

# Community Needs Assessment | Transportation



## NEEDS AT A GLANCE



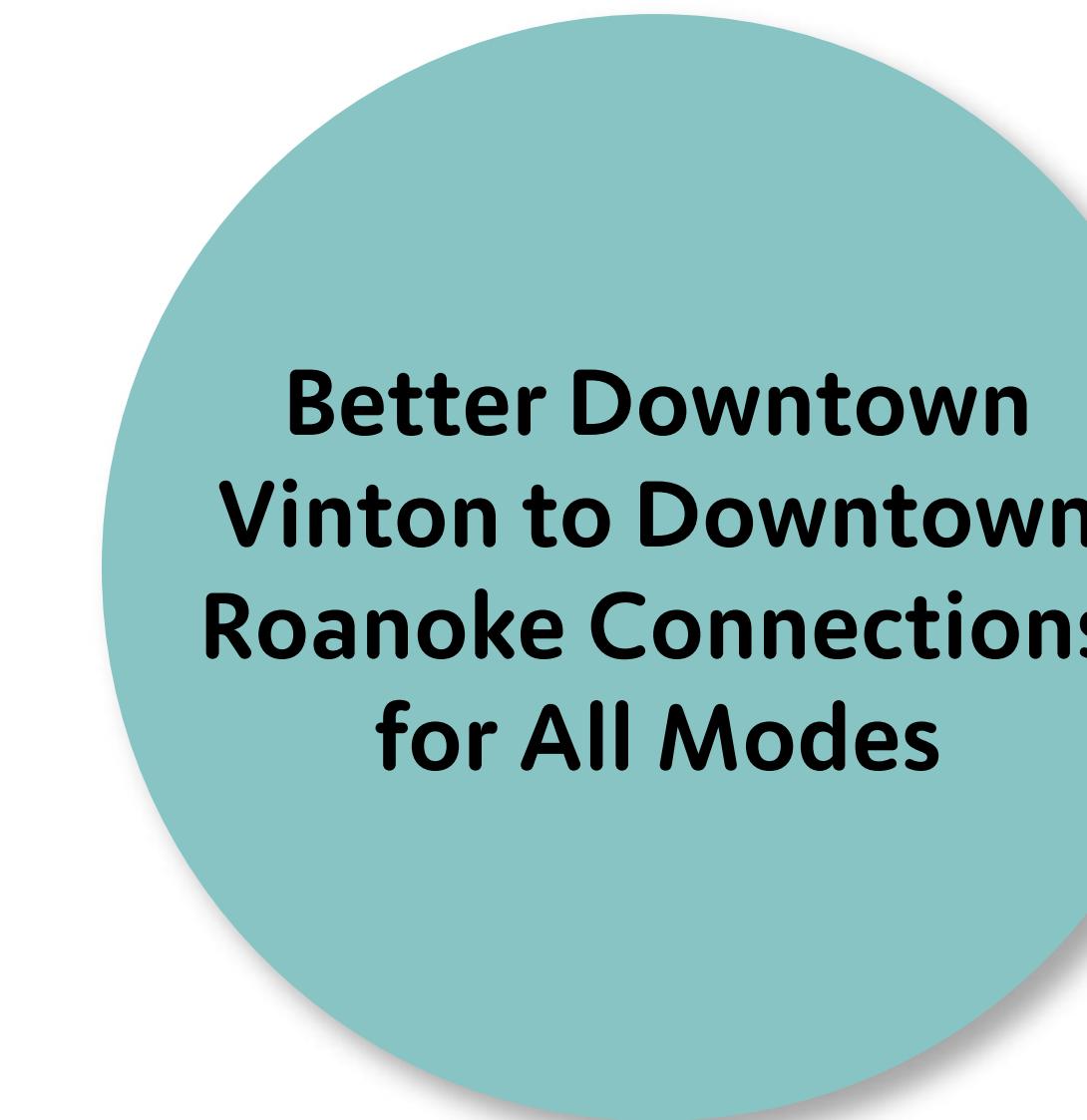
Transportation for an Aging Population



