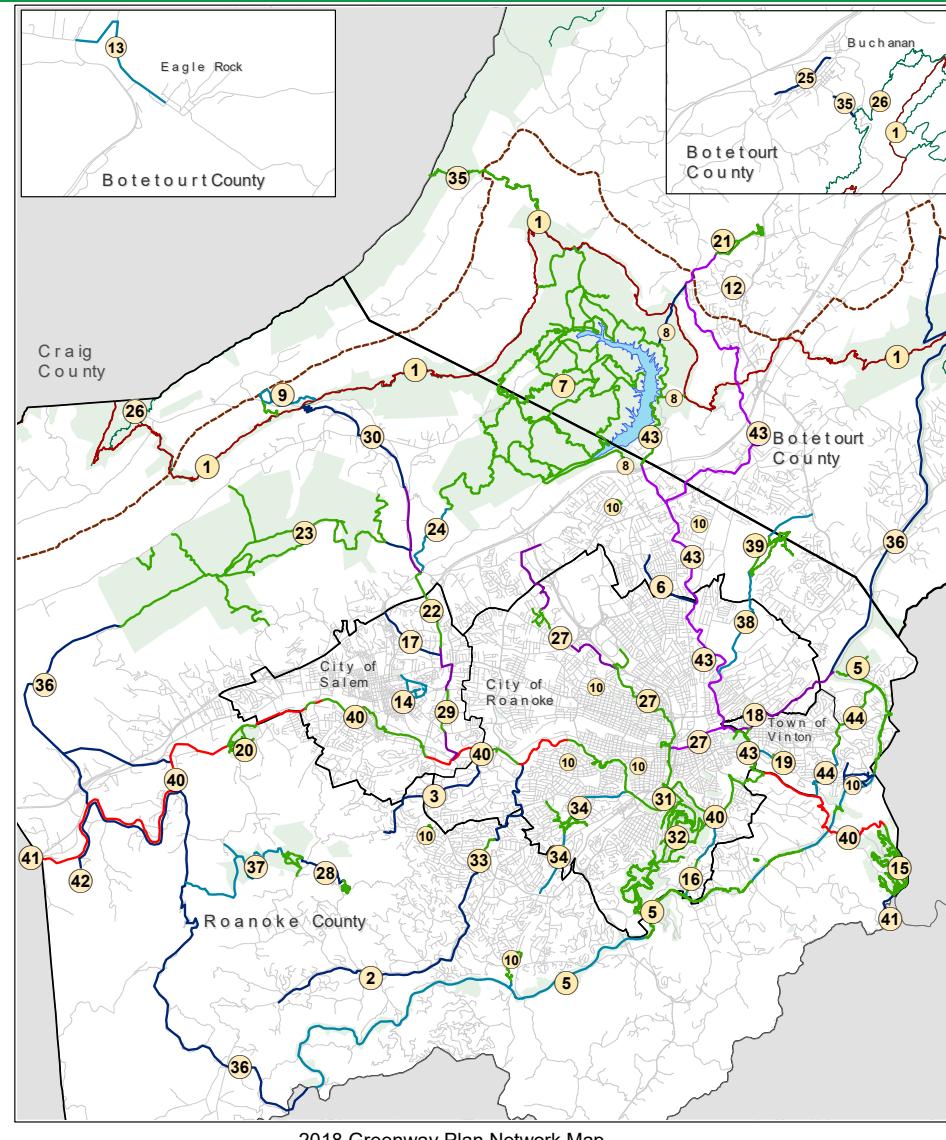


Study Partners:



Your Role at This Stage of the Study

- Let us know where you would like to see a greenway in your community.
- Let us know what you would like this greenway to connect to.
- Let us know what amenities you would like on and around this greenway.
- Share your level of enthusiasm about this project with us!
- Let us know if we are missing anything in our analysis.

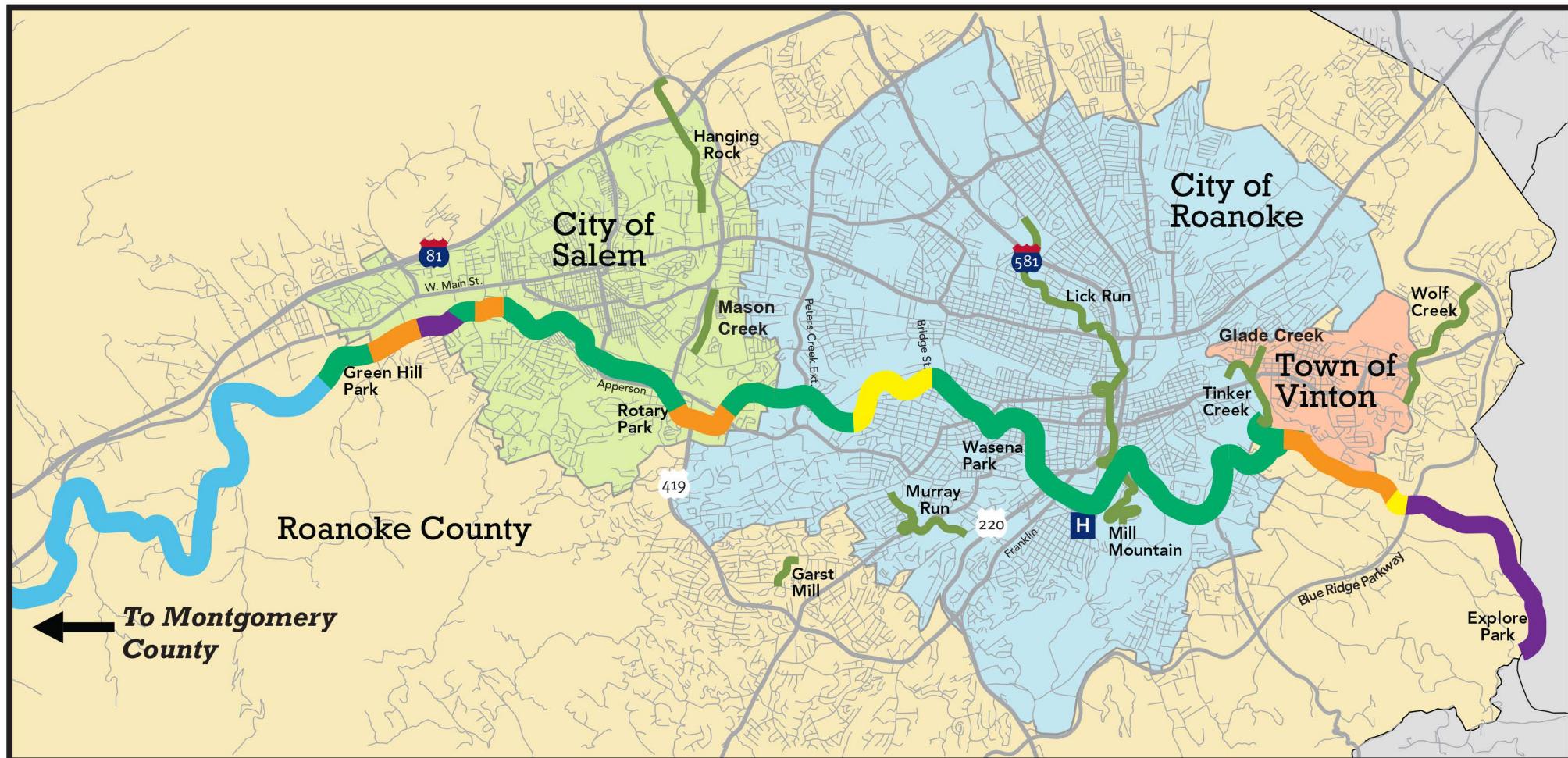


| Legend | |
|--|---|
| Proposed Greenways | |
| 1 - Appalachian Trail | 17 - Gish Branch Greenway |
| 2 - Back Creek Greenway | 18 - Glade Creek Greenway |
| 3 - Barnhardt Creek Greenway | 19 - Gladetown Trail |
| 4 - Birding and Wildlife Trail Sites | 20 - Green Hill Park Trails |
| 5 - Blue Ridge Parkway Trails | 21 - Greenfield Trails |
| 6 - Carvin Creek Greenway | 22 - Hanging Rock Battlefield Trail |
| 7 - Carvins Cove Trail Network | 23 - Havens Wildlife Management Area Trails |
| 8 - Trails for Connections | 24 - Hinchee Trail |
| 9 - Catawba Greenway | 25 - James River Greenway |
| 10 - City, County and Town Park Trails | 26 - Jefferson National Forest Trails |
| 11 - Craig Creek Trail | 27 - Lick Run Greenway |
| 12 - Daleville Greenway* | 28 - Long Ridge Trail |
| 13 - Eagle Rock Greenway | 29 - Mason Creek Greenway |
| 14 - Elizabeth Greenway | 30 - Masons Cove Greenway |
| 15 - Explore Park Trail Network | 31 - Mill Mountain Greenway |
| 16 - Garden City Greenway | 32 - Mill Mountain Park Trails |
| | 33 - Mudlick Creek Greenway |
| | 34 - Murray Run Greenway |
| | 35 - National Forest Connections |
| | 36 - Perimeter Trail |
| | 37 - Poor Mountain Trails |
| | 38 - Read Mountain Greenway |
| | 39 - Read Mountain Trails |
| | 40 - Roanoke River Greenway |
| | 41 - Roanoke River Greenway Extensions |
| | 42 - Spring Hollow Trails |
| | 43 - Tinker Creek Greenway* |
| | 44 - Wolf Creek Greenway |

*Please see Appendix E for more information about the alternative alignments for Tinker Creek and Daleville Greenways.

Roanoke River Greenway Status Map

October 2022



█ Completed

█ Planning 2022-2023

█ Future Projects

█ Construction Underway

█ Construction 2023-2025



V. 10-2022

West Roanoke River Greenway: Kingsmill Drive to Green Hill Park

Legend

- Parcels Owned by Roanoke County
- Streets
- ++ Railroad Tracks
- Waterbodies
- Jurisdiction Boundary

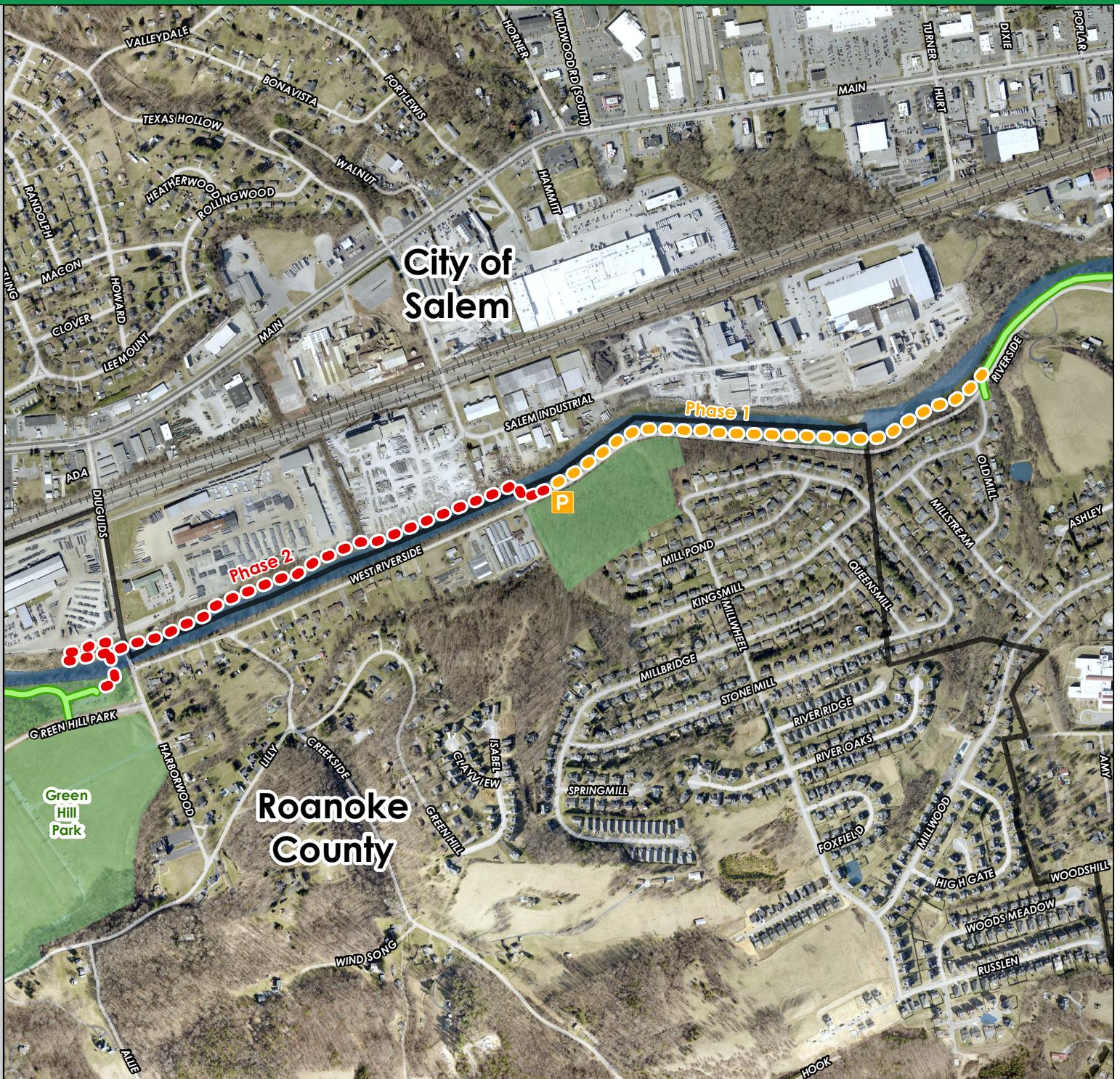
Roanoke River Greenway

- ● West Roanoke River Greenway Phase 1: West Riverside Drive Trailhead to Kingsmill Drive, UPC 97171 (Construction in 2023)
- West Riverside Drive Trailhead to be Constructed as Part of Phase 1
- ● West Roanoke River Greenway Phase 2: West Riverside Drive Trailhead to Green Hill Park (Unfunded)
- Existing Section

October 2022



0 250 500 1,000 Feet



Environmental Characteristics of West Roanoke River Greenway Feasibility Study Area

Legend

- West Roanoke River Greenway Feasibility Study Area
- Streets
- Railroad Tracks
- Existing Sidewalk
- Existing Greenway/Trail
- State or Local Recreational Facilities
- Western Virginia Water Authority Property

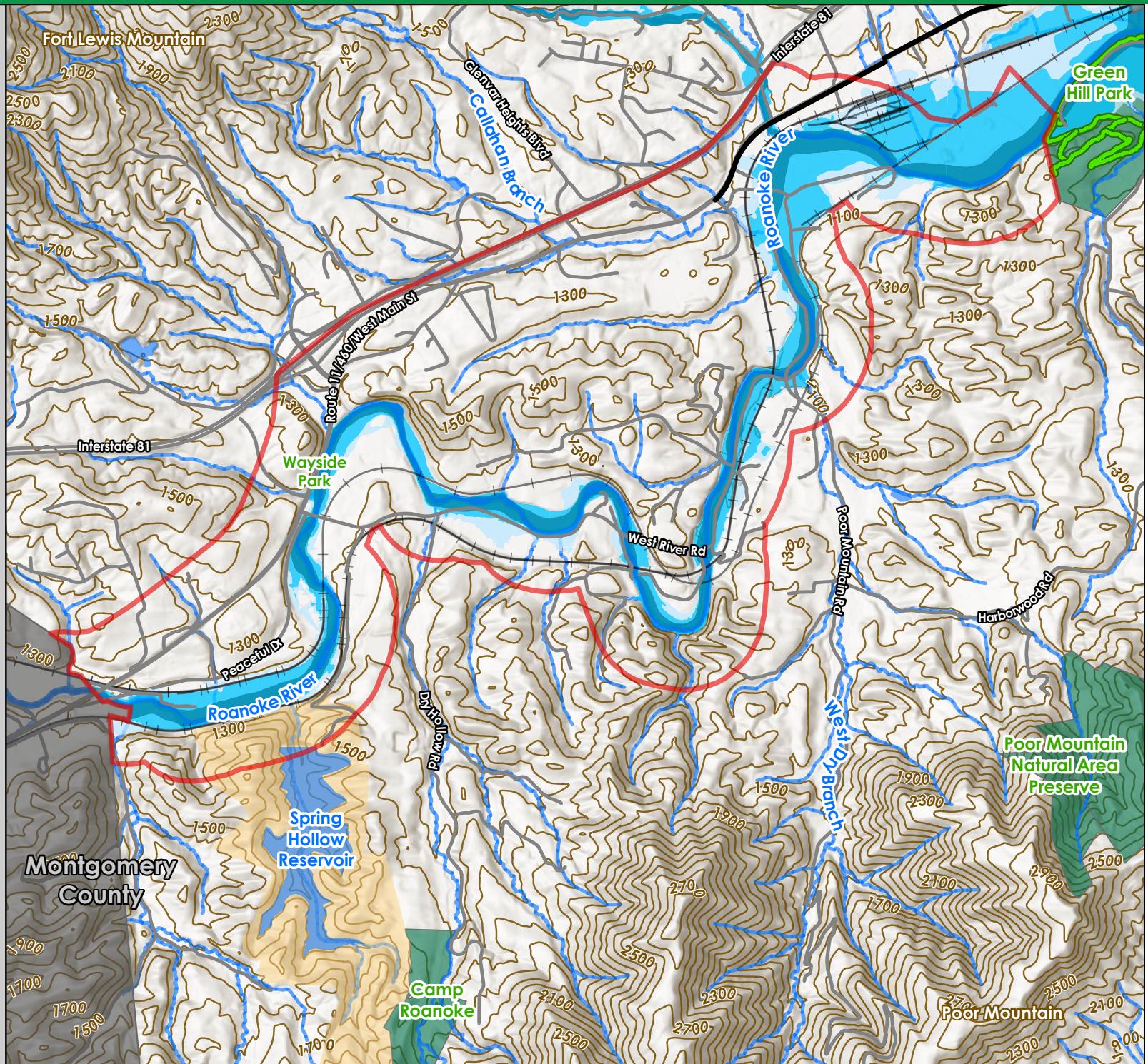
Environmental Characteristics

- Waterbodies
- Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- 100ft Contours

