



# Appendix

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# The Abbreviated Historical Timeline of Pulaski County

Written for the 2030 Comprehensive Plan

## Pulaski County 1740-2010

- 1700's-New settlers and American Indians travel through Pulaski County using "The Great Warpath Trail" (original path follows current I-81 Corridor) New settlers arrive in Pulaski.
- 1740-Jacob Hermann Family settles on 1000 acres at Neck Creek. Jacob killed by Indians in 1756.
- 1745-Council of Colonial Virginia granted 100,000 acres along the Wood's (New) River and westward to the Woods River Company. Land was purchased by early settlers.
- 1746-The Dunkards (German mystic sect from Pennsylvania) settled at Dunkard Bottom on the New River (now under Claytor Lake near the State Park).
- 1755- Shawnee Indian raids drive some settlers away from the area. Others gather at Fort Frederick at Dunkard Bottom on the New River (now under Claytor Lake).
- 1754 - 1758- Over 37 persons from the New River Valley were killed, wounded or taken prisoner by Indian raids.
- 1762- Colonial Government licensed the first Ferry across the New River- Ingles Ferry. Operates for 186 years and last ferry sinks in 1948 with a truck load of coal.
- 1763- French and Indian War Ends. Lands beyond the Alleghany Watershed ordered returned to the American Indians by the King of England. Some Pulaski frontier families refuse the order and stay others leave and settle eastward.
- 1769- New Dublin Presbyterian Church formed at New Dublin. First organized church.
- 1774-McCorkle's store located in New Dublin, a multi-purpose general store served travelers, settlers, soldiers. Purchases were made by Patrick Henry's son, John, while visting his aunt (Patrick Henry's sister, Anne Henry Christian, wife of Colonel William Christian. Young John Henry would charge these purchases by signing his father's name on the store ledger.
- 1775- Fincastle County Committee includes men from Pulaski. Early preparation for war with England, locals store salt, powder and lead leading up to 1776.
- 1776- Declaration of Independence. War with Britain. Local men fight in militias.
- 1779- Peppers Ferry (same site as the 114 Bridge) and Christian's Ferry at Dunkard Bottom began operation across the New River.
- 1795- Page's Meeting House constructed. Early establishment of Methodist in the area.
- 1799- Merchants licenses granted to Allen and Reed stores at New Dublin, Cloyd Store at Springfield Plantation and John Ingles Store at Ingles Ferry. Only three stores at that time.
- 1810- Adam Hance designs "Newbern Town" from his 1400-acre plantation. The Newbern location is chosen due to its location halfway between Christiansburg and Wytheville on the Wilderness Rd.
- 1816- Doctor Floyd & family moves to the Thorn spring Plantation on Old Peppers Ferry Rd. near Newbern. Doc Floyd serves in the VA General Assembly, as Governor of VA and as a U.S Congressman.