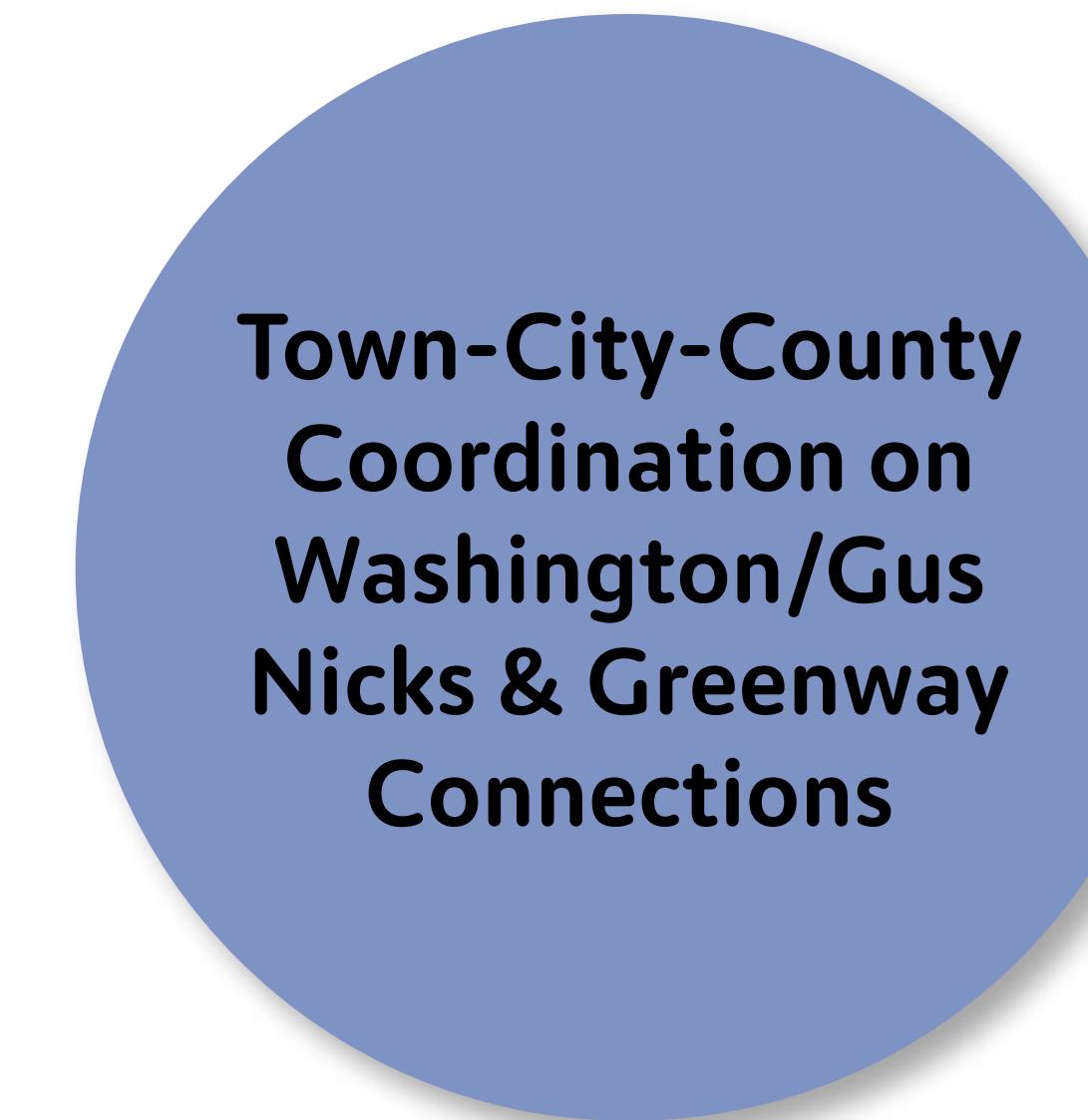
Modern & Safe Street Design that Reconnects Neighborhoods & Accommodates All Modes



