Transportation

Providing a safe, efficient, accessible, and diverse/multi-modal transportation system is critical to the Town of Christiansburg. Christiansburg's transportation network is comprised of public transit, pedestrian and bicycle facilities, a hierarchy of roads, parking, and railways which citizens utilize for a variety of professional and personal uses. Each element of this system complements the others and is imperative to create a network to fully serve the citizens. The planning process must fully integrate land use patterns as these can greatly affect transportation resources.

Regional Transportation & Beyond

NRVMPO

The New River Valley Metropolitan Planning Organization (MPO) is a transportation policy-making organization that serves the Towns of Blacksburg and Christiansburg, Radford City and the urbanized areas of Montgomery and Pulaski Counties. The MPO was formed based on population and population density from the Census 2000 and was expanded to include Radford and Pulaski County due to Census 2010 population increases. The MPO provides the information, tools, and public input necessary to improve the performance of the transportation system of the region. Future transportation needs are addressed, giving consideration to all possible strategies and the community's vision.

The MPO coordinates and prioritizes the long range transportation policies and projects of the service area. The *Blacksburg/Christiansburg/Montgomery Area 2035 Transportation Plan* (2035 Plan) was adopted in November 2010 and amended in June 2011 as a result of this coordination and prioritization. The next update for the 2035 Plan will encompass the expanded service area of the MPO. The 2035 Plan addresses transportation improvements for the service area to meet current and projected travel demands. The 2035 Plan meets federal, state, and local requirements for an MPO Plan including early and ongoing public involvement, extensive coordination with local governments to ensure that local goals and objectives were reflected in the recommendations, a 20-plus year horizon for recommendations, consideration of anticipated transportation funding, and responsiveness to federal planning factors.

Since anticipated needs exceeded funding projections to the year 2035, the 2035 Plan includes projects within a Financially Constrained Plan as well as a Vision Plan. Should projected funding increase prior to the five-year update of the 2035 Plan, an amendment can incorporate priority projects from the Vision Plan into the Financially Constrained Plan.

The development of the 2035 Plan included data collection, assessment of the existing transportation system, refinements to the regional computerized transportation model, and public meetings at key milestones to solicit input. Plan recommendations were based on technical analyses, public input, and consideration of local planning, mobility, safety, and economic development initiatives. The Financially Constrained Plan includes projects from VDOT's *FY 2012-2017 Virginia Transportation Six-Year Improvement Program* (SYIP) and projects that could be implemented based on anticipated funding streams between 2018 and 2035. Current

funding amounts for Christiansburg projects in the 2013-2018 SYIP total approximately $35.9 million.

NRVPDC

The New River Valley Planning District is comprised of the counties of Floyd, Giles, Montgomery, and Pulaski, and the City of Radford and is financed by local, state, and federal funding. The New River Valley Planning District Commission (PDC) is chartered under Virginia law and serves the local governments and residents in the area by providing a variety of planning and economic development services. The purpose of the PDC is to promote regional cooperation, to coordinate the activities and policies of member local governments, and to provide planning assistance to local governments.

The PDC prepared the *New River Valley Regional Bikeway Walkway Blueway Plan* (RBWB Plan) in 2011 with funding from the Federal Highway Administration and VDOT's Rural Transportation Planning Assistance Program. The RBWB Plan provides information, guidelines, and cohesion in the creation, expansion, and coordination of a safe and effective bikeway, walkway, blueway system for the region. The RBWB Plan includes existing and proposed bikeways, shared roadways, bicycle lanes, multi-purpose trails, mountain biking trails, hiking trails, sidewalks, dedicated bicycle routes, blueways (water trails), and support facilities.

The PDC adopted the *2035 Rural Long Range Transportation Plan* which addresses transportation planning outside of the MPO as part of VDOT's *2035 Surface Transportation Plan*. The PDC established the Regional Transit Coordinating Council (RTCC) in April 2012 based on recommendations from the joint PDC and MPO *Regional Transit Organization Study*. The RTCC will facilitate regional dialogue, coordinate planning efforts, and inform transit partners. The PDC has also assisted with other regional plans and studies including the *2009 Employment Mobility Study* and *2008 Park-and-Ride Study*.

Corridors of Statewide Significance

In 2009, eleven Corridors of Statewide Significance (CoSS) were identified that assist the movement of people and goods between regions in Virginia and to areas outside Virginia. The Office of Intermodal Planning and Investment included these corridors in *Virginia's Long-Range Multimodal Transportation Plan* (VTrans2035). The purpose of the CoSS is to provide a multimodal vision for the corridors to guide localities in their land use and transportation plans. This guidance allows for consistency by prohibiting local decisions from degrading the efficiency of the corridors. Two of these corridors pass through Christiansburg: the Crescent Corridor (I-81) and the Heartland Corridor (Route 460).