October 2022



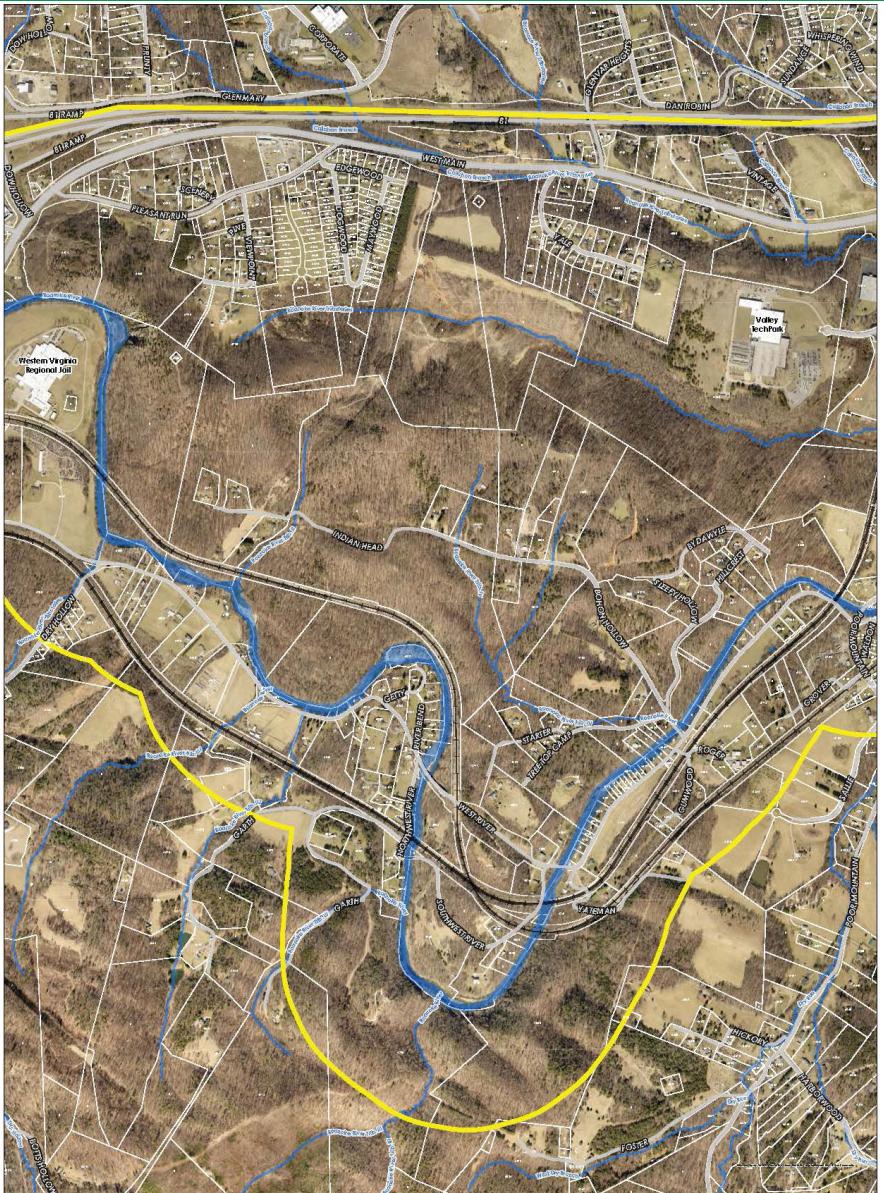
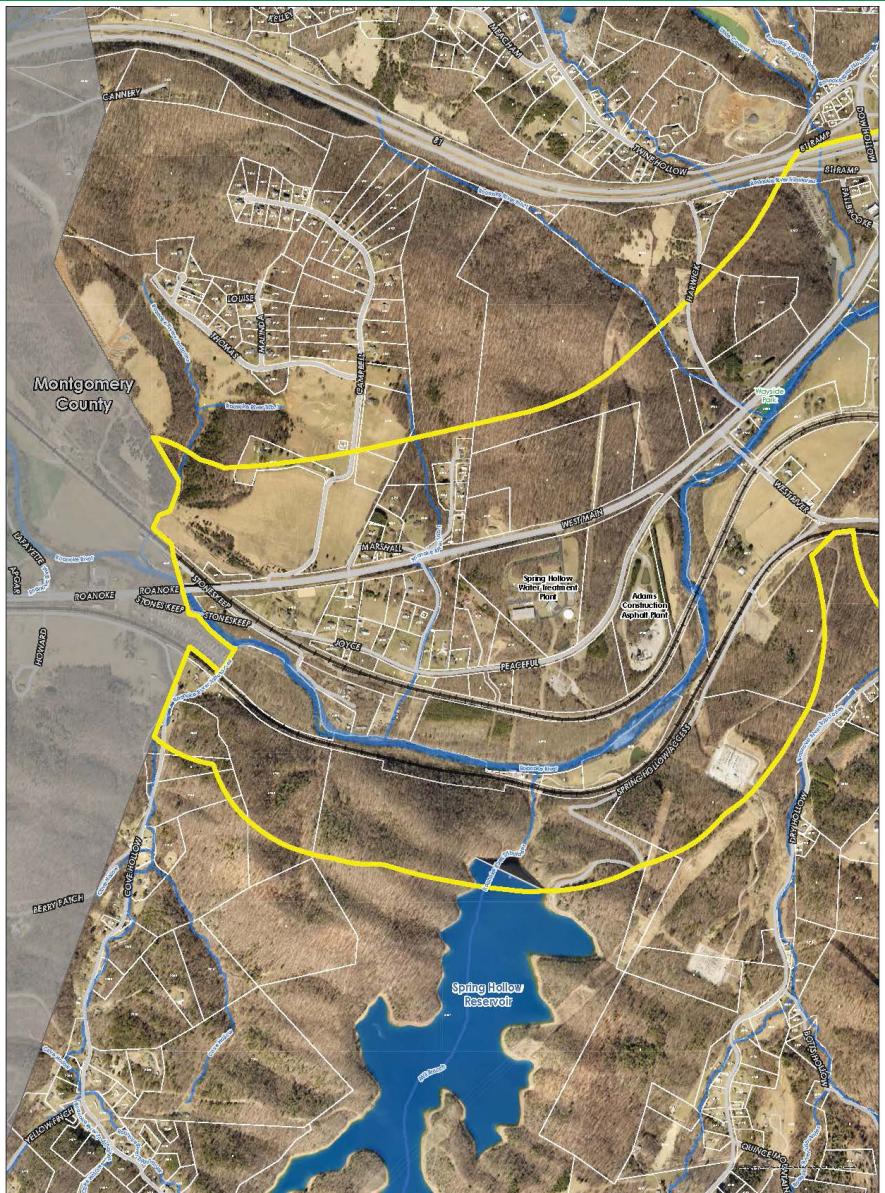
0 0.15 0.3 0.6 Miles



What do you love about Roanoke Valley Greenways?

Responses below

- They are a place to walk and see nature and the river.
- Loss of private property? Infringement of water rights? The public welcome to walk in my yard? What's NOT to love???
- They are a safe place from cars to enjoy walking and biking and they connect communities through alternative transportation.
- NIMBY is about US. We need to work together to create infrastructure supporting a healthy community. Walking and bicycling should be prioritized in planning for neighborhoods. Allow schools to be accessible by walking, bicycling, skateboarding, and Segway.
- Greenways break down barriers and build bridges between communities! Roanoke Proud. Connect NOW! I can access the greenway from where I live.
- They improve appreciation for the river and natural resources.
- They get people outside in a safe environment for exercise and appreciation of nature.
- I love the greenway and am excited to see it completed and expanded. I use it every day.
- I use it for walking the dog and biking. Unfortunately I have seen a lot of trash at picnic areas at Green Hill Park.
- Being able to do long runs/walks through "nature" (keep fumes from motor vehicles to a minimum).
- They entice young people to live here – quality of life issues.
- They provide safe bike routes, off of streets.
- They are safe places to exercise in nature.



**What would you like to see
this greenway connect to?**

Place dot stickers on locations you
would like this greenway to connect to.

Legend

- Yellow line: West Roanoke River Greenway Feasibility Study Area Boundary
- Streets
- Railroad Tracks
- Existing Sidewalk
- Existing Greenway/Trail
- Local Recreational Facility
- Parcels
- Waterbodies

0 750 1,500 3,000 ft



**What would you like to see
this greenway connect to?**

Place dot stickers on locations you
would like this greenway to connect to.

Legend

- Yellow line: West Roanoke River Greenway Feasibility Study Area Boundary
- White lines: Streets
- Black lines: Railroad Tracks
- Red line: Existing Sidewalk
- Green line: Existing Greenway/Trail
- Green shaded area: Local Recreational Facility
- White areas: Parcels
- Blue lines: Waterbodies

0 750 1,500 3,000 4,500

Destination Exercise Results

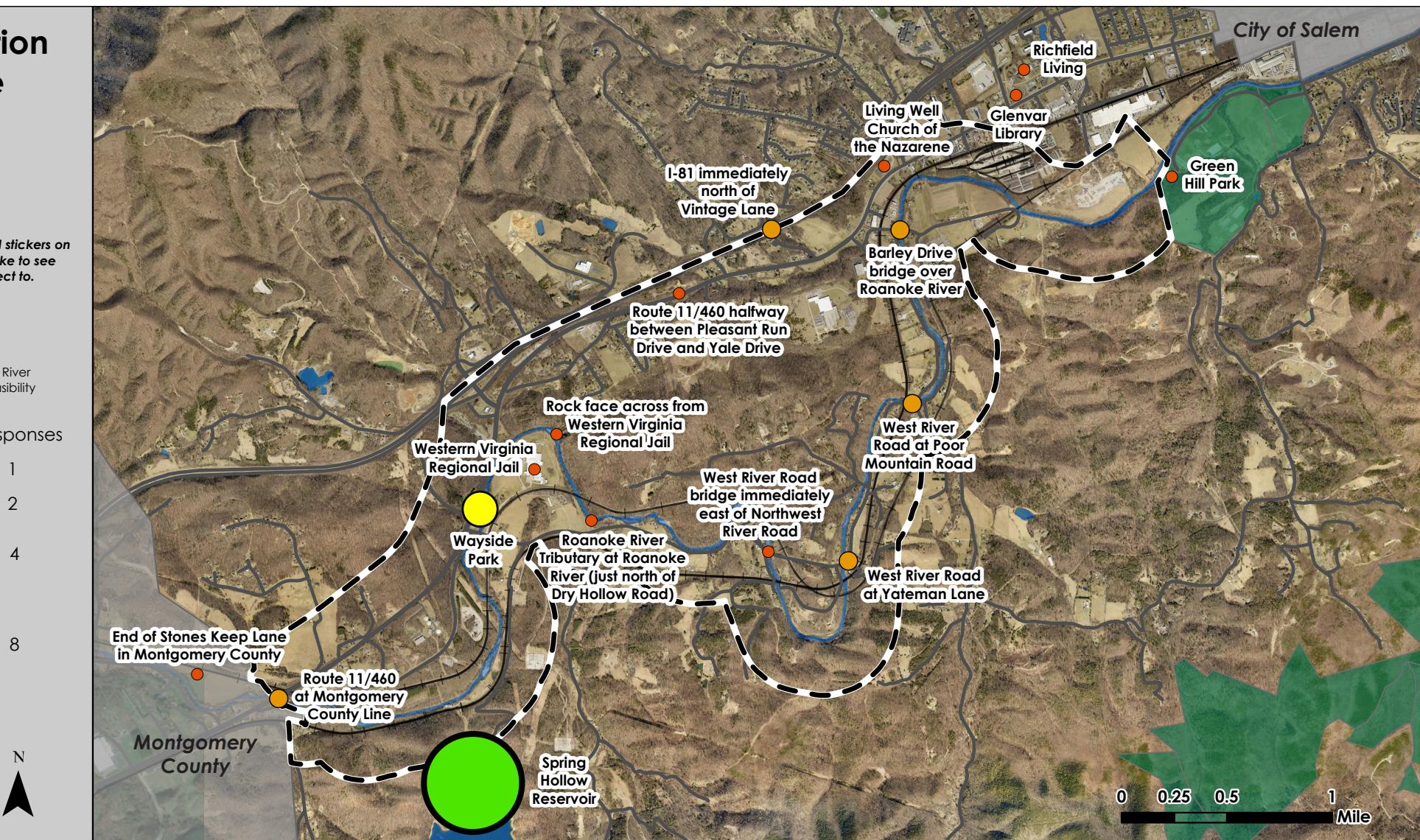
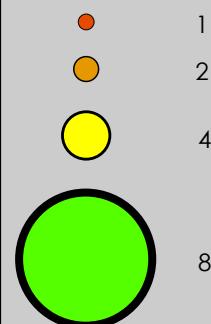
Fall 2022
Community
Meetings

Respondents placed stickers on
destinations they'd like to see
the greenway connect to.

Legend

West Roanoke River
Greenway Feasibility
Study Area

Number of Responses



Draw Your Own Greenway

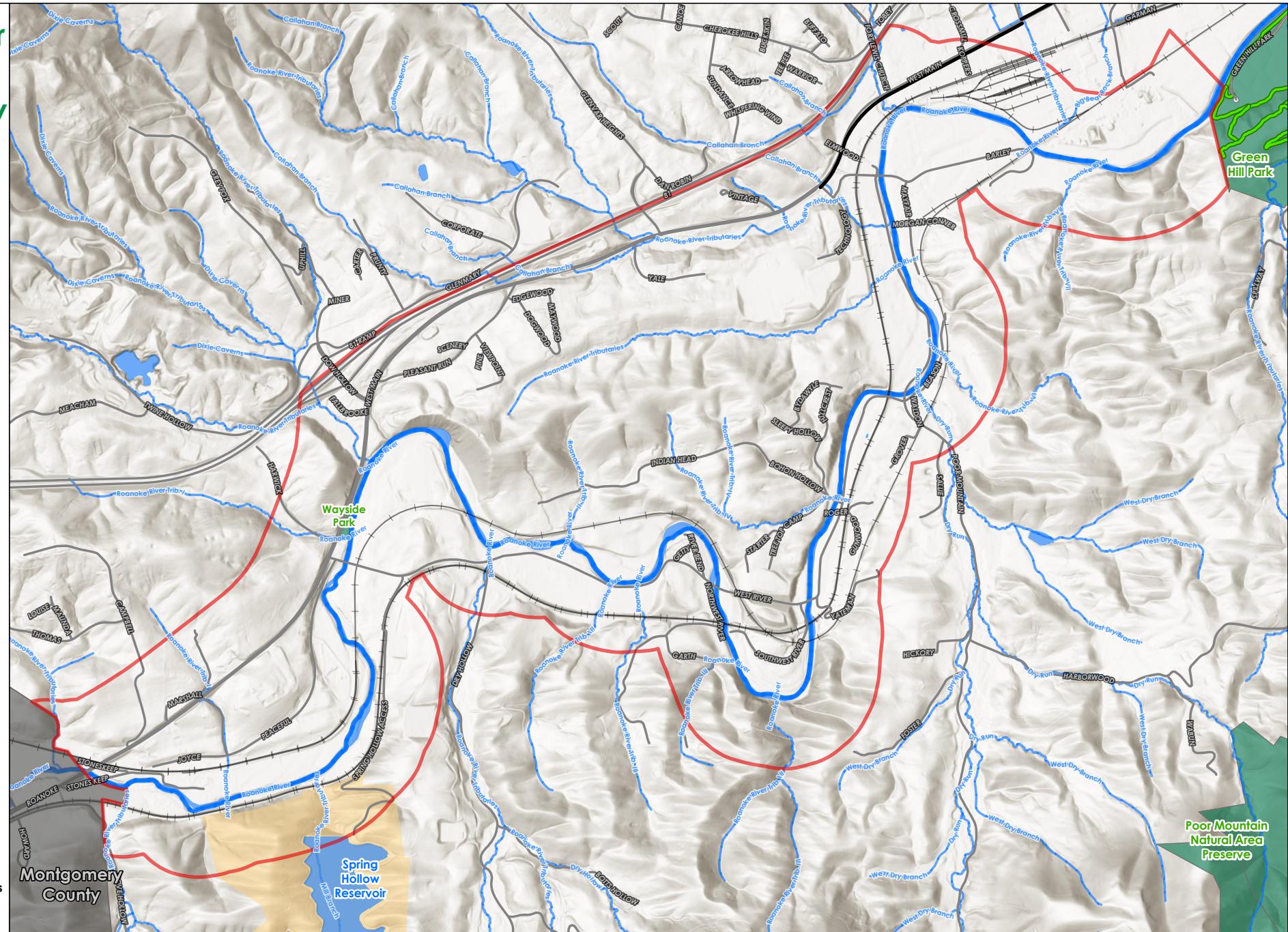
If you have an idea of the path you would like to see this greenway take, please draw a line on the map and return to a staff member.