Connected Networks for Walking & Biking



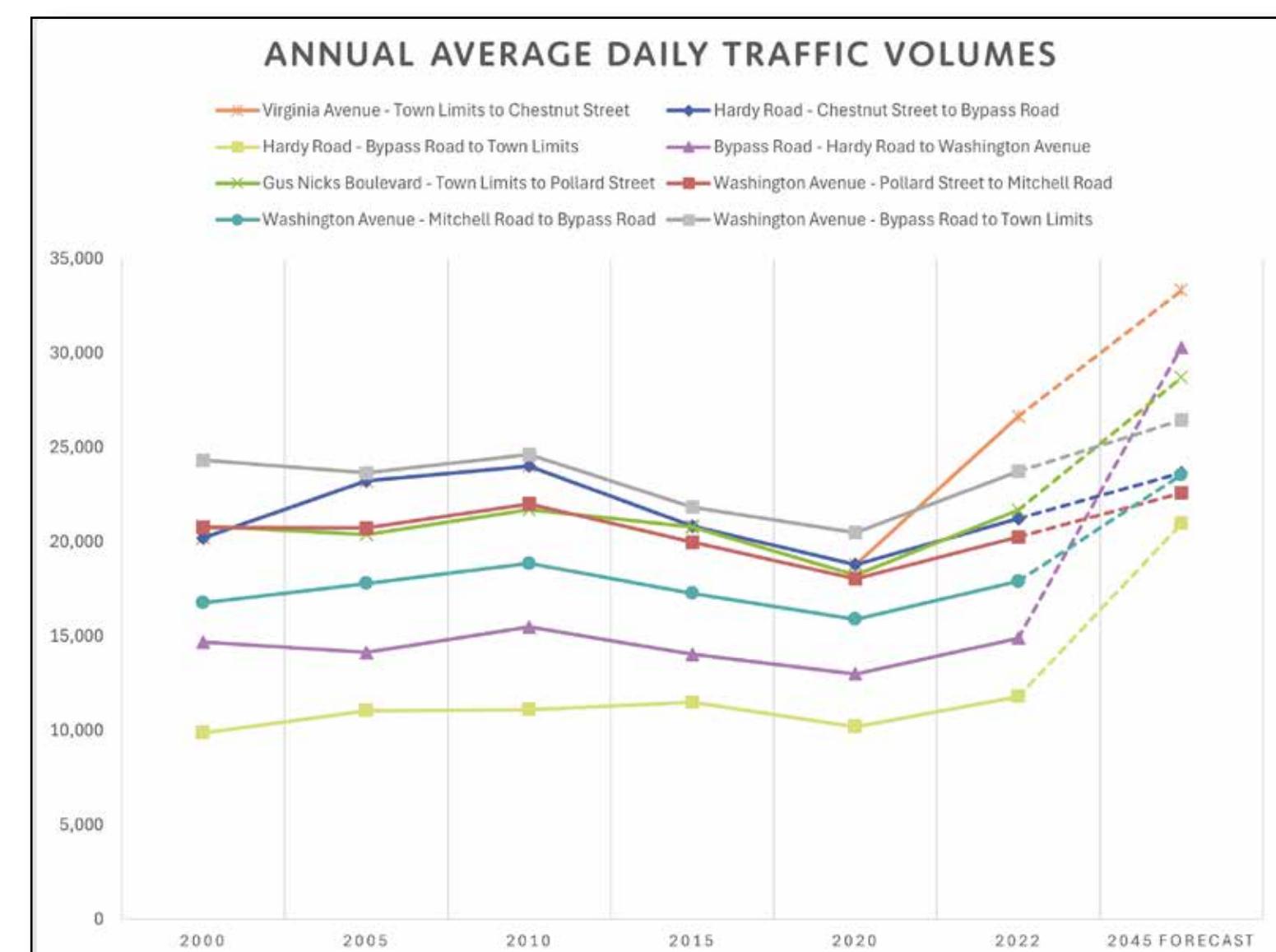
Better Downtown Vinton to Downtown Roanoke Connections for All Modes