Interstate 81 stretches from Tennessee to New York running through Christiansburg and connects to Interstate 77 to the south providing two significant truck freight routes. Within Christiansburg, Exits 118A, B, C and Exit 114 on Interstate 81 allow for efficient transportation of goods to local businesses and industries.

U.S. Route 11, which stretches from Louisiana to New York, provides an alternative to Interstate 81 and connects Christiansburg to localities within the region. U.S. Route 460, which stretches

from Kentucky to Virginia, connects Christiansburg with the major employment hubs of Salem, Roanoke, and Blacksburg including Virginia Tech.

The Crescent Corridor includes Interstate 81 and U.S. Route 11 and serves the following key functions: freight corridor for trucks and rail, passenger link between urban centers, through travel, and links education and tourism destinations. The following strategies were identified for the Crescent Corridor in VTrans2035 to guide local land use planning and transportation investments:

- Increase capacity for both passengers and freight by expanding freight rail service and adding capacity to allow for passenger rail service
- Support expanded freight capacity by expanding intermodal facilities
- Increase the highway capacity of I-81 in strategic locations by improving interchanges, construction of new interchanges at strategic locations, and/or by roadway widening
- Improve safety by addressing high crash rate areas and making necessary improvements
- Improve safety and increase capacity along I-81 by adding truck-climbing lanes in strategic locations
- Increase Park and Ride capacity by expanding existing lots and adding new facilities at strategic locations
- Improve transit in rural areas by expanding fixed-route services and offering increased demand response services and services for the elderly and disabled
- Improve air passenger service by increasing commercial service where market forces allow at existing airports and improving ground access to air facilities
- Implement ITS (Intelligent Transportation Systems) to increase system efficiency and safety

The Heartland Corridor includes Route 460 and serves the following key functions: freight corridor for trucks and rail, westbound link for Hampton Roads especially for evacuation, and links military, education, historic, and tourism destinations. The following strategies were identified for the Heartland Corridor in VTrans2035 to guide local land use planning and transportation investments:

- Increase capacity for both passengers and freight by expanding freight rail service and adding capacity to allow for higher speed rail between Richmond and Hampton Roads
- Ensure multimodal freight movement coordination with the proposed Craney Island expansion and divert more freight to rail
- Support expanded freight capacity by expanding intermodal facilities
- Improve transit in the Hampton Roads, Lynchburg, and Blacksburg areas and in rural areas by offering increased demand response services and services for the elderly and disabled
- Complete construction of the Route 460 realignment west of Suffolk and increase the highway capacity of Route 460 in strategic locations
- Improve safety by addressing high crash rate areas and making necessary improvements
- Improve access management

- Encourage commercial and industrial development, encourage concentrated development centers to avoid strip development, and coordinate land use and transportation decisions

The Christiansburg goals and implementation strategies detailed in this chapter are consistent with both the Crescent and Heartland Corridor strategies from VTrans2035.

Primary Transportation Goal
Provide a diverse transportation network/system that offers citizens the means for safe, efficient travel without reliance on a single mode. The system must allow for universal access that creates integrated and balanced mobility and connectivity.

REFER to Appendix for detailed working list of projects – Comp Plan Implementation Work Program

Transit and Multi-Modal Transportation
Transit choices offer an alternative transportation method to personal automobile travel for Christiansburg residents and visitors. Services available in or accessible to Christiansburg include bus service, van service, rail service, taxi service, and air service.

Bus Service
Blacksburg Transit, a department of the Town of Blacksburg, provides bus service between Blacksburg and Christiansburg and within Christiansburg. Blacksburg Transit provides fixed service, demand response and special event service to Christiansburg. The Two Town Trolley provides an express service connection between Blacksburg and Christiansburg with limited stops. The Explorer fixed-route service provides over 6,000 annual trips operating between the NRV Mall area, downtown Christiansburg and historic Cambria, the Falling Branch Park and Ride, the Recreation Center, and the Aquatic Center. The Explorer route also allows for courtesy stops to take passengers closer to their destinations. The Go Anywhere service provides approximately 16,000 annual trips as an on-demand service for passengers traveling within Christiansburg. The Go Anywhere service allows for same-day to 14 day advance reservations. Blacksburg Transit also provides two commuter service routes from 24 Christiansburg stops to 16 Blacksburg stops during the typical work week. www.btransit.org

According to the *Blacksburg Transit 2011-2017 Transit Development Plan* (TDP), the goal for future Christiansburg bus service is to monitor and modify it as needed. Specific projects addressed in the TDP include a NRV Mall Transit Center, VDOT Park-n-Ride (I-81 Exit 118) Improvements, a Mini-Hub Transfer Station in Downtown Christiansburg, and Bus Stop Improvements at the highest usage stops. These goals are reflected in the Implementation Strategies for Transit and Multi-Modal Transportation in this section.