Legend

October 2022

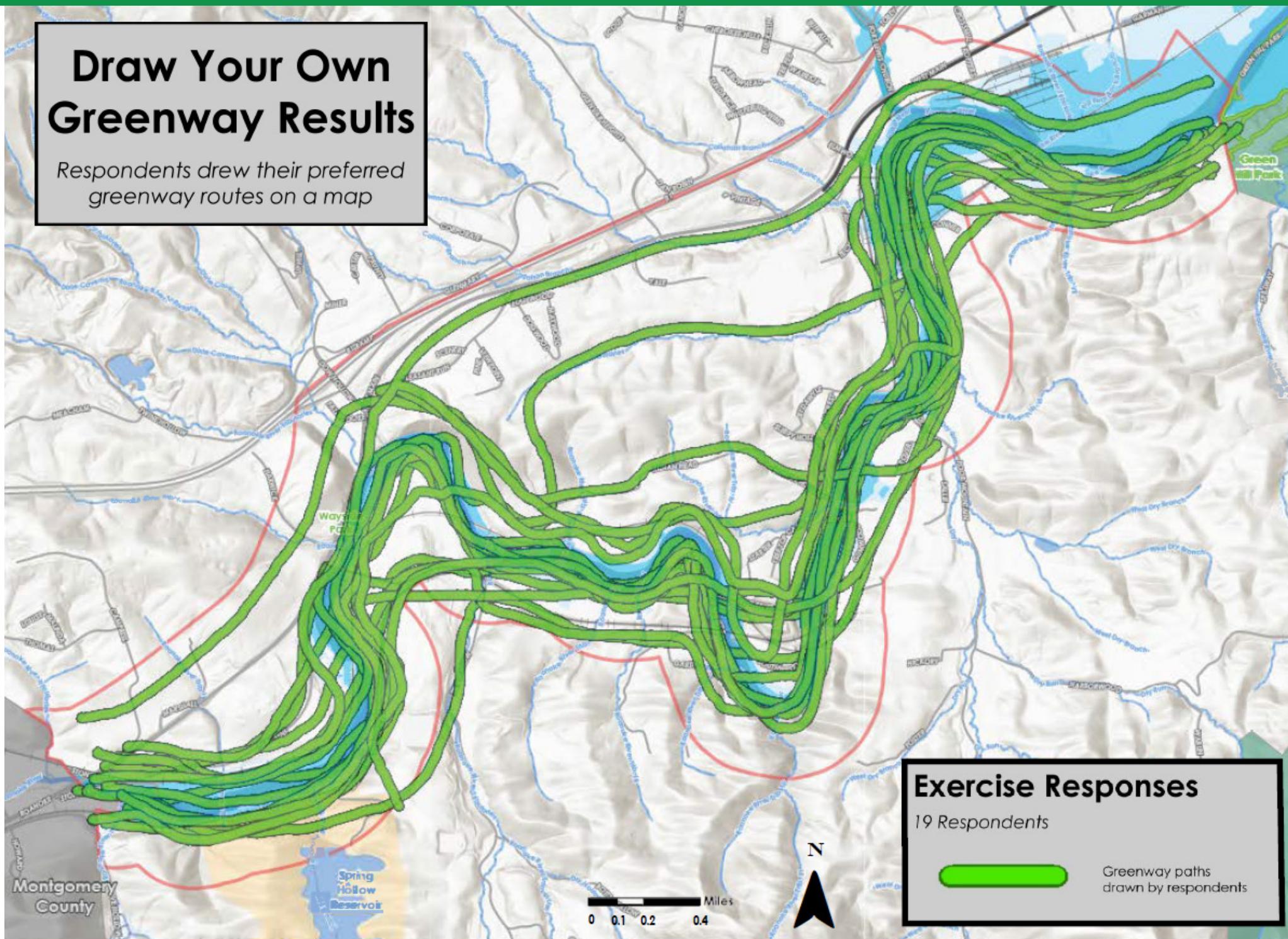


A scale bar consisting of a horizontal line with tick marks and the word "Miles" at the end. The scale is marked at 0, 0.1, 0.2, and 0.4 miles.



Draw Your Own Greenway Results

Respondents drew their preferred greenway routes on a map



What Amenities Would You Like to See on the Greenway?

Place stickers next to amenities you would like to see on this greenway.

BENCHES



PICNIC AREAS



MUTT MITT STATIONS



VIEWING/FISHING PLATFORMS



SWIMMING ACCESS



BOAT ACCESS



PLAYGROUNDS



OTHER (Write your ideas here)

Amenity Visual Preference Survey Results

Respondents placed stickers next to photos of amenities they would like to see on this greenway.

*Italicized and indented amenities were written in.

| Amenity | Fort Lewis Baptist Church 10-19-22 | Spring Hollow Water Treatment Plant 10-20-22 | Total |
|--|------------------------------------|--|-------|
| Benches | 10 | 9 | 19 |
| Viewing/Fishing Platforms | 7 | 6 | 13 |
| Mutt Mitt Stations | 6 | 6 | 12 |
| Boat Access | 8 | 4 | 12 |
| Rest Rooms | 6 | 4 | 10 |
| Picnic Areas | 6 | 3 | 9 |
| Playgrounds | 5 | 3 | 8 |
| Swimming Access | 4 | 3 | 7 |
| Vineyards/Breweries/Tasting Rooms | 3 | 0 | 3 |
| Bike Repair/Maintenance Stations | 0 | 2 | 2 |
| Access to schools, libraries, government buildings (i.e. police, jail). For visitors, workers, and idea of connecting community) | 1 | 0 | 1 |
| No steep grades | 1 | 0 | 1 |
| Healthy air quality | 1 | 0 | 1 |
| Water fountains | 1 | 0 | 1 |
| Parking trailheads | 1 | 0 | 1 |
| Equestrian trails | 1 | 0 | 1 |
| Bike trails | 1 | 0 | 1 |
| Keep it simple and basic | 1 | 0 | 1 |

Additional Comments Received - Fall 2022 Community Meetings

- There are bald eagle nests and activity near Northwest River Road and Garth Drive.
- There are flooding issues near Garth Drive.
- People park along Peaceful Drive in spring/summer/fall for Roanoke River access.
- I am concerned about the wildlife population.
- I am concerned about crime.
- I am concerned about invasion of property and privacy.
- This will create more traffic.
- This will violate animal habitat.
- This will violate bald eagle habitat.
- This will interfere with hunting land.
- I am concerned for the safety of children.
- This will lead to an increase in litter.
- This will interfere with our farm land.
- This project is a luxury and would be an improper use of eminent domain to seize property owners' property.
- The way this is presented indicates this plan is going forward no matter what.
- This plan will be very very expensive because it will have to cross the river multiple times.
- What about Norfolk Southern? You can't go over the tracks, and you can't tunnel under, because this plan crosses tracks multiple times.
- What about the Jail? They aren't going to allow unrestricted access in the rear of their property.
- Which of our elected official know about this plan and have approved it?
- Farmers run pipes from the river for irrigation that would need to cross the river (near Barley Drive).
- This will bring an increase of crime and trespassing.
- There has been a lack of transparency, Roanoke County didn't send the letter out to many people – why??
- I have concerns regarding endangered native plants/flowers that have been identified on some of the properties!
- I love greenways and would love to see this project continue to move forward.
- Connections to Spring Hollow Reservoir would be a positive.
- I'm concerned that the county will find a way to take away all of our properties to forward a project that most of us country folk don't want.
- I am concerned about crime, invasion of privacy, trespassing, break-ins, and criminals hurting or killing livestock.
- I am concerned about children's' safety. Roanoke crime would have a paved path to my home. I say NO.
- I have concerns regarding the discharge of firearms and user safety.
- I have concerns about hunting on my property.
- What is the Roanoke Urban Fishing Club and where can more information about it be found?
- I have safety concerns.
- I have access concerns about river, greenway would be great on north side of river.
- What happens at Montgomery County line if Roanoke County portion is completed and Montgomery County portion/connection is not existing? Will parking be provided?
- I am concerned about littering and police enforcement.
- There is speeding on West River Road. People use it to bypass Rt. 460 traffic.
- Float the river

Fall 2022 Survey and Survey Results

10) Please share any other thoughts about this greenway project.

11) If you would like to receive updates about this greenway project, please provide your email address below.



Roanoke County Department of Planning
 Attn: Isaac Henry
 5204 Bernard Drive
 P.O. Box 29800
 Roanoke, VA 24018



West Roanoke River Greenway Feasibility Study Survey

Fall 2022

Thank you for taking the time to complete this survey. We appreciate your input. Please return this survey via mail or the drop box at the Glenvar Library by November 4th. You may also fill out the survey online at www.RoanokeCountyVA.gov/WRRG.

1) What is your name? _____

2) What is your address? _____

3) What is your relationship to the Glenvar community? (Circle all that apply)

Live in Glenvar

Own Property in Glenvar

Work in Glenvar

Use Recreational Facilities in Glenvar

None of the Above

4) Do you use Roanoke Valley Greenways for any of the following activities? (Circle all that apply)

Walk

Run

Bike

Relax/Picnic

Fish

Other (please specify) _____

5) Please rank the following potential destinations of the greenway from most important to least important, using each number once (1 = most important, 6 = least important):

- Parks, Playgrounds and Recreational Facilities
- Historic Sites
- Agritourism ("Pick Your Own" farms, farm tours, petting zoos, etc.)
- Restaurants
- Convenience Stores
- Employers

6) What kind of greenway would you like to see in your community? (Circle as many as you like)



On flat ground adjacent to river



Through the woods



On hillside



Adjacent to highway



Adjacent to neighborhood street

7) How comfortable would you be with the location of a new trail where you live?

- I am interested in learning more about having the greenway on my property. **If so, answer question 8 and skip question 9.**
- I would like the greenway to be a few blocks or a football field distance away, but not closer. **If so, skip questions 8 and 9.**
- I would like to have a greenway within walking distance ($\frac{1}{4}$ mile), but not closer. **If so, skip questions 8 and 9.**
- I would like the greenway to be more than $\frac{1}{4}$ mile away. **If so, skip question 8 and answer question 9.**

8) **If you are interested in learning more about having the greenway on your property, please let us know how we can contact you.**

Email _____

Phone _____

9) **If you would like the greenway to be farther than $\frac{1}{4}$ mile away from your property, we respect your values and would like to hear about your concerns about having a greenway close to your home. Please share your point of view below.**

Q3: What is your relationship to the Glenvar community? (check all that apply)

Answered: 197 Skipped: 1

| ANSWER CHOICES | RESPONSES | |
|---|-----------|------------|
| None of the above | 21.83% | 43 |
| Live in Glenvar | 36.04% | 71 |
| Own property in Glenvar | 37.06% | 73 |
| Work in Glenvar | 9.64% | 19 |
| Use recreational facilities in Glenvar | 51.27% | 101 |
| TOTAL | | 307 |

Q4: Do you use Roanoke Valley Greenways for any of the following activities? (check all that apply)

Answered: 190 Skipped: 8

| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|------------|
| None of the above | 8.95% | 17 |
| Walk | 78.95% | 150 |
| Run | 29.47% | 56 |
| Bike | 58.95% | 112 |
| Relax/Picnic | 30.00% | 57 |
| Fish | 13.68% | 26 |
| Other (please specify) | 12.63% | 24 |
| TOTAL | | 442 |

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Q5: Please rank the following potential destinations of the greenway from most important to least important (1 = most important, 6 = least important).

Answered: 178 Skipped: 20

| | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | SCORE |
|--|---------------|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Parks, Playgrounds, and Recreational Facilities | 77.01% 134 | 8.05% 14 | 6.32% 11 | 3.45% 6 | 1.15% 2 | 4.02% 7 | 174 | 5.44 |
| Historic Sites | 3.57% 6 | 32.14% 54 | 26.19% 44 | 17.86% 30 | 9.52% 16 | 10.71% 18 | 168 | 3.70 |
| Agritourism ("pick your own" farms, farm stands, farm tours, farm breweries, petting zoos, etc.) | 6.79% 11 | 24.07% 39 | 29.63% 48 | 16.67% 27 | 14.81% 24 | 8.02% 13 | 162 | 3.67 |
| Restaurants | 4.85% 8 | 20.00% 33 | 26.67% 44 | 30.30% 50 | 14.55% 24 | 3.64% 6 | 165 | 3.59 |
| Convenience stores | 2.44% 4 | 6.71% 11 | 6.71% 11 | 17.07% 28 | 41.46% 68 | 25.61% 42 | 164 | 2.35 |
| Employers | 6.67% 11 | 11.52% 19 | 6.06% 10 | 12.12% 20 | 16.97% 28 | 46.67% 77 | 165 | 2.39 |

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Q6: What kind of greenway would you like to see in your community? (select as many as you like)

Answered: 179 Skipped: 19

| ANSWER CHOICES | RESPONSES | |
|----------------------------------|-----------|------------|
| On flat ground adjacent to river | 84.36% | 151 |
| On hillside | 62.57% | 112 |
| Through the woods | 81.56% | 146 |
| Adjacent to highway | 22.91% | 41 |
| Adjacent to neighborhood street | 27.93% | 50 |
| TOTAL | | 500 |

Q7: How comfortable would you be with the location of a new trail where you live?

Answered: 179 Skipped: 19

| ANSWER CHOICES | RESPONSES | |
|---|-----------|------------|
| I am interested in learning more about having the greenway on my property. | 10.06% | 18 |
| I would like the greenway to be a few blocks or a football field distance away, but not closer. | 30.73% | 55 |
| I would like to have a greenway within walking distance ($\frac{1}{4}$ mile), but not closer. | 32.40% | 58 |
| I would like the greenway to be more than $\frac{1}{4}$ mile away. | 26.82% | 48 |
| TOTAL | | 179 |

Q9: If you would like the greenway to be farther than 1/4 mile away from your property, we respect your values and would like to hear about your concerns about having a greenway close to your home. Please share your point of view below. (1/2)

- I live in a rural area and it would not be feasible.
- Children's safety - we have a secluded section of the river where many families with children come to play and enjoy the outdoors (we'll host 3 groups this month, our church and 2 civic groups). If the river runs through our property, many children could be at risk due to public land. 2) Cost of running the greenway Along our property
- I am frightened of people
- The very reason I live in a remote area of Roanoke County is the privacy. I have spoken to multiple residents including who also feel the same way especially those along the river in Glenvar.
- Due to the RR tracks it is too dangerous for folks to be crossing and the river floods my property every time the river goes over its banks. My property is not a good fit for a trail and I like my privacy. So it is a no for me, no greenway trail on my property.
- We don't need a greenway located on West River Road. What we need is Spring Hollow Reservoir open and made into a area like Carvins Cove. Not the greenway on this road. People need more outdoor activities than what you're suggesting. This will just take up extra land. And wasteful spending from tax payers money.
- I enjoy privacy in a rural setting. That includes quiet. Also, I love humanity, but people suck.
- We currently have an existing problem with trespassing. Having a greenway follow the river, as it traditionally does, only serves to exacerbate the existing problem. There has been ZERO respect for "no trespassing" signs already in place.
- We have trespassers on our property constantly, despite posted signs. We moved to Roanoke County from City of Salem for privacy. Although we enjoy the greenway at Green Hill Park, we would prefer not to have the proposed route close to our home.
- PRIVACY NOISE CRIME TRASH VIEW RUINED BY "PAVING PARADISE"
- Greenway can give access to local properties w/ potential for littering, vandalism, and other crimes, as has happened on the Huckleberry Trail.
- 1 - Preserve Views 2 - Privacy 3 - Transient People 4 - Crime 5 - Noise
- We don't want the greenway in this part of county
- We only own 1/2 acre of land that we would like to preserve for our own space as much as possible. We like our privacy. We chose property away from the city as we want limited interactions with the general public. We also have dogs who are friendly but not all people are. I don't want more opportunities for possibly dangerous encounters and more litter from strangers accumulated on my lawn.
- I would not go out onto West River Road and invite everyone driving by to come on over to our river property and picnic or walk around. It is private property we pay taxes on. We have a deep drop off midway in the river that would be dangerous for people to swim in.
- Do not want the greenway. More traffic on North West River Road. More people near our home. Our area always floods when we get heavy rains & floods.
- We are property owners along the Roanoke River. We are farmers. We have ZERO interest in a greenway along our property. We utilize the river for irrigation. We do not need the public to have access to our land, to have access to our equipment, and to our agricultural products.
- No greenway at all.
- My property would not be directly impacted.
- I DO NOT WANT THIS Greenway. I Do Not want higher taxes because of this greenway. But we know you're going to do what you want anyway. We own property but not really because the government takes what they want. But yet we have to pay taxes.
- This greenway would interfere with a very large portion of our land. This land is used for hunting, farming and our families personal use to enjoy.