Town-City-County Coordination on Washington/Gus Nicks & Greenway Connections

## VEHICULAR

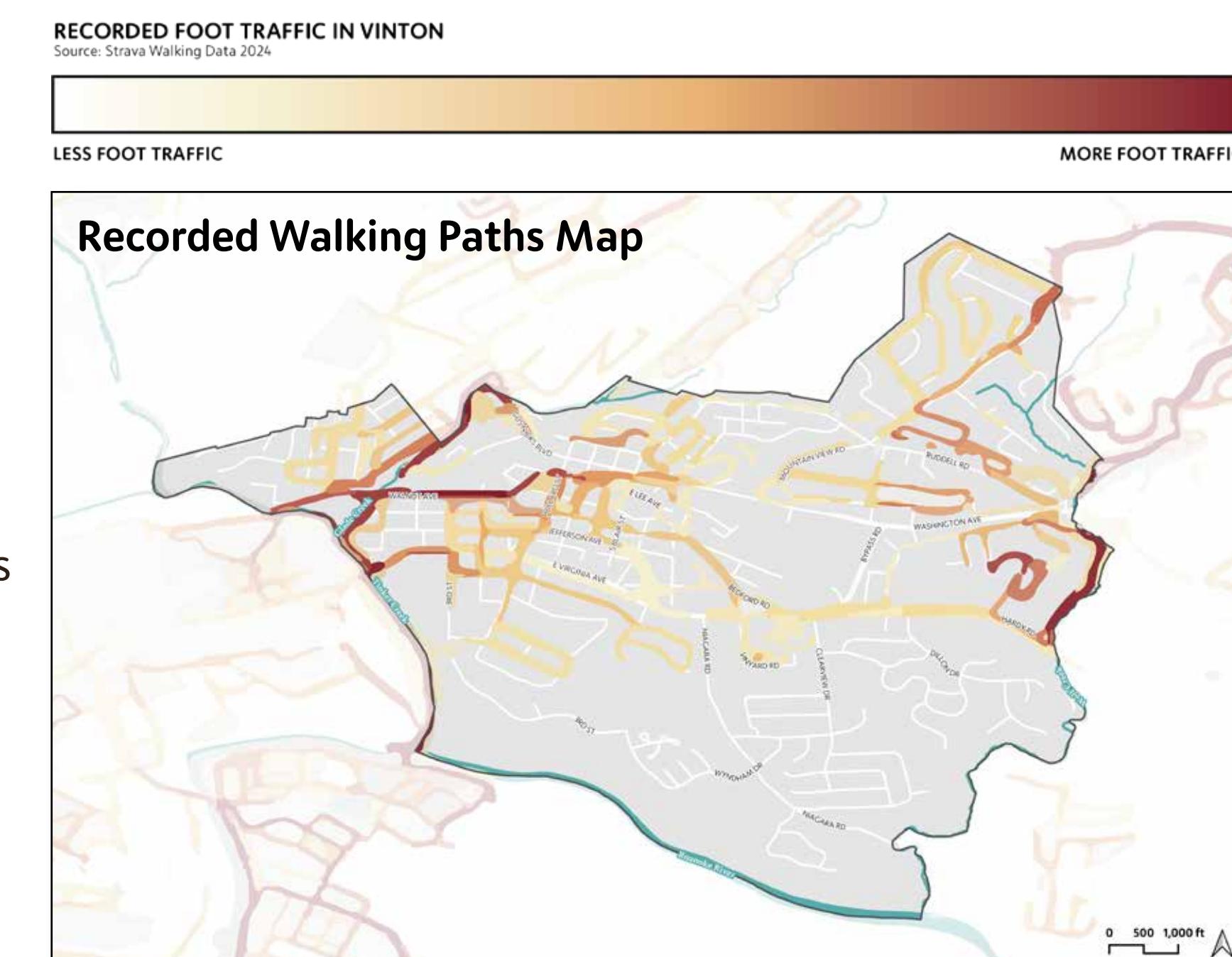
The primary vehicular needs in Vinton were for operational and safety purposes. The town's well connected grid of streets and ample capacity on most streets is the result of a legacy of car centric roadway planning in past decades. While most streets have the capacity to accommodate average daily trips, there are significant numbers of crashes along key intersections.