- 1820- Newbern Town had a half dozen “ordinaries” (hotels with stables & taverns), blacksmiths, wagon makers, tannery’s, a post office and other businesses that served travelers on the “Great Road”. Newbern is the first town in Pulaski County.
- 1832- Andrew Jackson stayed at the Red Horse Tavern, located near Draper. The Tavern was well known and served travelers along the Great Road from 1820-1856.
- 1833- Asiel Snow settles with family on Little River. Named in his honor, Snowville becomes a manufacturing center with mills, tannery, shoe stores and carpenters. Pig Iron from nearby mines support, blacksmiths, foundrymen, metal workers.
- 1839 – County of Pulaski officially named, nearly 100 years after settlers arrived here. County is named after Count Casimir Pulaski, a cavalry chief in Washington’s Army who gave his life for American Freedom in 1779. The first courthouse in Newbern is built.
- 1840- Census of the U.S- 3,739 persons live in Pulaski. 954 of these were slaves. Ten stores were in operation. The largest manufacturing was a paper mill at the mouth of Peak Creek. Farming was the largest occupation. Corn was the largest crop.
- 1843- Thomas Ingles completes first covered bridge at Ingles Ferry site. Operates until burned in 1864 by confederate troops as they retreat from the Battle of Cloyd’s Mtn.
- 1850’s- Over sixty (60) ordinary’s/taverns and houses of “public entertainment” were open to travelers and licensed to operate in Pulaski County.
- 1850’s- The Pulaski and Giles Turnpike built to cross the mountains into Giles. The Great Road becomes the Southwest Turnpike and it was macadamized (small compacted stones).
- 1853- Hunter’s Alum Spring Resort opens at Alum Spring on Little Walker Creek.
- 1854- Virginia and Tennessee Railroad Line extended from Radford to Central Depot (Dublin).
- 1855- Dublin Town is formed at location of Central Depot also called Newbern Depot. Town of Dublin was incorporated in 1871, lost charter, re-incorporated again in 1906.
- 1861- Pulaski County citizens gather at Newbern Courthouse, vote in favor of secession from the union, sends county resolution to the Virginia Convention.
- 1861- Volunteer infantry companies from Pulaski serve in Civil War. The Pulaski Guards serve in the Stonewall Brigade, fight in major battles along the east coast.
- 1864- Battle of Cloyd’s Mountain. 10,000 union and confederate soldiers battled. New River Railroad Bridge and warehouses in Dublin were burned by union soldiers. Newbern warehouses were also looted and Benjamin Wysor shot in Newbern as he defended his home.
- 1867- Radford Iron Company, mines pig iron, furnace at Max Creek. Operates until 1900.
- 1870- Virginia re-admitted to the Union. County Board of Supervisors form of government replaced the old English system of gentleman justices.
- 1872- County’s first newspaper published in Snowville “The Virginia People”.
- 1872- Pulaski Agricultural and Mechanical Association formed to market the county’s agricultural and industrial products and to sponsor county fairs at the fairground.
- 1876-Francis Bell builds Rockwood Manor and begins exporting cattle to Europe.

- 1868- Post office built at New River, which was a boom town by the 1890's thanks to the New River Station and dozens of businesses located there.
- 1870- Post office built at Martin's Tank. Later called Martin's Station and Town of Pulaski.
- 1887- Norfolk and Western Cripple Creek Line built from Pulaski to Ivanhoe, later extends to Galax. Now the New River Trail State Park corridor.
- 1880- Thirty-two free public schools (one or two room schoolhouses) across the county.
- 1881- Bellspring Post office built on Norfolk Western Line which hauled coal from WV.
- 1882- Boom Charcoal Furnace on Little Reed Island Creek, Allisonia, operates until 1906.
- 1883- County issues "strict quarantine" for smallpox epidemic. In 1893 pox strikes in Pulaski.
- 1886- Pulaski City incorporated as a town, at location formerly known as Martin's Tank.
- 1887- Draper Post office established on rail line, Village of Draper flourished.
- 1890- Over twelve mining (iron, zinc, coal) companies in operation county-wide. Bertha Zinc Works, Pulaski Iron Company and Dora Furnace all operated in Town of Pulaski.
- 1891-Wagon Bridge across the New River at Radford complete. Rebuilt again in 1949.
- 1892- Fire-proof vault built in Newbern Courthouse. Eight months later the building was destroyed by fire. The vault had saved the county records.
- 1892-St. Albans School for boys founded on the New River. Operates until 1916. Later becomes St. Albans Sanatorium a psychiatric hospital.
- 1895- After a three-way battle between Newbern, Pulaski and Dublin. Pulaski chosen as the location of the new county courthouse. A new stone courthouse was opened in 1896.
- 1900- Bellspring ("Churchwood") and New River communities suffer when the rail line was abandoned for the new "low-grade branch line into WV" the towns begin to decline
- 1900- Towes Ferry Bridge across New River Complete. Later destroyed in great flood of 1916.
- 1904- Pulaski Mining Company/ Allied Chemical Company opens "Acid Plant" in Town of Pulaski, local sulphur deposits enable sulphuric acid to be manufactured at plant for 72 years until 1976.
- 1906- Southwest Times newspaper evolved from previous county newspapers.
- 1908- Pulaski Foundry and Machine Company, becomes Pulaski Foundry and Manufacturing in 1916
- 1915- First Hospital on East Main Street, Pulaski, largely funded by Allied Chemical Company.
- 1916- First textile plant- Paul Knitting Mills. In 1927, Dobson-Miller begins later becomes Sadler Hosiery Mills.
- 1917- World War I. Over 1400 men drafted or volunteered for service. War ends in 1918.
- 1918- Over 2000 of 5000 residents of Town of Pulaski stricken with influenza. 125 deaths county-wide.
- 1923- Coleman Vaughan Furniture Company establishes, leads to furniture, veneer and mirror plants
- 1925- Pulaski Hospital moves to new brick facility on Randolph Avenue.