Q9: If you would like the greenway to be farther than 1/4 mile away from your property, we respect your values and would like to hear about your concerns about having a greenway close to your home. Please share your point of view below. (2/2)

- I moved here for the seclusion, privacy, peace and serenity of being surrounded by nature and to be away from people. Having people up and down the road defeats this purpose. Additionally, there'd be more litter, substance use and crime potential as with greenway in Northwest Roanoke.
- I own .56 of an acre. I don't have enough property for you to take. Customers from the gas station and Wayside park patrons litter on my property all the time. They (customers and patrons) also trespass on my property. I also have dogs on my property. Both are tripods. Are you going to protect my dogs and property? Will insurance for the people that trip and fall from your walkway onto my property be provided?
- This addition to the greenway is in area between where land owners are avid hunters and could cause problems between hunters and greenway traffic. 2. We live in this area because we like our privacy.
- Get the project moving. You wasted enough time planning this project
- I do not want a greenway anywhere near my properties.
- Because I've seen encampments near the Roanoke greenways and there has been an attack on the greenway. I would want to know strangers were not loitering in my back yard.
- I am not necessarily opposed to it being closer but I don't think having it closer makes sense for the county and Greenway users as there is nothing in my neighborhood (Fairway Forest) that would be well served by having the Greenway here other than to make it easier for me and my neighbors to get on it. While the added convenience would be fine with me it certainly would not be a good use of money that could be spent on much more worthwhile endeavors.
- Concern about the trail providing access to my property by individuals with criminal proclivities--vandalism, theft, etc.
- I have previously owned property that borders national forest. Individuals frequently trespassed onto our property from the national forest and we often cleaned up litter left behind. It was enough to convince us that we didn't want to deal with such on a long term basis and sold the property instead of building a home there. I will admit this is a classic case of yes, we want a greenway but not near our property.
- I live one mile from the current greenway at Green Hill Park and adding additional trails near my home would not be feasible
- I learned to drive and had my first accident on West River Road. There are no pull-offs. Not safe sometimes for two cars, let alone bikes and pedestrians. Will be another glorified bike path. Too much money for something not really feasible. UPGRADE GREEN HILL PARK. Personally, I would not walk there even as close as I live, not safe.
- Who wants strangers walking on your property? I don't!! We don't want any more people, cars, or trucks in this area. Thank you.
- Safety is by far my biggest concern. Policing those areas would be next to impossible. Transients would also frequent areas of less importance. May see an uptick in burglaries and other related calls.
- Have property and fields that i use to and shooting my guns on my property use land for hunting and should not have to give up my property for others to enjoy will hire a attorney and fight you to the end
- Looks like you plan it on top of my house! My property is too small to have a greenway! I only own .87 acre and house is 15' from the river. I would have no privacy! Security would be a problem - neighborhood watch is not adequate to prevent break ins!! Your map shows it right on My House! I intend to remodel in the near future.

Q10: Please share any other thoughts about this greenway project. (1/4)

- I'd love any type of greenway.
- I love the nature aspect of the freeway. A place I can ride or walk and enjoy nature and exercise at the same time
- A great way to connect communities
- The current Green Hill portion of the Greenway should be the minimum standard for construction, layout and other amenities...
- Definitely interested in Greenway access to Greenhill Park. Very concerned about Greenway going through our property.
- I would like the greenway on the other side of the river. Outside my property is the road followed by a 7 foot cliff. I am concerned if I said yes that you would take my property to build it. I know my neighbors would not like it, most of them like their privacy. My only other concern is vandalism at night with the greenway being so close.
- Before Roanoke County begins a project to connect to Montgomery County, I think it is important to complete the connection between the City of Salem and Green Hill Park.
- Please fill in the holes on the existing greenways before starting a project that creates more holes.
- 1) Children's safety - we have a secluded section of the river where many families with children come to play and enjoy the outdoors (we'll host 3 groups this month, our church and 2 civic groups). If the river runs through our property, many children could be at risk due to public land. 2) Cost of running the greenway along our property. The river floods multiple times a year along our back property. Replacement would cause costly regular asphalt repairs such as happens at the greenway near the intersection of Apperson and 419. We estimate savings for the project should it avoid Southwest River Rd and go across two already available bridges on West River Road. Both for initial funding of the project as well as long-term upkeep as floods will damage multiple times a year. An alternative to using our riverfront property would be to use the road which is a low traffic area and we would likely approve. Also very concerned for the neighbors whose houses are very close to the river.
- I would just be concerned with security at my home. Please keep wheelchair users in mind - gravel and hills are difficult to traverse. Slippery surfaces are unsafe. Thanks!
- We like our privacy and right now it is peaceful on West River Rd. We have no litter or vandalism and people walking through our property. No thanks on a greenway. Keep it up around 11 & 460 where it is close to now.
- Thank you all for allowing me to respond. I have lived at my current address since 1986. I am a cyclist and have biked between my house and Dixie Caverns probably 300-400 times in addition to driving on those roads many times. So, as a citizen, I probably have a unique perspective on how those roads function both for cyclists and for motorists. I am referring to Harborwood Road, Poor Mountain Road between Barley and Harborwood Rds., West River Road and Peaceful Drive. Being a part of the local cycling community and from just sitting on my porch and watching, I know that Harborwood Road is very popular with cyclists. All four roads are parts of the popular Bradshaw Loop for cyclists and rides west to Montgomery County and Blacksburg in addition to being great out and back roads. West Main St. (Rt. 11) between Technology Drive and the distal end of Peaceful is VERY dangerous for cyclists. There are no shoulders or narrow shoulders and the traffic is fast. Thus West River Road and Peaceful become a crucial cycling link between the Roanoke Valley and Montgomery County. These roads are, for the most part, narrow with poor sight lines for motorists as well as cyclists. Most of them are, except for being paved, as they were engineered and built in the early 20th century. I ask that Greenway planners take care in designing the Greenway west of Green Hill Park not to encourage more traffic on these roads and I think this could be done by keeping access points off Main St. (Rt. 11). I suggest an access point at Barley and Poor Mountain Rds. And another at West River and Rt. 11.

Q10: Please share any other thoughts about this greenway project. (2/4)

- We would love to have the greenway nearby, however, we would not want it in our view of the river from our screen porch. Some of our neighbors are opposed to potential roadside path as well. We would have to support their point of view.
- My worry is crime related concerns from residents would crush the project. Right wing partisanship can make the project go under, even if crime isn't a big factor in reality. I would love for this to go through.
- It is a private area.
- Love it! Will be happy to have greenway so close no matter how it runs.
- This is our resource. How can be a part of. These are good questions! Implementing the dream-connecting the ROA Valley with the New River Trail. Electric charges for bikes at restaurants, jail, gov. buildings Connect medical in Shawsville Connect jail Connect Atta Mons Historical Site Bathrooms Canoe/Kayak Put in water fountains Remember all age groups - wifi for safety
- Where I live, a greenway probably isn't practical. If I had riverfront property, I wouldn't mind sharing as long as no permanent structures were built.
- I don't want it through my property because I am a 3rd generation owner. My children will be 4th and my grandchildren will be 5th. Thank you
- Think it is a good idea. Would support making it happen.
- I am concerned about the connection with Montgomery County and the Valley to Valley Trail.
- This would be a very valuable asset to the area.
- I would definitely want the trail paved.
- GREAT PROGRESS, so far. Just keep it going
- I use Greenhill park greenway all the time for walking and biking. I would like to see the greenway close to my address but not in my neighborhood.
- The more the better
- The greenways bring outdoor life into our community. We are highly supportive and would love to see the greenway extended into our Wabun region.
- I do not know this section at all, but I live 2 blocks from the Roanoke River greenway and I consider it one of the best amenities of my neighborhood
- I believe that the Greenways are good for the valley and for luring new employers.
- I love extending the Greenway as much as people.
- Need to designate walking on the left like they do in other states so bikes or runners don't come up behind people. This is current policy now and makes sense so update your policy.
- Will property value drop due to the development of the Greenway? If the Greenway is on private property, is the homeowner responsible for upkeep?
- While I applaud the county for looking into the long range ideas for the future of the Greenway, I feel that the county focus should be focused on connecting existing Greenways that are still not finished. Setting goals for future is good, just don't let it derail the projects we want finished.
- This will be a fantastic amenity for the community when completed.
- Our cities can only benefit from having more free ways. There are a lot of low income people whose only means of transportation is a bicycle.
- Need to connect all the segments. Carvins Cove to RR greenway
- Would like to ensure restroom facilities are considered as part of the planning/funding.
- Love the greenway expansion project!
- I do not live in the County, but would love to see the greenway expanded especially since gaps are getting closed in the City.
- Greenways do a great job of encouraging outdoor activities. The greater the distance the better.
- Bike trails attract me to new cities

Q10: Please share any other thoughts about this greenway project. (3/4)

- Bike trails attract me to new cities to explore and spend a weekend. Extending this trail to additional destinations draws more people to the area. Having it connect to recreation facilities provides opportunities for local usage.
- Do not use major thoroughfares as part of the greenway. Bike lanes such as Rte. 419/Franklin Rd. in front of Tanglewood Mall are dangerous! Motorized vehicle drivers do not yet respect the bike culture being developed.
- This a great project for the region in so many ways. Linking the valleys with a greenway through our beautiful mountains and along our rivers would truly be an accomplishment worthy of the aspirations of RU, Virginia Tech and Carilion. This phase of the project will be in Glenvar, but it is just a piece of something much bigger. All of the valley residents (both valleys) have great reason to celebrate the success of the greenway so far and the future plans.
- This is an exciting project. I would love to be able to bike out to North Fork Rd without getting on Rt 11.
- Hope it happens!
- Love the greenway and can't wait for it to be completed. The County needs to keep working with the City of Salem and City of Roanoke to complete the network. There is a lot of grant money out there that should be pursued.
- I would like road crossings that are elevated
- Glad to see more planning being done to connect the two valleys!
- Quite concerned about the fact that the two meetings were on the same week on back to back nights at the same time. Many of the properties that could be affected are home to people with 9-5pm jobs and possibly even second shifts. Why were no morning, evening, or weekend meetings scheduled? I worry about whose voice needs to be heard but could not attend the meetings. This survey is missing pieces that people in the meetings could offer input on, such as, drawing ideas for where the greenway should go, seeing images of the greenway posters and maps, accessing the data shared on the walls for the meeting, etc. It seems that the 9 miles along the river with steep cliffs and land acquisitions and railroad crossings would be the more difficult route. Most of the people didn't seem like they would be interested in hiking/walking from Montgomery County to Roanoke County. But it seemed like more people would bike it - so along the existing and flatter roadbed of 460/11 might be a better option. Consideration also needs to be given as much of the land bordering this part of the river is rural private owners who hunt the land in deer, turkey, squirrel seasons - how will that affect hunters to have a greenway right there too? The topo map depicting contours that was displayed at the meeting was misleading - contours should have been at 10 ft intervals and the distance in feet rather than miles. It skewed the look of very steep cliff areas along the river.
- The greenways are wonderful spaces and I would love to see more of them. A greenway by the highway could allow more people to safely commute to work by bike or to exercise by biking outdoors.
- I am an enthusiastic supporter
- The greenway is one of the best features of the Roanoke area and is available to everyone! We love having welcoming restaurants, breweries and other stops of interest easily accessible from the greenway, if not directly on it.
- We look forward to expanding the Green Hill section of the Greenway!
- The more greenways the better
- I'm very excited to have any greenway close by and to hear about increasing their connectivity.
- I would like to see extensions from Botetourt all the way to Montgomery County.
- Additional length to the existing system would increase the attractiveness to bicycling. The short segments that now exist are not long enough without connecting to highways.
- I commuted between Blacksburg and Salem for 12 years before finally moving to Roanoke (my employer is in Salem). I rode my bicycle for many of those Blacksburg - Salem trips, most of which is on busy roads with cars. I am in favor of any efforts to complete the Valley-to-Valley trail.

Q10: Please share any other thoughts about this greenway project. (4/4)

- Connect to the New River Trail
- Would love for you to complete the section from Green Hill to Salem (east).
- Concerned about its location and how safe it would be for people using the greenway. Also concerned about if it will destroy precious natural resources when being created.
- Build it!
- We need it connected all the way to galax va.
- I am a big fan of the greenway. I walk it often. One of the best things in the Roanoke Valley. I hope the extension to Montgomery County is completed.
- I would be extremely excited to safely bicycle from Blacksburg to Radford and from Blacksburg to Roanoke. To have paths that were separated from roads/ cars could also mean that my family (wife, 2 daughters) could join.
- Will be a great asset to the community and the western part of Roanoke County. Would predict some of the most scenic views in the proposed expansion area.
- Excited about eventually connecting with Montgomery County!
- The longer and the sooner the better
- Greenways have really improved this area, in terms of quality of life for the residents. I think they bring in young people who might decide to live here.
- Make sure you have a desired experience in mind before sighting
- Prefer minimal grade like rails to trails and near river
- I moved to Garden City because Roanoke was planning a greenway to the area. I have been amazed at the number of people who use it. And a lot are neighbors!! Greenways help to connect neighborhoods and people which leads to a safer better community.
- As a resident of the NRV, I am very excited at the prospect of joining the trails in the New River and Roanoke Valleys!
- Please complete the greenway system as soon as possible. Would love to see completion of Explore Park to Montgomery County.
- With the Green Hill Equestrian park on the route of the greenway, can you consider use of at least a portion of the trail for horses? We can park trailers, use facilities at the Equestrian center, and walk over to the trail and do an out and back. It would be nice for equestrians to be able to use 10+ total miles. That would be worth trailering in for.
- The project should not utilize eminent domain. It is not an essential service justifying that sort of intrusion. Public opinion is irrelevant to 'where it should be'. The question begins with, what can you afford to do, with the consent of others involved... including the land owners.
- I love it! Put as many greenways as possible connecting Roanoke and the surrounding areas. However, it does need an increased police presence with more people and area covered.
- I will have more to say after I attend the meeting.

Decision Matrix and Decision Matrix Results

In January and February of 2023, the Steering Committee met twice at the Roanoke County Administration Center to evaluate preliminary route ideas and determine which ones should, and should not, be presented to the public at the Summer 2023 community meetings. The Steering Committee gave each segment a score of "low," "medium," or "high" for each of the following criteria:

- Serves the residents of western Roanoke County
- Provides residents and visitors with a destination for recreation
- Promotes environmental services
- Serves as a safe place to travel and recreate
- Cost to construct

Additionally, the Steering Committee brainstormed and recorded any strengths, weaknesses, and additional relevant information for each segment. To calculate a final score for each segment, three (3) points were assigned for each "high" score, two (2) points were assigned for each "medium" score, and one (1) point was assigned for each "low" score (except for the "Cost to construct" criterion, where the scoring was flipped, with one (1) point assigned for each "high" score and three (3) points awarded for each "low" score).

Since this was done to help decide which potential routes to present to the public at the second round of community meetings, not to decide which potential routes to

include in the final West Roanoke River Greenway Feasibility Study, the routes evaluated do not correspond exactly with those presented to the public in Summer 2023 or those included in the final Study. The numbers assigned to segments in this decision matrix are completely unrelated to the numbers assigned to segments in Summer 2023 public outreach and in this study. The Virginia Passenger Rail Authority right-of-way noted in the table has since been sold back to Norfolk Southerm, and is therefore no longer a potential location for a greenway. The Decision Matrix results table is shown on this page and the following page.