Analysis of past and projected daily traffic volumes shows relatively stable volumes on most major roads. Volumes on major streets declined from 2010 to 2020 before increasing in 2022.

## PEDESTRIAN

Sidewalks are present on 73% of major corridors in Vinton and they are generally well maintained. The downtown area is well connected with sidewalks, however, pedestrian connectivity is lacking from residential neighborhoods to pedestrian attractors, especially schools and the downtown area.

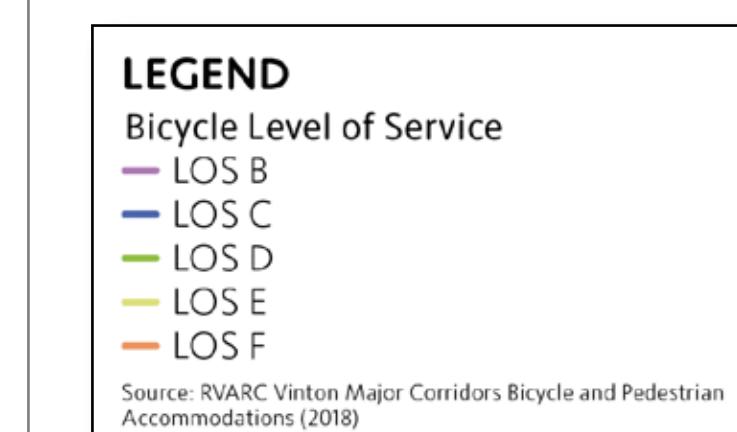


High priority pedestrian projects should include ADA compliant sidewalks to schools and parks & connectivity with greenways.

## BICYCLE

There is a need for better bicycle connectivity in Vinton. Currently, bicyclists in the Town utilize greenways, as there are few formal bike facilities. As highlighted in community engagement activities, there are some connectivity issues between greenways. Additionally, roadways with higher traffic volumes such as Washington Ave and Virginia Ave need better infrastructure to improve safety.