- 1928- Virginia Maid Hosiery Mills begins operation, Wallner Silk Hosiery (1936) and Jefferson Mills. (1937) along with Acme Hosiery Dye Works (1939) establishes Pulaski as a premiere textile town.
- 1929- Stock Market Crash, depression begins. Approx. 8000 county citizens face hunger and shortages.
- 1931- The Lee Highway link across Draper Mountain completed.
- 1935- Lowman's Ferry Bridge opens and new roads built to access. Ends the era of ferry services.
- 1935- Calfee Park opens for its first baseball game. Built with WPA works from the depression.
- 1937- First County Library opens with 717 volumes on the shelf.
- 1939- Claytor Lake and Hydro-electric dam built on New River. 100 miles of lake shoreline
- 1941- World War II begins. Ends in 1945. Ninety-four (94) Pulaski County soldiers died in this conflict.
- 1940- Jefferson National Forest- over 19,290 acres of county land becomes part of JNF
- 1942- Radford Arsenal and New River Ordnance Works begins operations. Influx of new investment.
- 1948- Claytor Lake State Park established. 497 acres of recreational land.
- 1952- Pulaski County Speedway opens near Fairlawn. Renamed Motor Mile Speedway in 2004.
- 1953- Pulaski County Livestock Market opens in Dublin. One of Virginia's largest markets.
- 1960- Gatewood Dam, 50' tall, completed for Pulaski Water supply. Gatewood Park opens.
- 1962-New River Valley Airport opens on 380 acres of land on Rt. 100 near Dublin.
- 1965- Interstate 81 completed through Pulaski County. 18 miles of interstate. 21 miles of service road
- 1970-New River Community College opens in Dublin.
- 1971- County Board of Supervisors appoints first County Administrator.
- 1973- Pulaski Community Hospital chartered on East Lee Highway. Now Lewis Gale Hospital.
- 1974- White Motor Company established near Dublin. Becomes Volvo in 1981.
- 1974- County High Schools consolidate and continues at current location on Cougar Trail Rd.
- 1974- Pulaski County Public Service Authority supplies water service to its first county customer.
- 1987- New River Trail State Park established. Recreation trail on old rail line-Pulaski to Galax & Fries.
- 1989- World Wide Web is invented. Personal computers/connectivity of information begins.
- 1989- County Courthouse catches fire and is rebuilt to original 1896 design at the Main Street Site.

- 1992-1994- NAFTA and GATT trade agreements are signed. Triggers decline in domestic production.
- 2000-Eveylyn Alexander donates 87 acres for Randolph Park. Park opens for all to enjoy in 2001.
- 2006- James Hardie plant opens near Wurno.
- 2007- Thee Draper Village begins with purchase of site and restoration of the Draper Mercantile
- 2008- Fire destroys historic train depot in Pulaski. Rebuilt by the Town.
- 2009- Pulaski Theatre reopens after successfully renovating the century old theatre on Main Street.
- 2010- Phoenix Packaging announces new plant. 240 new jobs.
- 2011- Two Tornados strike. First in Mt. Olivet/ Town of Pulaski and next in Draper. 267 Homes damaged.

### **The Abbreviated Historical Timeline of Pulaski County**

As you read the historical timeline, please bear in mind that it was not intended as a historical resource. I encourage the use of actual historical literature/historical books to get a broader look at the history of Pulaski County. The resources that I used in drafting the timeline are listed below and are available at the Pulaski County Library and/or the Raymond F. Ratcliffe Memorial Museum. Thank you to Markie Quesenberry, Carol Smith and Nancy Burchett for assisting me with this project.