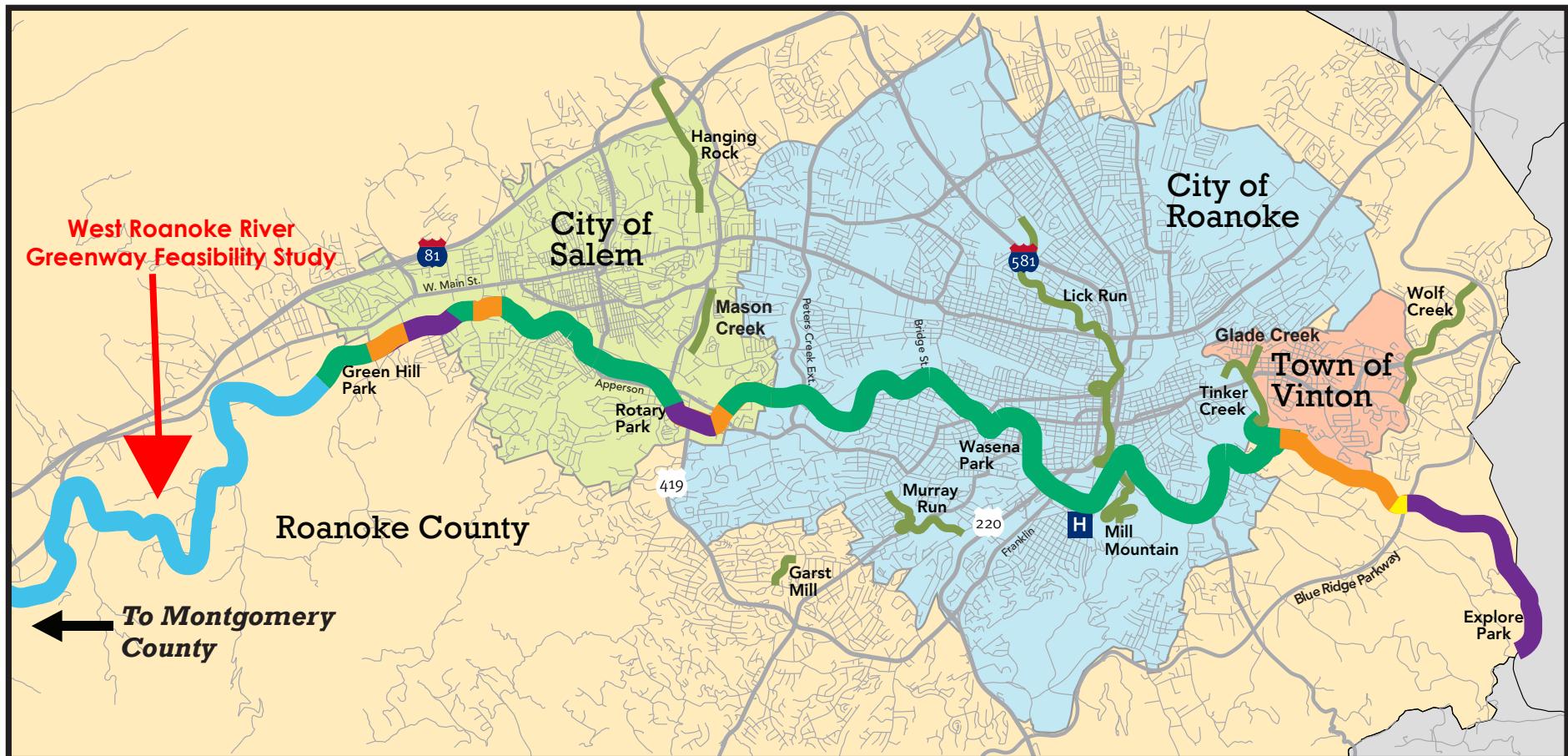
| Route # | Path Location | Western Terminus | Eastern Terminus | Length (Miles) | Decision Matrix Criteria | | | | | | Strengths | Weaknesses | Notes |
|---------|-------------------------------------|---------------------------------------|----------------------------------|----------------|--|--|---------------------------------|---|--------|-------------|---|---|--|
| | | | | | Serves the residents of Western Roanoke County | Provides destination for recreation for residents and visitors | Promotes environmental services | Serves as a safe place to travel and recreate | Cost | Total Score | | | |
| 1 | Diugids Lane and railroad tracks | Barley Drive at railroad bridge | Green Hill Park entrance | 1.76 | High | Medium | Low | Low | Medium | 9 | <ul style="list-style-type: none"> Makes use of Virginia Passenger Rail Authority (VTRA) right-of-way Flat Active transportation potential No residential impacts | <ul style="list-style-type: none"> Safety Concerns Not a recreation destination Does not extend existing greenway Potential business concerns | |
| 2 | North bank of Roanoke River | Barley Drive at railroad bridge | Green Hill Park entrance | 1.71 | High | Medium | Medium | Medium | Medium | 11 | <ul style="list-style-type: none"> Follows river More scenic Less industrial safety concern | <ul style="list-style-type: none"> Multiple property owners | |
| 3 | South bank of Roanoke River | Barley Drive at railroad bridge | Green Hill Park western boundary | 0.78 | Medium | High | Medium | High | Low | 13 | <ul style="list-style-type: none"> Would create riparian buffer Low cost Relatively easy to construct | | Look at potential bridge connection across from existing Roanoke River Greenway in Green Hill Park. |
| 4 | Bridge across Roanoke River | Route #2 | Green Hill Park western boundary | 0.06 | High | Medium | Medium | Medium | High | 10 | | | |
| 5 | South bank of Roanoke River | Poor Mountain Road at West River Road | Barley Drive at railroad bridge | 1.67 | Low | Medium | High | High | Medium | 11 | | | |
| 6 | Railroad tracks | Poor Mountain Road | Barley Drive at railroad bridge | 1.25 | High | Medium | Medium | High | High | 11 | | <ul style="list-style-type: none"> Safety Issue at rail crossing Would likely need to cross at-grade railroad tracks | There is potential switch from VTRA right-of-way to south bank of river at Water Authority property. Crossing would be expensive and right-of-way would acquisition would become more challenging. |
| 7 | Barley Drive and Poor Mountain Road | Poor Mountain Road at West River Road | Barley Drive at railroad bridge | 1.53 | Low | Medium | Low | Low | High | 6 | | <ul style="list-style-type: none"> No room for greenway on existing roads Safety concerns Would require two bridges over the river | Alignment would have to shift to south side of Roanoke River to connect to West River Road |
| 8 | Railroad tracks and Yateman Lane | West River Road at Yateman Lane | Poor Mountain Road | 0.96 | High | High | Medium | Medium | High | 11 | | | |

| Route # | Path Location | Western Terminus | Eastern Terminus | Length (Miles) | Decision Matrix Criteria | | | | | | | Strengths | Weaknesses | Notes |
|---------|---|---|---|----------------|--|--|---------------------------------|---|--------|-------------|---|---|------------|-------|
| | | | | | Serves the residents of Western Roanoke County | Provides destination for recreation for residents and visitors | Promotes environmental services | Serves as a safe place to travel and recreate | Cost | Total Score | | | | |
| 9 | West River Road | West River Road at Southwest River Road | Poor Mountain Road at West River Road | 0.98 | Low | Medium | Medium | Medium | Medium | 9 | <ul style="list-style-type: none"> Opportunities for amenities Crosses County-owned properties | <ul style="list-style-type: none"> Right-of-way cost would be high | | |
| 10 | Barley Drive | Barley Drive at Technology Drive | Barley Drive at Poor Mountain Road | 0.19 | High | Medium | Medium | Medium | High | 10 | <ul style="list-style-type: none"> Would connect to existing West Main Street sidewalk Low impact for private parcels Connects different parts of the County | <ul style="list-style-type: none"> Would require an at-grade railroad crossing Less nature-oriented user experience | | |
| 11 | Route 11/460 (West Main Street) and Technology Drive | Route 11/460 (West Main Street) at West River Road | Technology Drive at Barley Drive | 2.66 | High | Low | Medium | Medium | High | 9 | <ul style="list-style-type: none"> More opportunities for funding because it could be grouped with roadway improvements | <ul style="list-style-type: none"> Stormwater mitigation would be expensive | | |
| 12 | Technology Drive and Roanoke River Tributary | New Pleasant Way cul-de-sac | Barley Drive at Technology Drive | 1.65 | Medium | High | Medium | High | Medium | 12 | <ul style="list-style-type: none"> Mack Trucks supports the project | <ul style="list-style-type: none"> Steep topography | | |
| 13 | Woods north of Goat Rock | Route 11/460 (West Main Street) at Fallbrook Drive | New Pleasant Way cul-de-sac | 0.69 | Medium | High | Low | High | High | 10 | | | | |
| 14 | New Pleasant Way and Pleasant Run Drive | Route 11/460 (West Main Street) at Pleasant Run Drive | New Pleasant Way cul-de-sac | 0.77 | Low | Low | Medium | Medium | Medium | 8 | | | | |
| 15 | 5306 West Main Street / 5264 West Main Street (Boone Tractor) property line | Route 11/460 (West Main Street) | Pleasant Run Drive | 0.1 | Medium | Low | Medium | Medium | Medium | 9 | | | | |
| 16 | Woods east of Goat Rock | Railroad tracks | New Pleasant Way cul-de-sac | 0.66 | Low | High | Low | High | High | 9 | | | | |
| 17 | North bank of Roanoke River and Northwest River Road | West River Road at Northwest River Road | West River Road at Southwest River Road | 0.96 | Low | High | Medium | High | High | 10 | | <ul style="list-style-type: none"> Bridge construction cost Would require negotiation with Norfolk Southern | | |
| 18 | Bohon Hollow Road and Indian Head Road | Route #16 | West River Road at Bohon Hollow Road | 0.95 | Low | Medium | Medium | Medium | High | 8 | | <ul style="list-style-type: none"> Existing low water bridge at eastern end of Bohon Hollow Road | | |
| 19 | West River Road | Route 11/460 (West Main Street) at West River Road | West River Road at Southwest River Road | 1.86 | Medium | High | High | Medium | Medium | 12 | <ul style="list-style-type: none"> Scenic user experience Potential for to be paired with streetscape improvements | | | |
| 20 | North bank of Roanoke River and South bank of the Roanoke River | Western Virginia Regional Jail property | West River Road at River Bend Lane | 1.44 | Medium | High | High | High | High | 12 | <ul style="list-style-type: none"> Very scenic user experience | | | |
| 21 | Railroad tracks | West River Road at Western Virginia Regional Jail access road | West River Road | 1.73 | Medium | High | Medium | High | Medium | 12 | <ul style="list-style-type: none"> Right-of-way would be relatively simple | | | |
| 22 | South bank of the Roanoke River on Western Virginia Regional Jail property | West River Road at Western Virginia Regional Jail access road | Western terminus of Route #20 | 0.92 | High | High | High | High | Low | 15 | <ul style="list-style-type: none"> Current jail administration is supportive of the project | | | |
| 23 | North bank of Roanoke River and South bank of the Roanoke River | Montgomery County line | West River Road at Peaceful Drive | 1.68 | Medium | High | High | High | High | 12 | | <ul style="list-style-type: none"> Would require a bridge over the river | | |
| 24 | Railroad tracks | Montgomery County line | West River Road at Western Virginia Regional Jail access road | 1.63 | High | High | Medium | High | High | 12 | <ul style="list-style-type: none"> Right-of-way would be relatively simple | <ul style="list-style-type: none"> Would require a bridge over the river | | |
| 25 | Route 11/460 (West Main Street) | Montgomery County line | Route 11/460 (West Main Street) at West River Road | 1.19 | Medium | Low | Medium | Medium | High | 8 | | <ul style="list-style-type: none"> Steep grades Would likely require extensive stormwater mitigation | | |
| 26 | Peaceful Drive | Montgomery County line | Route 11/460 (West Main Street) at West River Road | 1.43 | Medium | Medium | Medium | High | Medium | 11 | | <ul style="list-style-type: none"> Would require a crossing of at-grade railroad tracks | | |

Summer 2023 Community Meeting Exhibits and Feedback

Roanoke River Greenway Status Map

July 2023



Construction Underway

Construction 2023-2026

Future Projects



V. 6-2023

West Roanoke River Greenway: Kingsmill Drive to Green Hill Park

Legend

- Parcels Owned by Roanoke County
- Streets
- Railroad Tracks
- Waterbodies
- Jurisdiction Boundary

Roanoke River Greenway

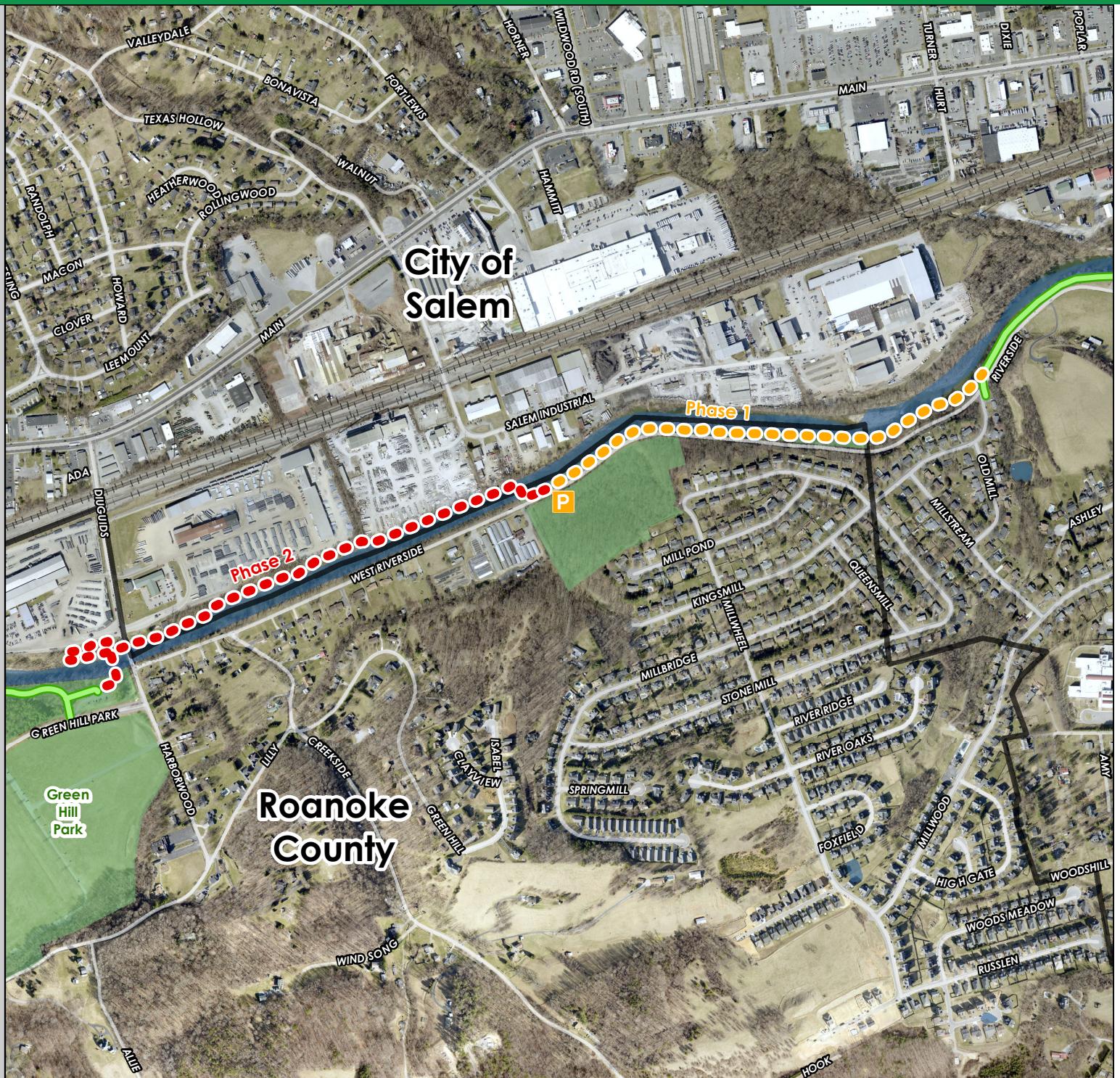
- West Roanoke River Greenway Phase 1: West Riverside Drive Trailhead to Kingsmill Drive, UPC 97171 (Construction anticipated in 2023)
- P West Riverside Drive Trailhead to be Constructed as Part of Phase 1
- West Roanoke River Greenway Phase 2: West Riverside Drive Trailhead to Green Hill Park (Unfunded)
- Existing Section

July 2023



N

0 250 500 1,000 Feet



West Roanoke River Greenway Feasibility Study Goal:

Develop multiple feasible alignments for the Roanoke River Greenway between Green Hill Park and Montgomery County which will lay the groundwork for future funding requests.

Study Timeline:

Spring 2022

Roanoke County applied for and was awarded technical assistance through the National Park Service Rivers, Trails, and Conservation Assistance Program to study potential routes for the Roanoke River Greenway between Green Hill Park and Montgomery County.

Summer 2022

Steering Committee assembled, consisting of staff representatives from Roanoke County, the National Park Service, Roanoke Valley Greenway Commission, Roanoke Valley-Alleghany Regional Commission, and the Virginia Department of Transportation. First Steering Committee meetings held. Existing conditions analysis conducted.

Fall 2022

First round of community meetings and first survey held in October 2022. Stakeholder outreach.

Summer 2023

Second round of community meetings for review and comment on potential greenway alternatives. Second survey. Continue stakeholder outreach.

Winter/Spring 2022/2023

Compile feedback from fall community meetings, survey and stakeholder interviews. Prepare potential greenway alternatives for second round of community meetings.

Late Summer 2023

We Are Here

Compile feedback from second round of community meetings, survey and stakeholder outreach.

Fall 2023

Draft the Study document.

Winter 2023

Review and public hearings with the Roanoke County Planning Commission and Board of Supervisors. Consideration of adoption as part of the Roanoke County Comprehensive Plan.