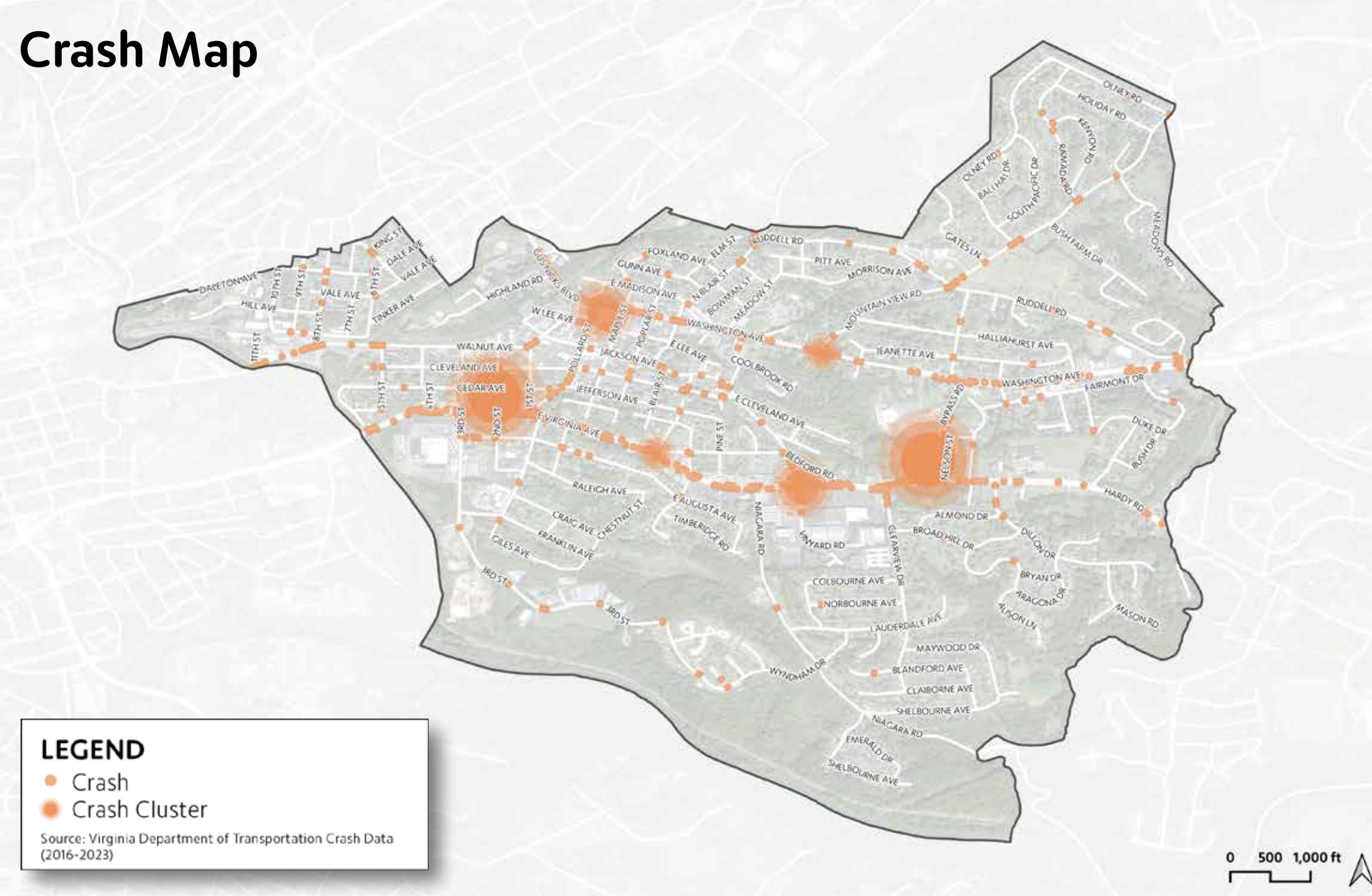
The RVARC Vinton Major Corridors Bicycle and Pedestrian Accommodations analyzed four Vinton corridors for bicycle compatibility in 2018. Results are in the table and map below.



BICYCLE COMPATIBILITY INDEX OF SELECT CORRIDORS  
Source: RVARC Vinton Major Corridors Bicycle and Pedestrian Accommodations (2018)