Radford Transit, operated by New River Valley Community Services, provides bus service connecting Radford and Christiansburg. The Route 40 NRV Connect includes four Christiansburg stops and currently operates Thursday through Sunday. www.radfordtransit.com

Valley Metro, owned by the City of Roanoke, operates the Smart Way Bus which links the Roanoke Valley with the New River Valley. The Smart Way Bus includes two Christiansburg stops as well as stops in Blacksburg, Salem, and Roanoke. This route provides residents and visitors with service to the Roanoke Regional Airport. Valley Metro also operates the Smart Way Connector which connects the New River Valley, Roanoke Valley, Bedford, Lynchburg, and Amtrak Northeast Regional Service. This connector provides citizens and visitors with public transportation to passenger train service. www.smartwaybus.com

Megabus offers long-distance express bus service throughout the United States and Canada. The Falling Branch Park and Ride in Christiansburg is the only stop on the Megabus route between Union Station in Washington, DC and Knoxville, TN. Megabus service between these cities includes two trips per day north bound and two trips per day south bound.
http://us.megabus.com

Ride Sharing
RIDE Solutions is a regional ridesharing program operated by the Roanoke Valley-Alleghany Regional Commission in cooperation with the New River Valley Planning District Commission. RIDE Solutions is a grant-funded service that offers free carpool matching services to residents of the Roanoke and New River Valley regions in order to reduce the number of single-occupant vehicles on the road. RIDE Solutions provides Christiansburg residents with one-on-one carpool matches and works with employers to build alternative transportation incentive programs.
http://www.ridesolutions.org/

Rail Service
Freight rail service is available to local businesses as Norfolk and Southern Railway lines run through Christiansburg in an east/west direction. There is currently no passenger rail service within the Town of Christiansburg. However, residents and visitors can reach Amtrak passenger service in Lynchburg using public transit options. Restoration of passenger rail service through Christiansburg is included in the proposed TransDominion Express, which will utilize existing rail lines to connect Bristol, VA with Richmond, VA and Washington, DC.
http://www.tdxinfo.org/

Taxi Service
Various private taxi companies provide Christiansburg residents and visitors with local service.

Air Service
While there is no airport within Christiansburg corporate limits, air service is available from three surrounding airports. The Roanoke Regional Airport, approximately 35 miles northeast, is served by numerous commercial airlines. The Virginia Tech-Montgomery Executive Airport, approximately 3 miles north, is operated by Christiansburg, Virginia Tech, the Town of Blacksburg, and Montgomery County and serves primarily corporate and private clientele. The New River Valley Airport, approximately 20 miles west, serves primarily cargo and is jointly owned by the Town of Christiansburg along with the Towns of Dublin and Pulaski, the City of Radford, and the Counties of Giles, Montgomery, and Pulaski.

Special Needs Populations

The Smart Way Bus fleet is wheelchair accessible and compliant with the Americans with Disabilities Act (ADA). The Megabus website states that Megabus is obligated to provide accessible transportation service to customers with disabilities. While not an ADA service, Blacksburg Transit Go Anywhere buses can accommodate wheelchairs.

New River Valley Community Services operates the Community Transit throughout the New River Valley including Christiansburg. The Community Transit provides safe and reliable service for medical trips for individuals with disabilities and/or special needs.

New River Valley Agency on Aging offers medical transportation options to the elderly residents of Christiansburg.

New River Valley Senior Services offers multiple transportation options for the special needs populations within Christiansburg.

Additionally, the Town of Christiansburg addresses nondiscrimination through the New River Valley Metropolitan Planning Organization (MPO) Title VI Plan which includes issues such as equity and accessibility for special needs populations in transportation planning.

Transit and Multi-Modal Transportation Goal

Improve access to transit and increase convenience of transit service while maintaining safety, reliability, and efficiency. Promote the integration of bus, rail, air, and other modes of transportation into the Christiansburg transportation system.

Implementation Strategies

- Maintain and enhance bus service throughout Town and connecting to other regional facilities.
    - Increase the number of residents and visitors that utilize bus service.
        - Consider new bus routes where demand is found.
        - Consider additional bus stops and extended routes where demand is found.
        - Increase the hours for bus service to make local and regional travel more convenient.
        - Match resident needs with bus service provision through stop locations and scheduling.
    - Enhance amenities and increase convenience for riders at bus stops.
        - Increase the number of covered bus shelters, benches, and bicycle parking at transit stops.
        - Support amenities at high usage stops such as shelters, benches, and improved signage as described in Project No. 19 of the Blacksburg Transit 2011-2017 TDP.
        - Support the creation of the NRV Mall Transit Center with bus bays and passenger amenities as described in Project No. 16 of the Blacksburg Transit 2011-2017 TDP with location preference at the existing NRV Mall.
        - Support the creation of the Downtown Christiansburg Mini-Hub Transfer Station with space for several buses and amenities as

described in Project No. 18b of the Blacksburg Transit 2011-2017 TDP.