Study Partners:

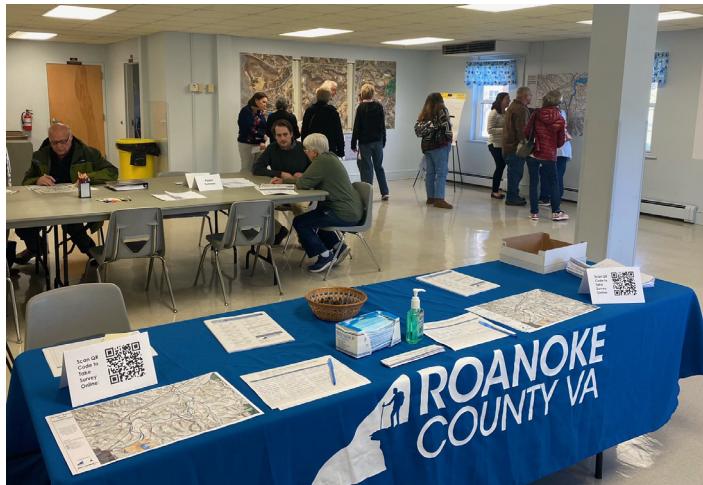


Please Help Us By:

- **Reviewing feedback from previous meetings and resulting work to date.**
- **Completing a survey to provide feedback on conceptual route alternatives.**

Fall 2022 Community Meetings

- **100 Total Attendees**
 - ▶ 56 on 10/19/22 at Fort Lewis Baptist Church
 - ▶ 44 on 10/20/22 at Spring Hollow Water Treatment Plant
- **Attendees gave feedback on potential destinations and amenities, drew routes they'd like to see the greenway take, and provided comments.**
- **Many attendees were greenway users who support greenways.**
- **Few attendees were interested in having the greenway on their property.**



Fort Lewis Baptist Church, 10/19/22



Spring Hollow Water Treatment Plant, 10/20/22

Fall 2022 Survey

- **198 Survey Responses**
- **Most respondents use existing greenways to walk and/or bike.**
- **Most respondents want the greenway within walking distance, but few are interested in having the greenway on their property.**
- **Respondents feel that parks, playgrounds, and recreational facilities are the most important destinations for the West Roanoke River Greenway to connect to.**
- **Greenways on flat ground adjacent to rivers, on hillsides, and through the woods are preferred to greenways adjacent to roads.**



Rails with Trails

- Recreational uses may be allowed on Virginia Passenger Rail Authority (VPRA) land in western Roanoke County, subject to additional review and approval



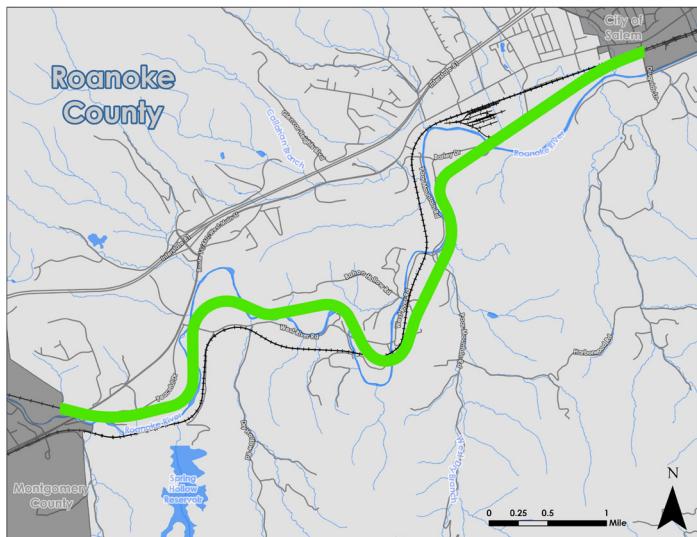
Huckleberry Trail, Christiansburg, VA

Google Maps



McClintock Trail, Oil City, PA

https://www.traillink.com/trail-photo/mcclintock-trail_62687/



The green line shows the location of the VPRA-owned track in western Roanoke County

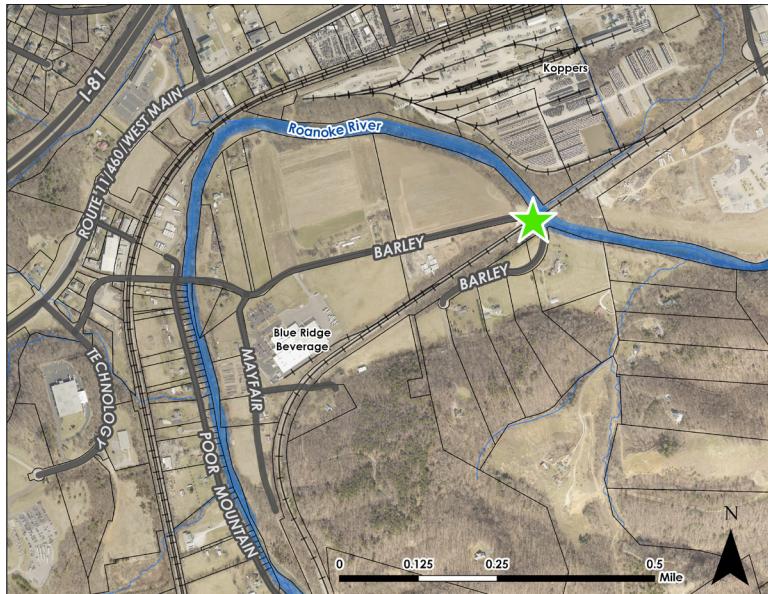


Metropolitan Branch Trail, Washington, D.C.

<https://www.traillink.com/trail/metropolitan-branch-trail/>

Barley Drive Railroad Bridge

- This bridge represents a major pinch point in this corridor. Any alignment for this greenway will likely have to pass under this bridge, but there is limited space under the bridge for a greenway.
- One potential option is to convert the roadway under the railroad bridge to one vehicular lane with yield signs on either side, and a separated shared use path.
- This configuration will be used for the Roanoke River Greenway on Highland Road under the Blue Ridge Parkway bridge (construction anticipated to begin later this year).





Area A Conceptual Route Alternatives

Montgomery County to Route 11/460/West Main Street at West River Road

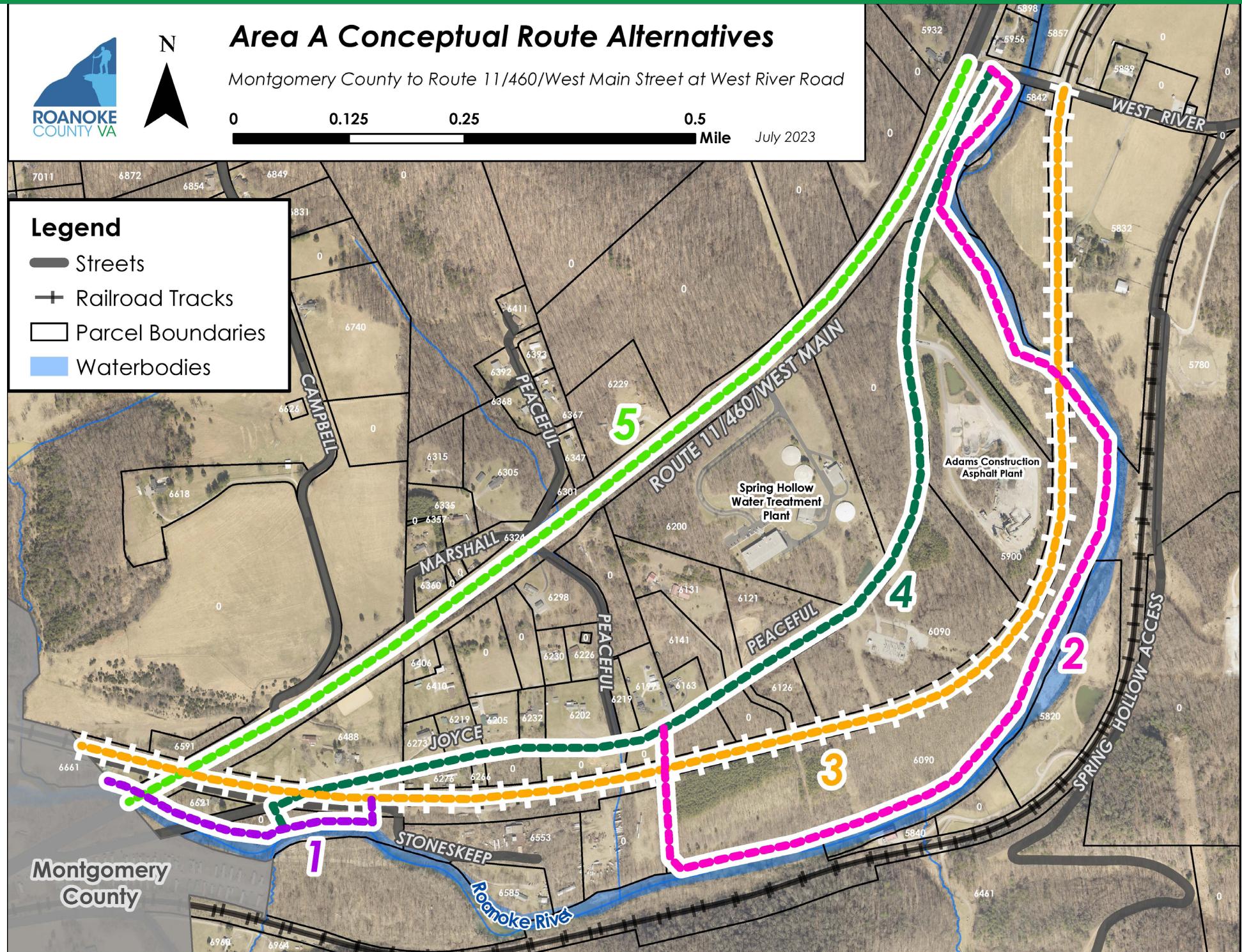
0 0.125 0.25

0.5

July 2023

Legend

- Streets
- Railroad Tracks
- Parcel Boundaries
- Waterbodies





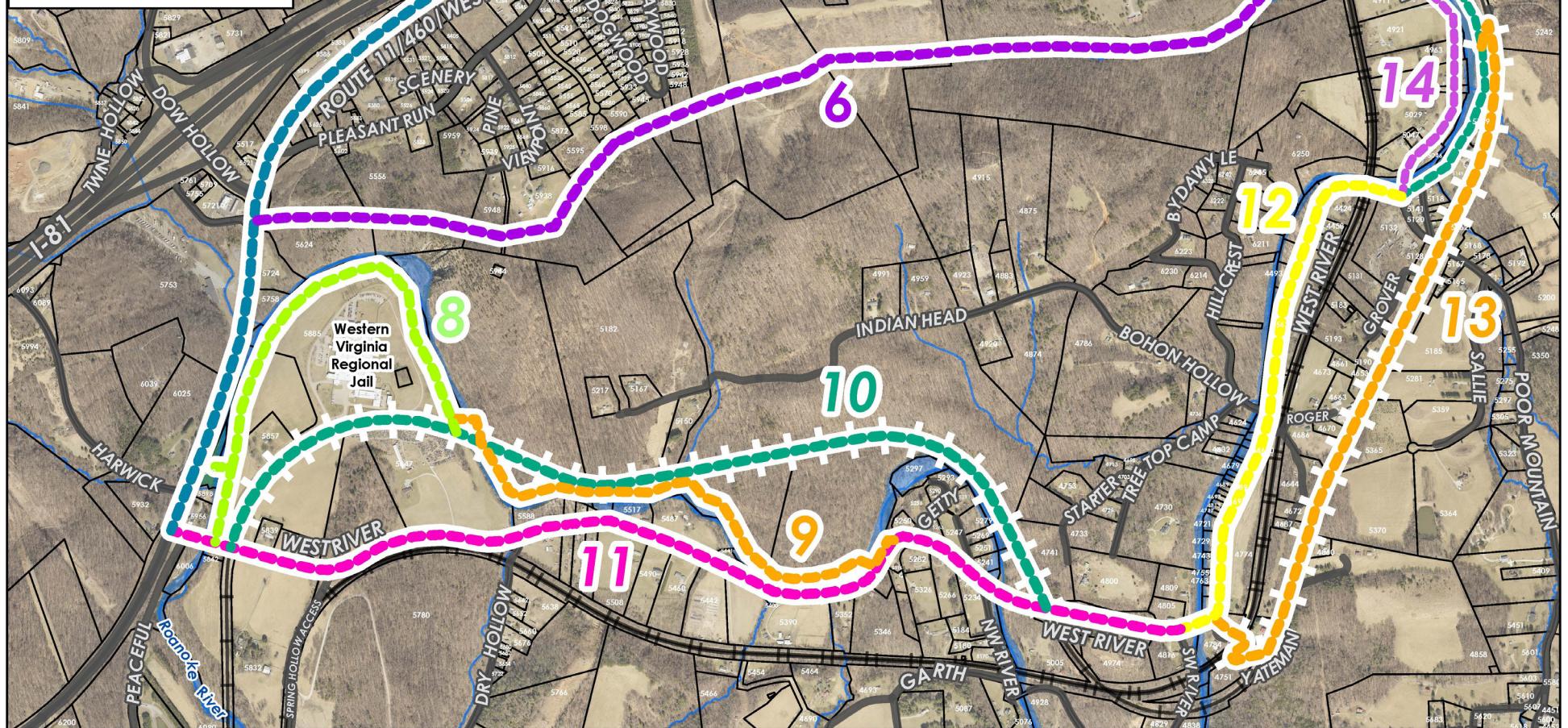
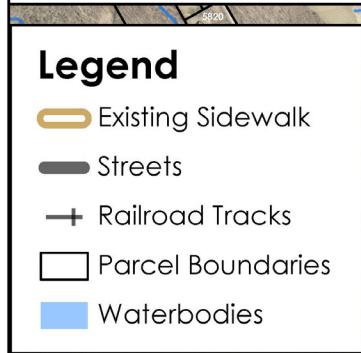
Area B Conceptual Route Alternatives

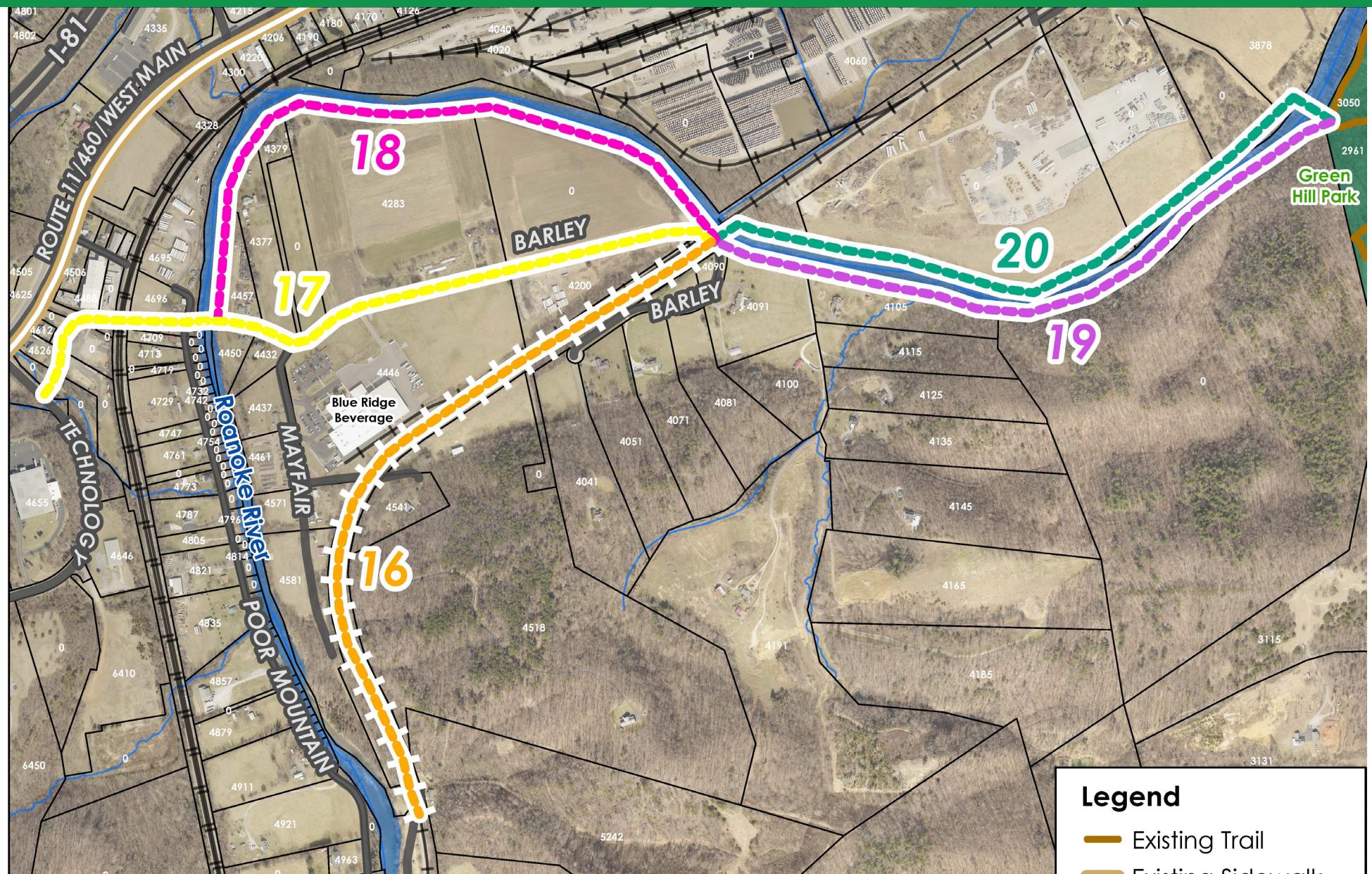
Route 11/460/West Main Street at West River Road to Barley Drive

0 0.25 0.5

1 Mile

July 2023

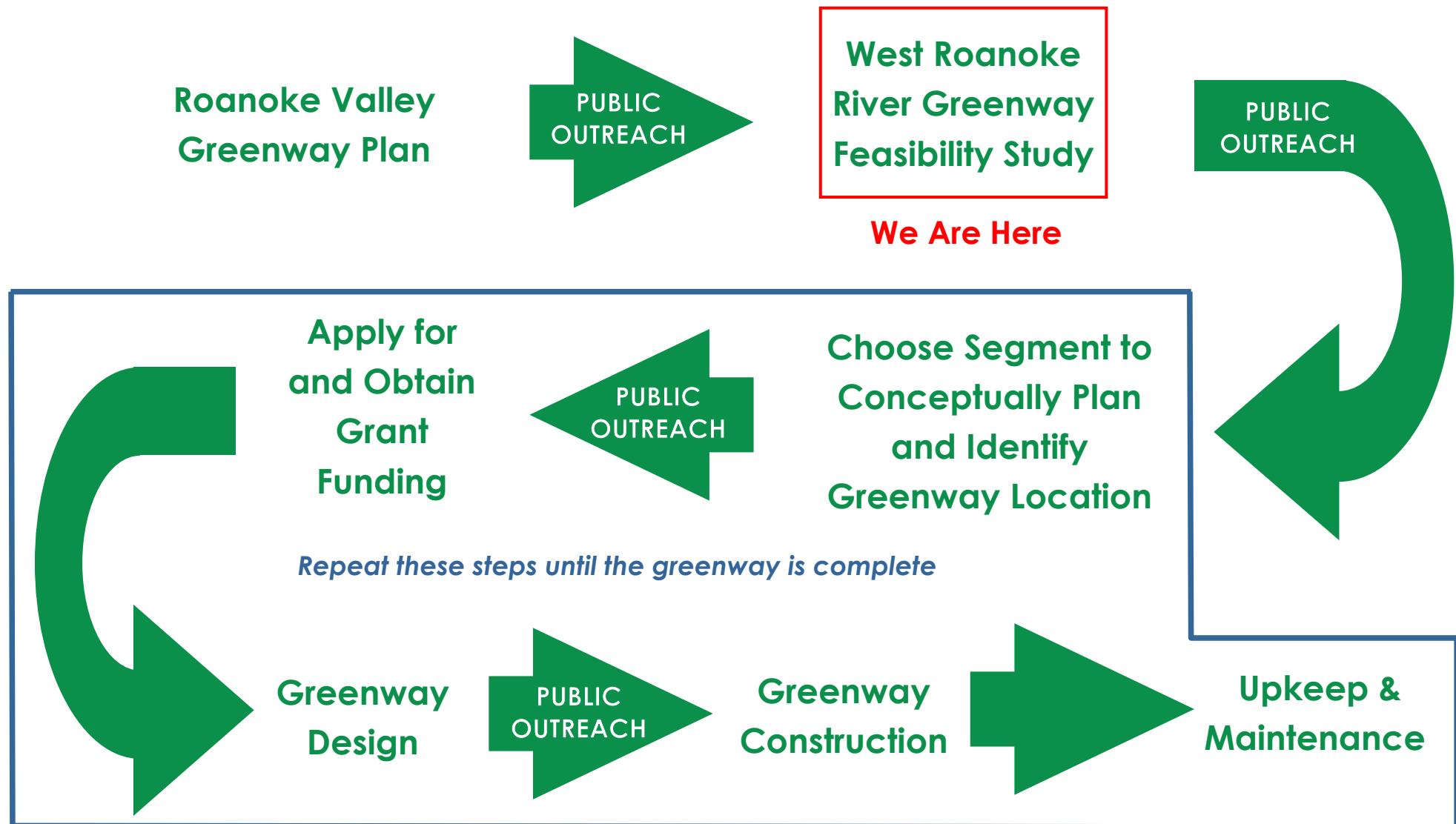




0 0.125 0.25 0.5 Mile

July 2023

Stages of West Roanoke River Greenway Project



Summer 2023 Survey and Survey Results

Please share any other thoughts about the potential route recommendations for the West Roanoke River Greenway

Next Steps:

After the closing of the survey on **July 31st**, staff will analyze survey responses and meet with stakeholder groups again. Once route recommendations are determined, the West Roanoke River Greenway Feasibility Study will be drafted and made available for public comment. The Planning Commission and Board of Supervisors are expected to both hold public hearings on the draft Study. The Board of Supervisors would consider adoption of the final Study as part of the Roanoke County Comprehensive Plan. After Board of Supervisors adoption, the County would begin seeking funding to design and construct short sections of the greenway in locations where land and right-of-way is available. There will be many opportunities for public input as part of the Study adoption and as part of future funding applications.