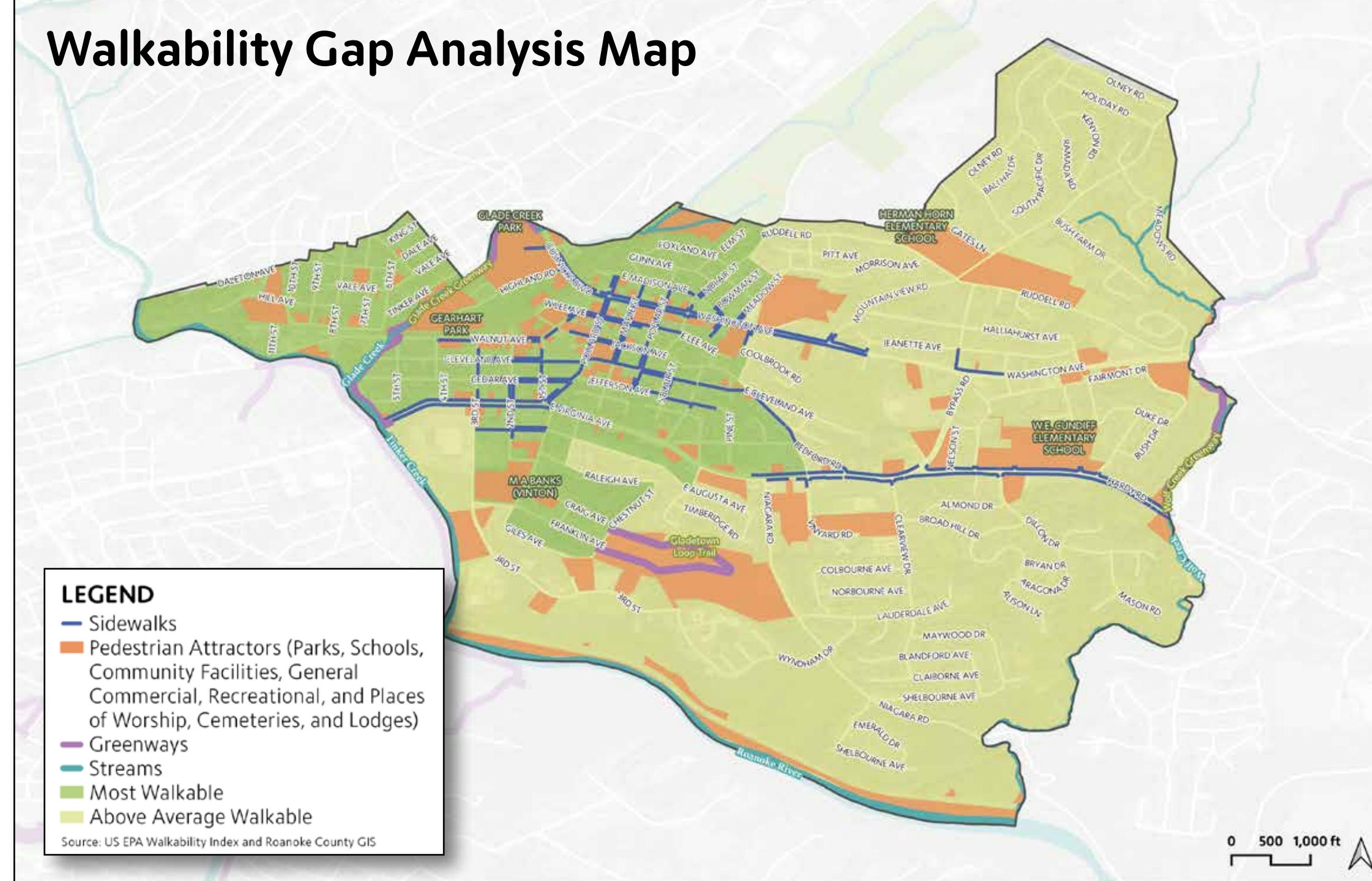
Location	BCI	Level of Service	Bicycle Compatibility
Walnut Avenue - Glade Creek to 4th Street	2.08	B	Very High
Walnut Avenue - 4th Street to Lee Avenue	3.22	C	Moderately High
Lee Avenue	4.67	E	Very Low
Pollard Street - Virginia to Jackson (southbound)	3.99	D	Moderately Low
Pollard Street - Virginia to Jackson (northbound)	4.39	D	Moderately Low
Pollard Street - Jackson to Washington (southbound)	4.05	D	Moderately Low
Pollard Street - Jackson to Washington (northbound)	4.44	E	Very Low
Virginia Avenue - West City Limit to Pollard (eastbound)	5.63	F	Extremely Low
Virginia Avenue - West City Limit to Pollard (westbound)	5.17	E	Very Low
Virginia Avenue - Pollard to Clearview (eastbound)	4.87	E	Very Low
Virginia Avenue - Pollard to Clearview (westbound)	4.72	E	Very Low
Hardy Road - Clearview to Bypass	4.11	D	Moderately Low
Hardy Road - Bypass to East City Limit	4.11	D	Moderately Low
Bypass Road	4.16	D	Moderately Low
Washington Avenue - East City Limit to Gus Nicks Blvd	5.09	E	Very Low
Gus Nicks Blvd - Washington Avenue to West City Limit	4.97	E	Very Low

## Crash Map



LEGEND  
● Crash  
● Crash Cluster  
Source: Virginia Department of Transportation Crash Data (2016-2018)

## Walkability Gap Analysis Map



LEGEND  
— Sidewalks  
● Pedestrian Attractors (Parks, Schools, Community Facilities, General Commercial, Recreational, and Places of Worship, Cemeteries, and Lodges)  
— Greenways  
— Streams  
— Most Walkable  
— Above Average Walkable  
Source: US EPA Walkability Index and Roanoke County GIS

## Bicycle Level of Service Map