- Enhance transit access throughout Town and connecting to other regional facilities.
    - Create incentives for creating public transit stops when developing or redeveloping property.
        - Consider reduced parking space requirements for the creation of transit stops and transit access.
    - Consider transit accommodations in future Town transportation projects.
- Continually assess the feasibility of regional administration for transit service as regional transit connections among localities increase.
- Support expanded freight capacity through the Crescent and Heartland Corridor to maintain efficiency in the network.
- Support the reentry of passenger rail service to the Town.
    - Support existing and expanded transit linkages to existing passenger rail service locations.
    - Support the proposed TransDominion Express linking Bristol, VA with Richmond, VA and Washington DC through Christiansburg.
- Improve and increase park and ride opportunities within the Town. Request that the MPO study regional transit and park and ride facilities.
    - Identify new location prospects for park and ride lots. Consider sharing locations with existing underutilized parking lots; i.e. schools, churches and other civic uses.
    - Consider official designation for informal park and ride locations.
    - Improve and expand park and ride facilities at I-81 Exit 118 - Falling Branch with the inclusion of a covered shelter and emergency phone at minimum. Consider sharing an overflow lot with the Falling Branch Elementary School. Support improvements such as indoor waiting areas, restrooms, and traffic separation as described in Project No. 17 of the Blacksburg Transit 2011-2017 TDP.
    - Support location of park and ride lots with other roadway and transportation projects, where appropriate.
- Provide continued support for the Virginia Tech – Montgomery Executive Airport Authority and the New River Valley Airport Commission.

Bikeways and Walkways

Bikeways and walkways are a vital component of the Town's transportation network. The bicycle and pedestrian system is traveled by residents and visitors for both personal and professional purposes. These elements provide commuters with paths to work and recreational users with leisure and sporting opportunities.

Two primary facilities within Christiansburg are the Huckleberry Trail and US Bike Route 76. The Huckleberry Trail connects Downtown Blacksburg to the New River Valley Mall in Christiansburg. The Huckleberry Trail will extend to connect to the Jefferson National Forest through on-road and off-road facilities in the future. The Huckleberry Trail is currently being extended, with a pedestrian bridge crossing Route 114, to connect with Downtown Christiansburg. US Bike Route 76 (the TransAmerica Bike Route) travels enters Christiansburg

along Ellett Road (State Route 723), following Cambria Street NE to Depot Street NE and Depot Street NW to College Street and leaves Town limits on Mud Pike Road (State Route 666).

The Downtown Trail runs approximately 1,000 feet between College Street and Depot Street connecting the Downtown Park, National Guard Armory, Christiansburg Fire Department, Christiansburg Rescue Squad, and the Christiansburg branch of the Montgomery-Floyd Regional Library.

As of 2012, the Town of Christiansburg had XX miles of sidewalks and trails and XX miles of bicycle lanes/shared roadways. The Town maintains the sidewalk system which complements the existing trails. Sidewalks or trails are required for all new streets in residential zoning and sidewalks are required for new business development as well.

Safe Routes to School

The Virginia Department of Transportation administers the federally funded Safe Routes to School Program (SRTS). SRTS programs use a comprehensive approach to make school routes safe for children to walk and bicycle. VDOT awards grants in three categories: QuickStart Mini-grants for small activities and programs, Non-Infrastructure Grants for encouragement, education, enforcement and evaluation, and Infrastructure Grants for improvements to walkways, bikeways, and crossings. The Christiansburg SRTS vision states: "Our community is motivated to pursue Safe Routes to School because we highly value student physical activity and health; we want to improve the air quality and environment around our schools; we wish to improve unsafe or insufficient walkways, bikeways, and crossings; and we are committed to reducing speeding and reckless driving near the schools". Christiansburg is pursuing infrastructure grant funding for installing bicycle racks on school campuses and improving and constructing sidewalks, trails, and crosswalks to those campuses. Christiansburg will pursue non-infrastructure grant funding when available in the future.

Bikeways and Walkways Goal

Increase safe and accessible bicycle and pedestrian facilities within Town to maintain and enhance a diverse transportation network.

Implementation Strategies

- Plan for future bikeways and walkways within the Town and connecting to other regional facilities.
    - Develop a new bikeway/walkway master plan and map for the Town to reflect existing facilities and future demands.
    - Evaluate roadway and right-of-ways widths within Town to retrofit pedestrian and bicycle facilities within existing right-of-way.
    - Create connections for bicycles and pedestrians between separate developments in the NRV Mall area and connect to the future NRV Mall Transit Center as detailed in the Blacksburg Transit TDP.
    - Acquire land, where appropriate, to create an interconnected network of pedestrian and bicycle trails.
    - Prioritize connecting residential areas with schools, parks, and other public facilities.