Place
Stamp
Here

Roanoke County Department of Planning
Attn: Isaac Henry
5204 Bernard Drive
P.O. Box 29800
Roanoke, VA 24018



West Roanoke River Greenway Feasibility Study Survey

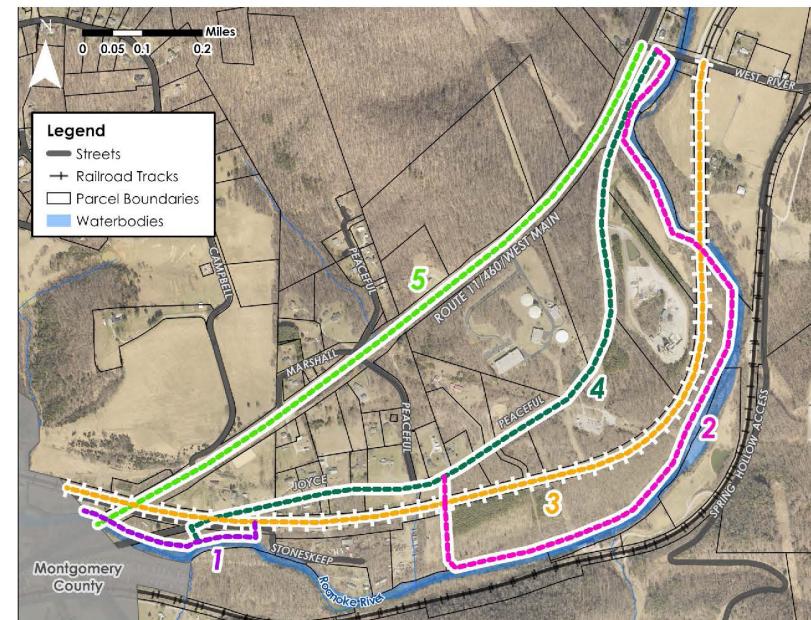
Summer 2023

Thank you for taking the time to complete this survey. For the purpose of this survey, the study area has been divided into three smaller "Areas" (A, B, and C) and potential route recommendations have been separated into twenty short segments with logical beginnings and endings. **Please select your preferred segments in each "Area."**

The potential routes shown are conceptual and for planning purposes only at this stage. There is no funding for any design or construction for any segments at this time. This study will set a foundation for future planning stages and requests for funding that could lead to future design and construction projects. All future planning and design stages will include public engagement.

We appreciate your input. Please fold, tape, and return this survey via mail by **July 31st**. You may also return the survey to the drop box at the Glenvar Library. You may also visit www.RoanokeCountyVA.gov/WRRG to watch an informational video and fill out the survey online (please complete only one survey per person).

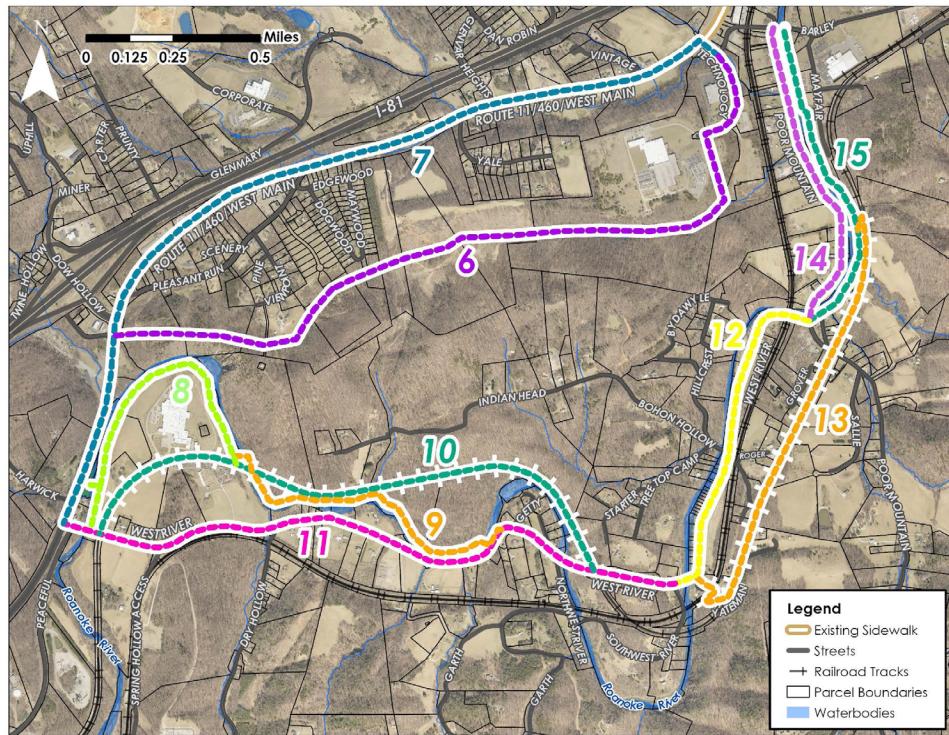
Area A: Montgomery County to Route 11/460/West Main Street at West River Road



Area A Segment Descriptions (Sides of streets and railroad tracks would be determined at a later stage of planning)

Please use the checkboxes below to select up to three preferred segments in Area A

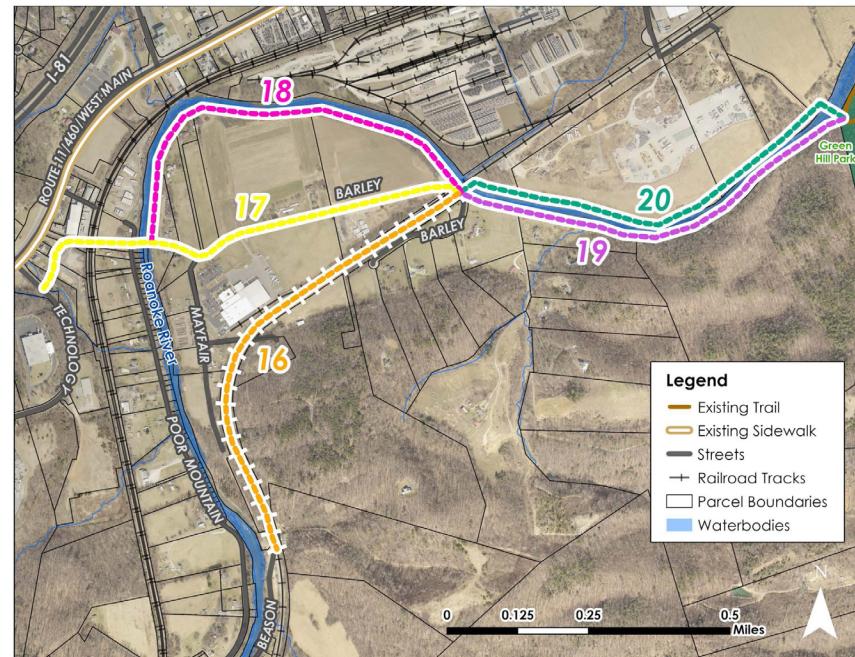
- Segment 1: North bank of the Roanoke River between Montgomery County and Stoneskeep Lane.
- Segment 2: North bank of the Roanoke River between Peaceful Drive at Joyce Lane and West River Road.
- Segment 3: Virginia Passenger Rail Authority-owned land between Montgomery County and West River Road.
- Segment 4: Stoneskeep Lane, Peaceful Drive, and Joyce Lane between the Roanoke River and Route 11/460/West Main St.
- Segment 5: Route 11/460/West Main Street between Montgomery County and West River Road.

Area B: Route 11/460/West Main Street at West River Road to Barley Drive

Area B Segment Descriptions (Sides of streets and railroad tracks would be determined at a later stage of planning)

Please use the checkboxes below to select up to five preferred segments in Area B

- Segment 6: Through the woods between West Main Street and the Mack Trucks property, Technology Drive between the Mack Trucks property and Barley Drive.
- Segment 7: Route 11/460/West Main Street between West River Road and Technology Drive, Technology Drive between Route 11/460/West Main Street and Barley Drive.
- Segment 8: South bank of the Roanoke River on Western Virginia Regional Jail property, including a bridge to Wayside Park.
- Segment 9: North bank of the Roanoke River between Western Virginia Regional Jail and West River Road west of Getty Lane.
- Segment 10: Virginia Passenger Rail Authority-owned land between West River Road (at Western Virginia Regional Jail) and West River Road (east of Northwest River Road).
- Segment 11: West River Road between Route 11/460/West Main Street and Southwest River Road.
- Segment 12: West River Road between Southwest River Road and Poor Mountain Road.
- Segment 13: Virginia Passenger Rail Authority-owned land between Yateman Lane and Beason Lane.
- Segment 14: Poor Mountain Road between West River Road and Barley Drive.
- Segment 15: South bank of the Roanoke River between West River Road and the railroad bridge over Barley Drive.

Area C: Barley Drive at Technology Drive to Green Hill Park

Area C Segment Descriptions (Sides of streets and railroad tracks would be determined at a later stage of planning)

Please use the checkboxes below to select up to three preferred segments in Area C

- Segment 16: Virginia Passenger Rail Authority-owned land between Beason Lane and Barley Drive.
- Segment 17: Barley Drive between Technology Drive and the railroad bridge.
- Segment 18: South bank of the Roanoke River between Barley Drive (at Roanoke River) and Barley Drive (at railroad bridge).
- Segment 19: South bank of the Roanoke River between the railroad bridge over Barley Drive and Green Hill Park.
- Segment 20: North bank of the Roanoke River between the railroad bridge over Barley Drive and Green Hill Park.

Name: _____

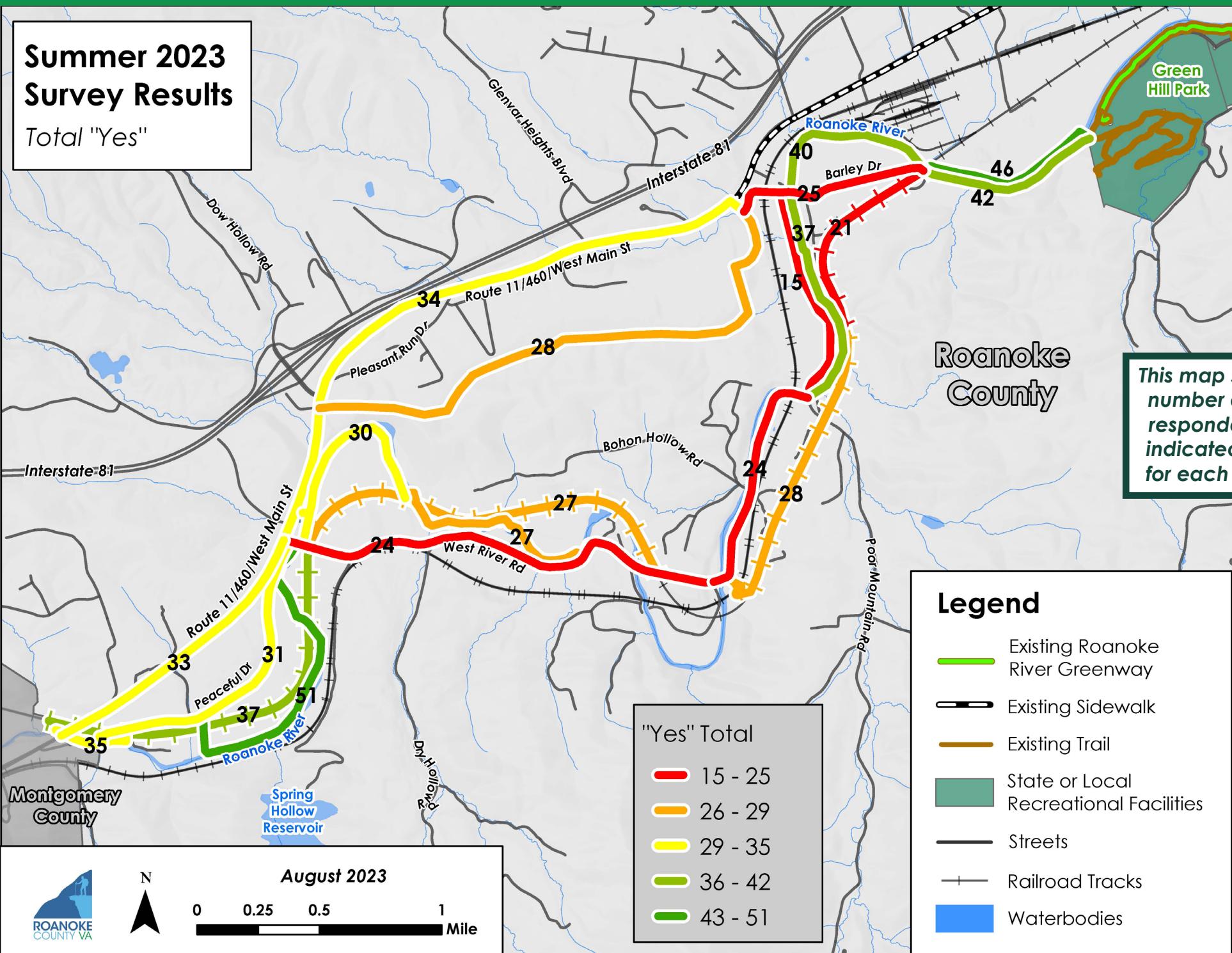
Address: _____

If you would like to receive updates about this greenway project, please provide your email address: _____

For more information contact: Isaac Henry, Transportation Planner
(540) 772-2140 | ihenry@roanokecountyva.gov