    - Consider grants, round-up, cost-sharing, and other possible revenue streams to expand the pedestrian and bicycle network.
    - Consider bicycle and pedestrian access when closing/vacating alleys and streets.
    - Support the implementation of the New River Valley's Bikeway, Walkway, Blueway Plan for the region.
    - Promote bicycle and pedestrian safety and education to create a safe, accessible, and convenient system.
- Enhance pedestrian facilities within Town and connecting to other regional facilities.
    - Establish safe pedestrian crossings at all major intersections. Specific locations are identified in the Working List of Transportation Projects.
    - Build new sidewalks in existing neighborhoods.
        - Specific locations to be determined by neighborhood plans.
    - Expand the Huckleberry Trail to downtown by way of the Christiansburg High School and Christiansburg Aquatic Center.
    - Utilize the existing pedestrian overpass to connect the Montgomery County Park to the NRV Mall Transit Center and the Huckleberry Trail.
    - Maintain and improve existing pedestrian facilities.
    - Connect schools, parks, and public facilities using sidewalks and trails.
    - Develop feeder pedestrian systems to link local facilities with regional facilities such as Bisset Park, the Montgomery County Village Trails, the New River Trail, and the Roanoke River Greenway.
    - Incorporate pedestrian facilities in new Town projects.
    - Support at-grade crossings for railways.
    - Provide emergency phones and adequate lighting along trails where appropriate.
    - Ensure sidewalks are obstruction free.
- Enhance bicycle facilities within and around Town.
    - Incorporate bicycle facilities in Town projects.
    - Create incentives for bicycle facilities including bicycle parking when developing or redeveloping property.
    - Increase bicycle parking locations within Town.
    - Establish safe bicycle crossings (signage, etc.) at major intersections.
    - Provide emergency phones and adequate lighting along trails where appropriate.
    - Enhance safety on bicycle routes with signage, education, and other resources.

Road Network

Access to Christiansburg is available through several primary routes including Interstate 81, U.S. Route 460, U.S. Route 11, Virginia Route 8, Virginia Route 111, and Virginia Route 114. Access within Christiansburg and to these primary routes is provided by an internal network of local, collector, and arterial streets. The Town of Christiansburg is located in the Salem District of the Virginia Department of Transportation (VDOT).

Classification System

Local streets provide direct access to adjacent land and make up 70.9% of total street mileage, but carry only a small proportion of total vehicle miles traveled (VMT). Local streets provide access to residential neighborhoods and typically have speed limits of 25 miles per hour.

Collector streets connect local streets to arterial roads and are intended to support moderate to heavy levels of traffic. These roads make up 3.1% of total street mileage and typically route traffic from residential areas to commercial areas and employment centers. Speed limits on collectors vary between 25 and 35 miles per hour.

Arterial roads primarily carry heavy traffic volumes connecting traffic to and from interstates and expressways. These roads make up 16.4% of total street mileage and provide connections to Interstate 81 and major rural routes outside of Town. Speed limits range from 25 to 55 miles per hour.

Expressway and Interstate roads make up the remaining 9.6% of total street mileage within Town.

INSERT MAP – Street Network Map showing classifications

Traffic Calming Program

In August 2012, Christiansburg Town Council adopted the Town of Christiansburg Traffic Calming Program to address traffic problems and concerns on local and collector streets. The purpose of the Traffic Calming Program is to provide residential neighborhoods protection from excessive speeds and volumes of motor vehicles; increase safety, access, comfort and convenience for pedestrians, bicyclists, and motorists; and promote a partnership between Town staff and neighborhood residents in the development of traffic calming measures. The program document includes criteria and methods for traffic calming including administrative methods and public involvement.

Street Improvement Projects & Priorities

The Virginia Department of Transportation, the Commonwealth Transportation Board, and the Virginia Department of Rail and Public Transportation have allocated funding for Interstate, Primary, and Urban system improvements in the *FY 2013-2018 Virginia Transportation Six-Year Improvement Program*. Four projects have been allocated funding within Christiansburg in this report. Other projects have been identified as priorities by Christiansburg for the *Blacksburg/Christiansburg/Montgomery Area 2035 Transportation Plan*. In addition, several projects have been classified as priorities since the 2010 adoption and 2011 amendment of the *2035 Transportation Plan*. The following table/chart and map address these road project priorities as required in Virginia State Code Section 15.2-2223. All cost estimates will be adjusted to account for inflation and fluctuating material and labor costs over time.

Funding Assigned in 2013-2018 SYIP

1. Interstate 81 – Replace approaches and bridges over Route 8 for northbound and southbound lanes. $10.1 million
2. Route 114 – Widen Peppers Ferry Road to four lanes from Route 460 Business to 0.789 Km East of West Corporate Limit. $25.2 million Construction Underway

3. Route 460 Business – Replace signal at the Home Depot entrance to improve safety. $310,000 Construction Complete
4. Route 460 Business – Replace signal at the Wal-Mart entrance to improve safety. $305,000 Construction Underway

Funding Anticipated by 2035: Alphabetical Listing Follows…

5. Cambria Street Improvements at Ellett Road to improve intersection for operations and install signal, pending warrants. $170,000
6. Depot Street Improvements to include upgrading Route 111 bridge over Walnut Branch. $1 million
7. East Main Street Improvements at Roanoke Street to include changing the westbound approach to a left and left-right configuration. Disallow access from this intersection to/from Pepper Street SE to improve long-term safety and reduce conflict points. $400,000
8. Exit 118 Park and Ride Lot Improvements to include expansion of park and ride lot with amenities. $400,000
9. Franklin Street Improvements at Main Street to monitor recent improvements for congestion. $50,000
10. Huckleberry Trail Improvements to extend southern terminus to Downtown Christiansburg (route to be determined). $2.3 million
11. Interstate 81 Improvements to include widening to six lanes from west boundary of NRVMPO to east of South Franklin Street at milepost 116 (partially in Montgomery County). $97.1 million
12. Interstate 81/West Main Street Improvements to include improving the Route 8 interchange for operations (partially in Montgomery County). $5 million
13. North Franklin Street Improvements at Depot Street intersection to add turn lanes on both eastbound and westbound directions. $1.6 million
14. **North Franklin Street/Cambria Street Improvements to include reconfiguration of the intersection of Route 460 Business at Route 111 to provide for increased capacity and safety. $982,500
15. North Franklin Street/Peppers Ferry Road Improvements to include improvement in intersection of Route 460 Business at Route 114 for operations and safety and additional approach lanes on Peppers Ferry Road to improve capacity. $2.3 million
16. Park and Ride Lot Improvements to include construction of a new park and ride lot. Potential locations include Route 11 or Radford Road west of Christiansburg (partially in Montgomery County). $400,000
17. Parkway Drive Improvements from Radford Road (Route 11) to South Franklin Street to include extension of Parkway Drive as a two lane facility (partially in Montgomery County). $28.6 million
18. Parkway Drive Improvements from Technology Drive to South Franklin Street to extend road as two lane roadway on four lanes of right-of-way (partially in Montgomery County). $12.7 million
19. **Peppers Ferry Road Connector to include preliminary engineering only for construction of Route 114 connector to Route 460 (North Franklin Street) as a four lane divided limited access roadway including pedestrian and bicycle facilities. $100,000

20. Radford Street Improvements at Depot Street to include adding right turn bay for all approaches except northbound and to convert the current through-right lanes into through-only lanes. $1.2 million
21. Radford Street/Radford Road Improvements from Silver Lake Road western intersection to West Main Street to include widening to four lanes with a center bi-directional turn lane, bicycle lanes, and sidewalks (partially in Montgomery County). $37.3 million
22. Roanoke Street/Bypass Study to identify specific safety concerns at Route 11/460 Business at US 460 (Christiansburg Bypass). $100,000
23. West Main Street (Route 8) Widening from Radford Street (Route 11) to Interstate 81 to four lanes with pedestrian and bicycle facilities. $14.5 million
24. West Main Street Improvements at Mud Pike/Moose Drive (Route 666) to widen approaches at intersection to include two through lanes in the northbound and southbound directions. Consider long term relocation of Mud Pike and/or Moose Drive to provide additional spacing between this intersection and the Interstate 81 ramps (pending detailed study). $1.9 million
25. West Main Street Improvements at Phlegar Street/Radford Street to improve intersection for operations and safety. Shift Phlegar Street to align with Radford Street and create single intersection. $1.2 million

**Town Council passed a resolution to reprioritize projects #14 and #19, to #2 and #3 respectively, in the VDOT list of the Town's urban system highway projects. The resolution revises Project #14 to include a study of the functionality between Cambria Street and Independence Boulevard and the potential for a coordinated signal system. The resolution revises Project #19 to include consideration of the entire construction for the Peppers Ferry Road connector.

INSERT MAP – Road Improvement Projects

Funding and Maintenance
Funding for VDOT projects is shared with 5% of right-of-way and engineering costs and 2% of construction costs assumed by the Town. The yearly funding allotment by the state is allocated primarily by population. VDOT maintains interstate and expressway roads and some arterial roads while the Town maintains local, collector, and the remainder of the arterial roads. Funding for Town maintenance of roads is allocated by VDOT on the basis of number of moving-lane-miles by road category.

Road Network Goal
Provide a road network that is safe, efficient and reliable for all users. Ensure that the road network enables traffic flow within and exterior to Town limits without adverse effects on residential neighborhoods and other transportation modes.

Implementation Strategies

- Identify high traffic areas and develop remedies for traffic issues such as congestion and high crash rates. Update the *Street Improvements Projects & Priorities* list as needed.
- Consider future street connections to reduce congestion and divert through-traffic away from residential streets.