Summer 2023 Survey Results

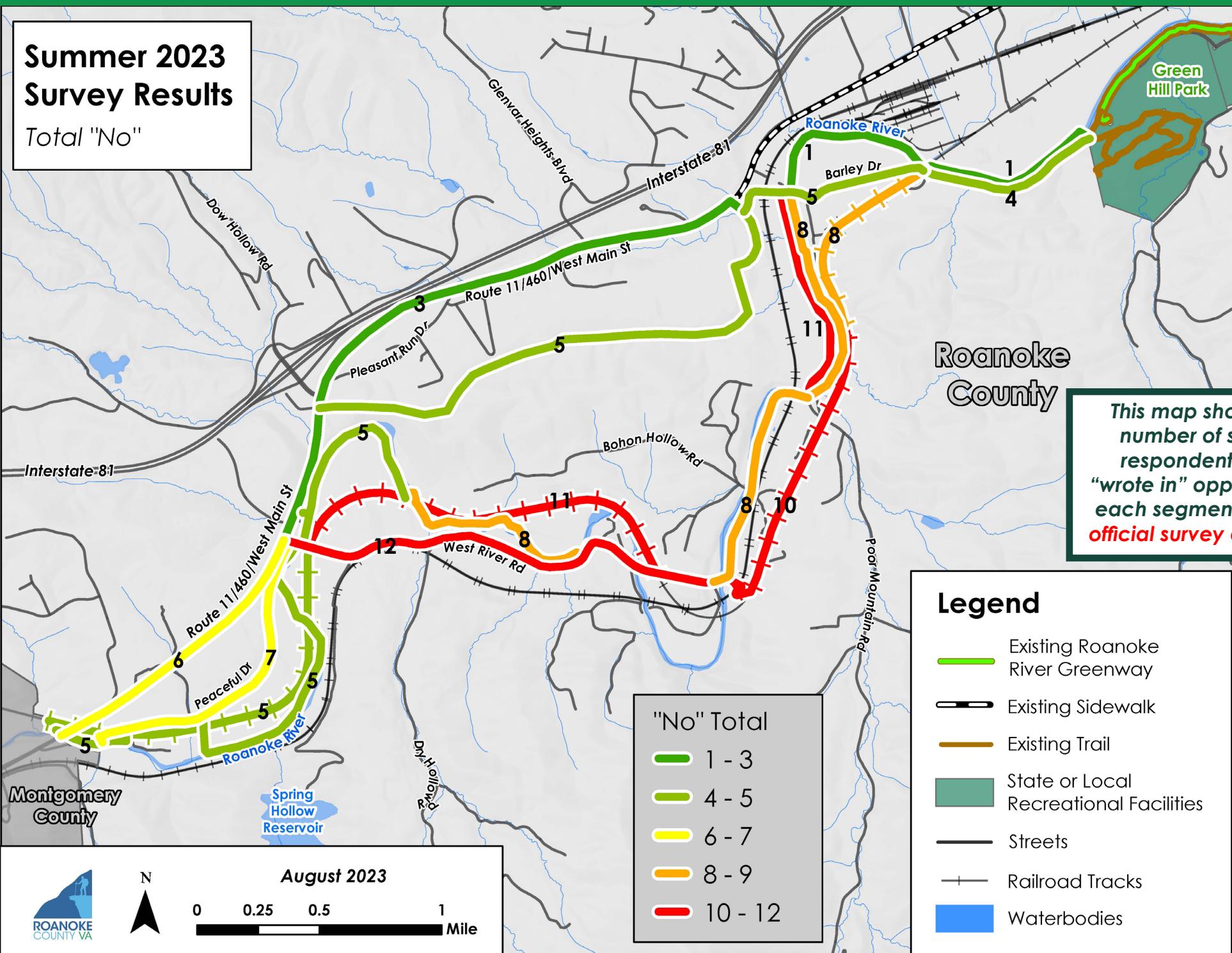
Total "Yes"



This map shows the number of survey respondents who indicated support for each segment

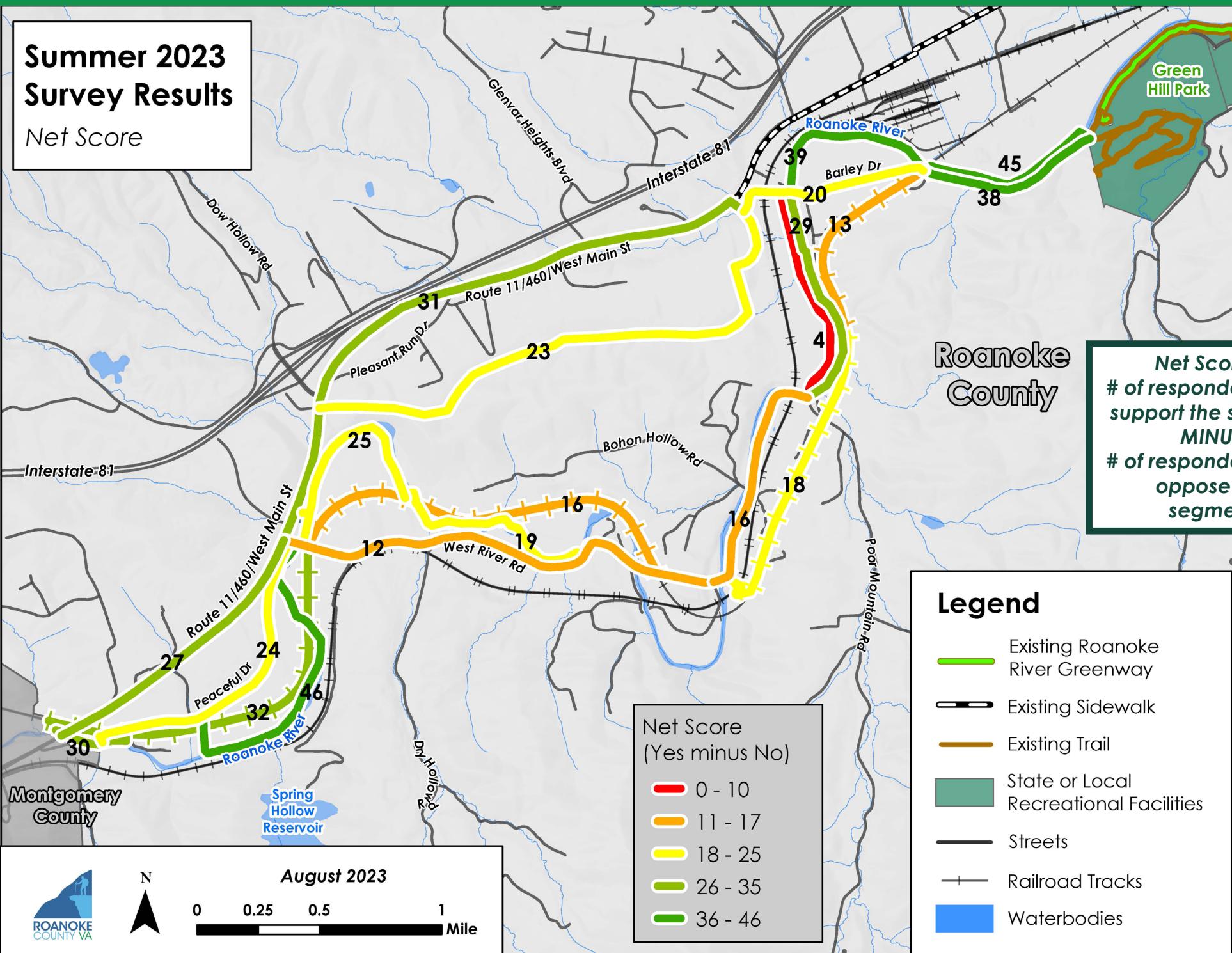
Summer 2023 Survey Results

Total "No"



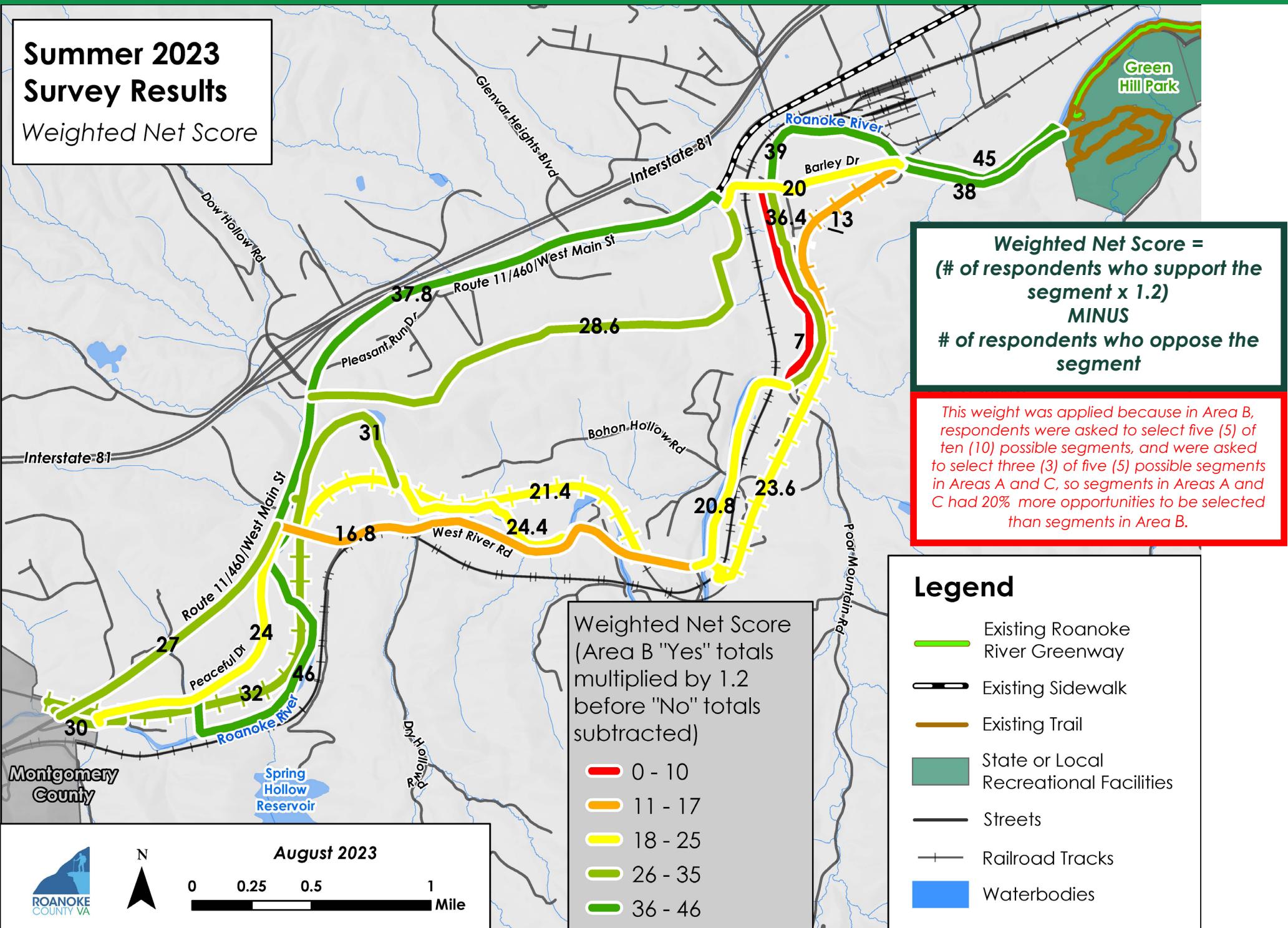
Summer 2023 Survey Results

Net Score



Summer 2023 Survey Results

Weighted Net Score



West Roanoke River Greenway Feasibility Study

Summer 2023 Survey Results

| Segment | Total "Yes" | Total "No" | Net Score | Weighted Net Score |
|---------|-------------|------------|-----------|--------------------|
| 1 | 35 | 5 | 30 | 30 |
| 2 | 51 | 5 | 46 | 46 |
| 3 | 37 | 5 | 32 | 32 |
| 4 | 31 | 7 | 24 | 24 |
| 5 | 33 | 6 | 27 | 27 |
| 6 | 28 | 5 | 23 | 28.6 |
| 7 | 34 | 3 | 31 | 37.8 |
| 8 | 30 | 5 | 25 | 31 |
| 9 | 27 | 8 | 19 | 24.4 |
| 10 | 27 | 11 | 16 | 21.4 |
| 11 | 24 | 12 | 12 | 16.8 |
| 12 | 24 | 8 | 16 | 20.8 |
| 13 | 28 | 10 | 18 | 23.6 |
| 14 | 15 | 11 | 4 | 7 |
| 15 | 37 | 8 | 29 | 36.4 |
| 16 | 21 | 8 | 13 | 13 |
| 17 | 25 | 5 | 20 | 20 |
| 18 | 40 | 1 | 39 | 39 |
| 19 | 42 | 4 | 38 | 38 |
| 20 | 46 | 1 | 45 | 45 |

Please share any other thoughts about the potential route recommendations for the West Roanoke River Greenway (1/3)

- The greenway is a positive for our community. However, I hope that improvements to Poor Mountain Road and West River Roar are part of the plan to accommodate the increase in traffic that will come with the greenway.
- Please avoid Poor Mountain Road. This road is already busy enough and our front yard would end up being the greenway trail because of the location of our house and the road. Please take this into consideration for our family.
- As much as possible along river banks but railroad tracks may be the easiest route if Norfolk Southern wants to work with you
- Great job with survey! If project proceeds, there needs to be plans and provisions for adequate maintenance and upkeep for the greenway.
- I favor the segments that stay closest to the river
- Isaac Henry is very helpful and knowledgeable.
- Please pick routes with the highest likelihood of success and the best separation from roadways
- Please avoid the Wabun River area. Flooding will be big upkeep cost.
- Greenway should be located in areas that impact as few homeowners as possible while also focusing on lowest cost to completion. Locations that easily tie in to 460/11 should be a priority for ease of access. Focus on environmental impact should be a priority as well. Cost to maintain the routes should be considered as well. Those of us on West River Road do not want this greenway through our area because of the additional traffic, trash and trespass that will occur on our narrow properties
- As a resident of this affected area, the trail would be most enjoyable and least invasive if it were to be in proximity to the established roadways.
- The Greenway should follow the Roanoke River as much as possible. Do not feel it's safe to follow R/R tracks.
- Creating a path along main roads like West Main Street would be the least invasive route option, minimizing disruptions to locals. Additionally, the path's presence alongside the main roads would be well-integrated into the existing urban fabric, preserving the surrounding community's character. This placement would also provide visitors with pleasant views of the river, enhancing the overall experience of the river walk while maintaining harmony with the surroundings.
- How much money you need? Raising my taxes for others to come to our neighborhood is never an option for us. Put up a light traffic at Technology/460 intersection before people are killed by truck traffic.
- If your plans might somehow like to incorporate this [Pleasant Grove] property, please contact me
- 1) Maximizing river adjacency is a bug plus based on my time on the greenway. 2) Putting the greenway directly adjacent to Barley Drive (segment 17) given volume of truck, car traffic, in my opinion. Thank you!
- Suspect it would be difficult, but closer to river vs. other options is best (one opinion)
- West River Rd, Poor Mountain Rd, and Harborwood Rd all are narrow and twisty. Please try to design the WRRG so that traffic on those roads will be only minimally increased.
- A very positive project - makes Roanoke County a better place to live. Taking care of us residents. I applaud your initiative! Thank you!
- I understand wanting to be by the river however when the river gets out of its banks it will destroy fencing, etc
- Keep the route near 460 - if at all! Don't see any need; concern for privacy; parking; increased traffic. This is an

Please share any other thoughts about the potential route recommendations for the West Roanoke River Greenway (2/3)

- [Drew red circle around Getty Lane and River Bend Lane. Drew red dot on east side of segment 16. Wrote "don't like any" for Area C] While I appreciate the idea of this project we all live out this way for our privacy. No one wants strangers trapping around the neighborhoods. The bicycles now are annoying enough.
- I prefer routes along water (the river) when feasible. Thanks.
- How about passing a County regulation that NO HAZMAT is allowed while we are at it, along train and river routes. I would say "Route 7" 460 but only on the "north" side of 460. I do not want strangers on my property at all. I do not want the trail on my property either. Not on the road side or river side.
- [Wrote "No other option!" for Area A] Not acceptable for anyone in Wabun!
- Do not bring the greenway to west county
- Area B #6 is through a hunting area and feeding ground for animals, #11 cross the river at Dry Hollow and follow the railway line #10
- Already voted but notes added. My property has a septic tank close to the road and a pond with a dam. The road slants toward the river. My fence would also need to be moved. I have a homestead with chickens and ducks, I am concerned that this may cause issues with passers by. My kids would like to have it nearby but the issues above would need to be addressed. I would love to see a park and a bridge (see route 9).
- No on route 15 but ok on Poor Mtn Rd route 14. I prefer rts 7 or 6. Thank you.
- The best route is the one that causes the LEAST upset to the environment for the residents and the wildlife and is the MOST cost effective for the taxpayers.
- Spend the money to fix the roads around Poor mtn and the river road. Fix the road by Greenhill at Woodbridge before you put a trail at the bottom of the and disturb it to Give Way!
- Area B directly impacts where I live and I do not want any additional people near my house. It is secluded and off the beaten path and I want to keep it like that. Spend the money to fix the roads over here. We've had several derailments, do we really need a walkway beside the tracks? There is an eagle that lives on goat rock - that does not need to be disturbed. Lots if impact to wildlife in Area C.
- I believe you will be hard pressed to get landowners, like myself, to support this idea. I just can't imagine a scenario in which people are willing to sacrifice private land to encourage "legalized" trespass.
- We live in a quiet area. We do not want the trail running through our property.
- Several of the routes through ours and other properties are heavy hunting lands. What are the safety concerns with gun shots while people are walking and or riding through our properties. We own property back in a secluded area and would like to keep it that way. Also part of our property Area B segment 9 is our land for our cattle and pigs. We live off the land and plan to keep it that way.
- My house is in process of being remodeled and re-built and is on a mere .87 acre lot and all proposals put the path in or near my front yard or back yard! I am totally opposed to the project - I don't want a stream of hikers and bikers thru my property!
- Please keep alongside the river as much as possible. This is exciting and we're glad it's being considered. Thank you.
- Don't use West River Rd or SW River Rd!!! They are narrow winding; blind hills and blind curves. The cyclists who these roads are now taking their lives in their hands. it is dangerous!
- Is this the usual? Pretend W. County has a "voice" by giving us "options." Been to the meetings, played the game my whole career in education and as a resident of W. County. Peeps move out of cities to have privacy, not strangers in their presence and dogs walking by.... Where is parking? So much more not addressed.

Please share any other thoughts about the potential route recommendations for the West Roanoke River Greenway (3/3)

- If Peaceful Valley Rd used, could do a one way route w/ cars and bikes similar to Smith Park in Roanoke City. Hopefully that area could also make a nice park with boat launches.
- [Wrote “8 out of 10 options go through my property?” for Area B] I am concerned that Area B has 8 out of 10 options that affect the same area. Does not seem like a survey or options. The odds of 5 selections will certainly choose 80% of the options that affect us

Comments Received in Adoption Process