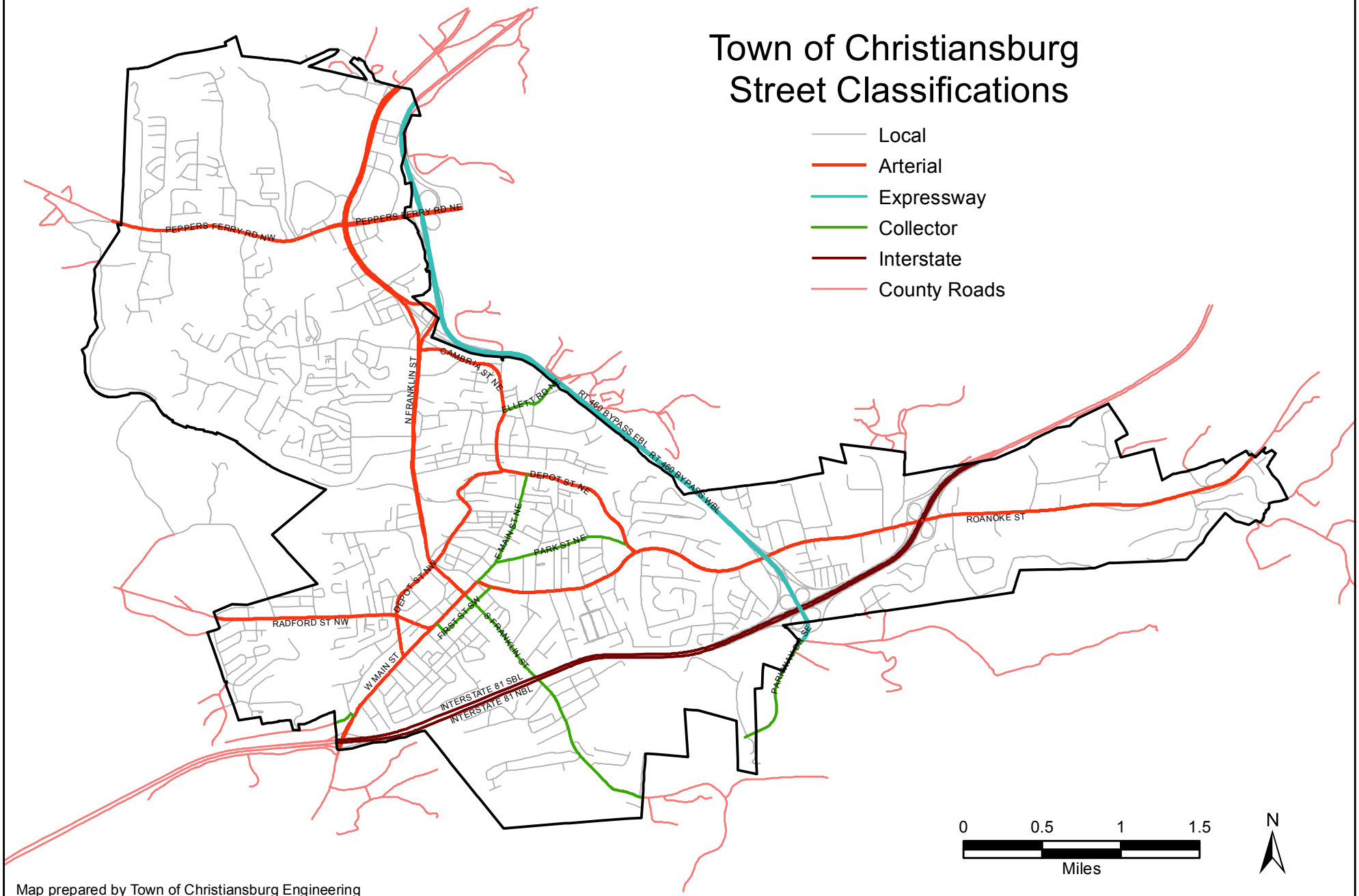
- Reduce traffic congestion and speeding in residential areas.
    - Reduce road width minimums while requiring grid connections.
    - Prohibit industrial traffic in residential neighborhoods.
- New development should increase connectivity to support efficient emergency service provision and reduce congestion at intersections of local and collector/arterial streets.
    - Limit cul-de-sacs and support the use of grid patterns.
- Increase availability of parking in the downtown areas.
- Consider participating in VDOT's Urban Construction Initiative.
- Consider pedestrian and bicycle access when processing street/alley vacation requests.
- Maintain and replace bridges and stormwater facilities as necessary with consideration for waterways within Town.

Comprehensive Plan Implementation Work Program

Working List of Transportation Projects

- Improve Radford Street (Route 11) to allow for pedestrian and bicycle facilities.
- Establish safe pedestrian crossings at all major intersections such as in the vicinity of Roanoke Street and Industrial Drive and Independence Boulevard and North Franklin Street.
- Consider traffic calming measures (including median and crosswalks) for Roanoke Street between the Bypass and Interstate 81 interchange.
- Complete study of Roanoke Street intersection including Gateway Plaza and Falling Branch Road. Consider realignment and/or traffic signal, pending warrants.
- Consider traffic calming measures at the intersection of Depot Street NE and Cambria Street NE.
- Consider split-level ramps at North Franklin Street and Peppers Ferry Road.
- Develop street connection from South Franklin area to Interstate 81.
- Develop street connection from Home Depot area to Cambria Street.
- Develop street connection from Windmill Hills to Chrisman Mill Road.
- Prohibit cattle trucks on Park Street.
- Create an additional entrance/exit for Craig Mountain.

Town of Christiansburg Street Classifications



Map prepared by Town of Christiansburg Engineering and Planning Departments. January 9, 2013.
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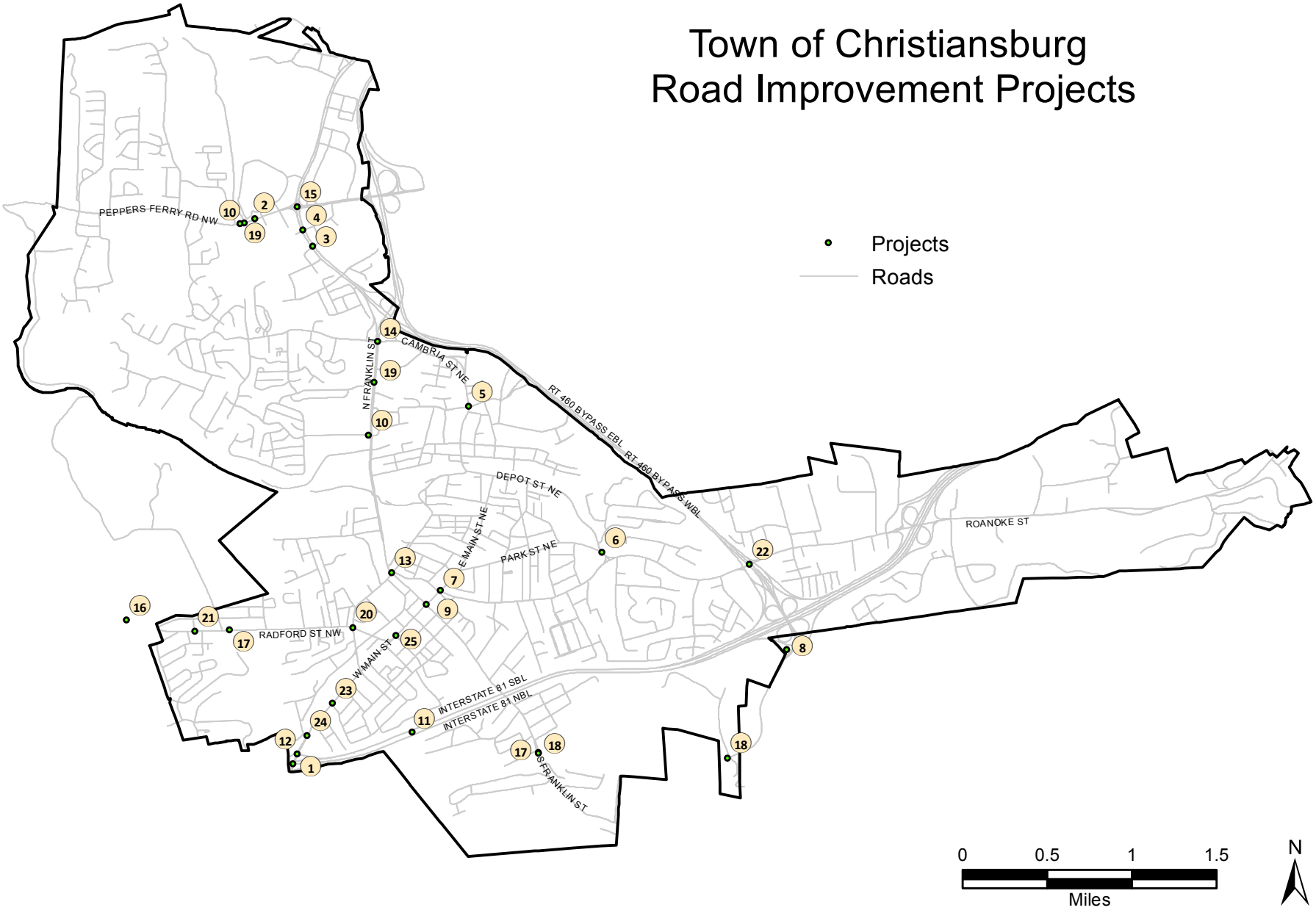
Town of Christiansburg
Road Improvement Projects



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