When I was tasked earlier this year with managing the rewrite of the Pulaski County Comprehensive Plan, it was my desire to include information on the history of the county. The historical timeline was included in the Pulaski County Comprehensive Plan to provide perspective. As a community we may face future challenges that seem impossible to navigate. Let us remember that persons before us have triumphed over even greater challenges than we might face today. With perseverance, commitment and a bit of luck, I feel confident that the county will continue to improve and prosper well into 2030 and beyond.

With Warm Regards,

Elaine R. HOLETON, Director of Planning & Zoning  
County of Pulaski, VA

List of References;

Mathews, Loyd. (2007). *Pulaski County, Virginia, An Historic & Descriptive Sketch, 1907-2007*

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Smith, Conway Howard. (1981). *The Land That is Pulaski County*. Published by The Pulaski County Library Board of Pulaski, VA.

White, John B. (2008). *Images of America, Pulaski*, On Behalf of the Raymond F. Ratcliffe Memorial Museum. Published by Arcadia Publishing, Charleston, SC.

White, John B. (2013). *Pulaski's Story*. As Told by the Raymond F. Ratcliffe Memorial Transportation Museum.

Historical Digital Archives of the Southwest Times Newspaper, historic news articles available on line by The Pulaski County Library System.

<https://pclibs.newspaperarchive.com/>



# PULASKI COUNTY

## Comprehensive Plan Update

### Community Survey Analysis

#### *Overview*

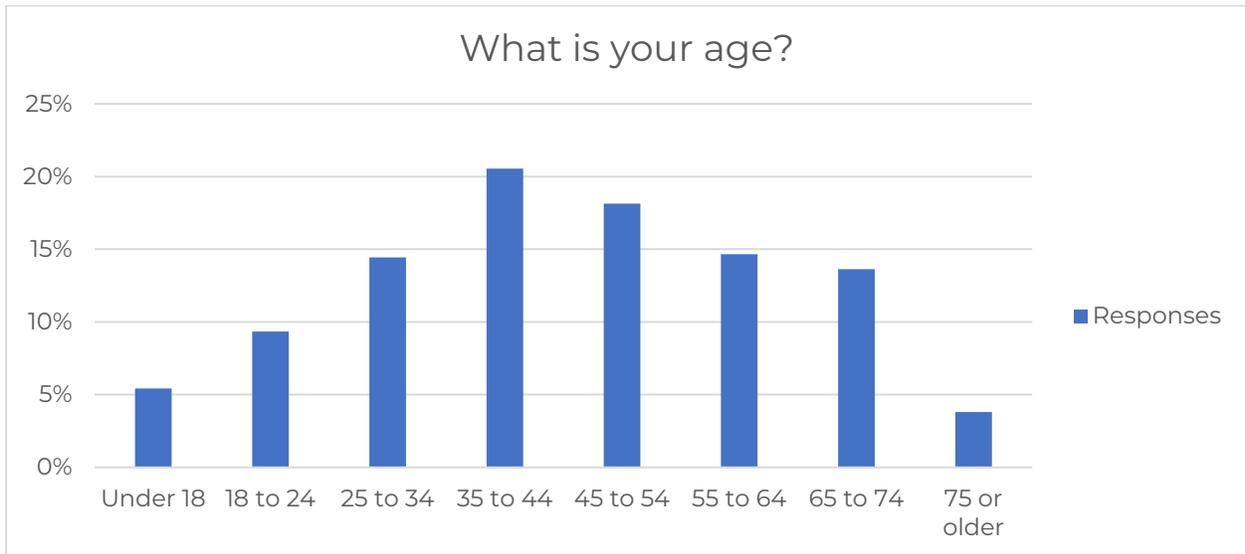
The County conducted a community survey as part of the comprehensive plan update process. This was a broad public engagement effort to identify community priorities and desires which is essential for developing various aspects and elements of the Comprehensive Plan and to guide the County's future. The survey was available online and at multiple locations from February 22nd to April 20<sup>th</sup> of 2019. There were 737 online responses online and 131 paper submissions. The survey was targeted to residents, business owners, students and visitors.

#### *Summary of Key Findings*

The main results of the survey are provided below. There are also some survey questions and text comments that are still under further analysis, results of which will be provided in the next report. Following is the summary of key findings from the responses from the Pulaski County Comprehensive Plan Survey.

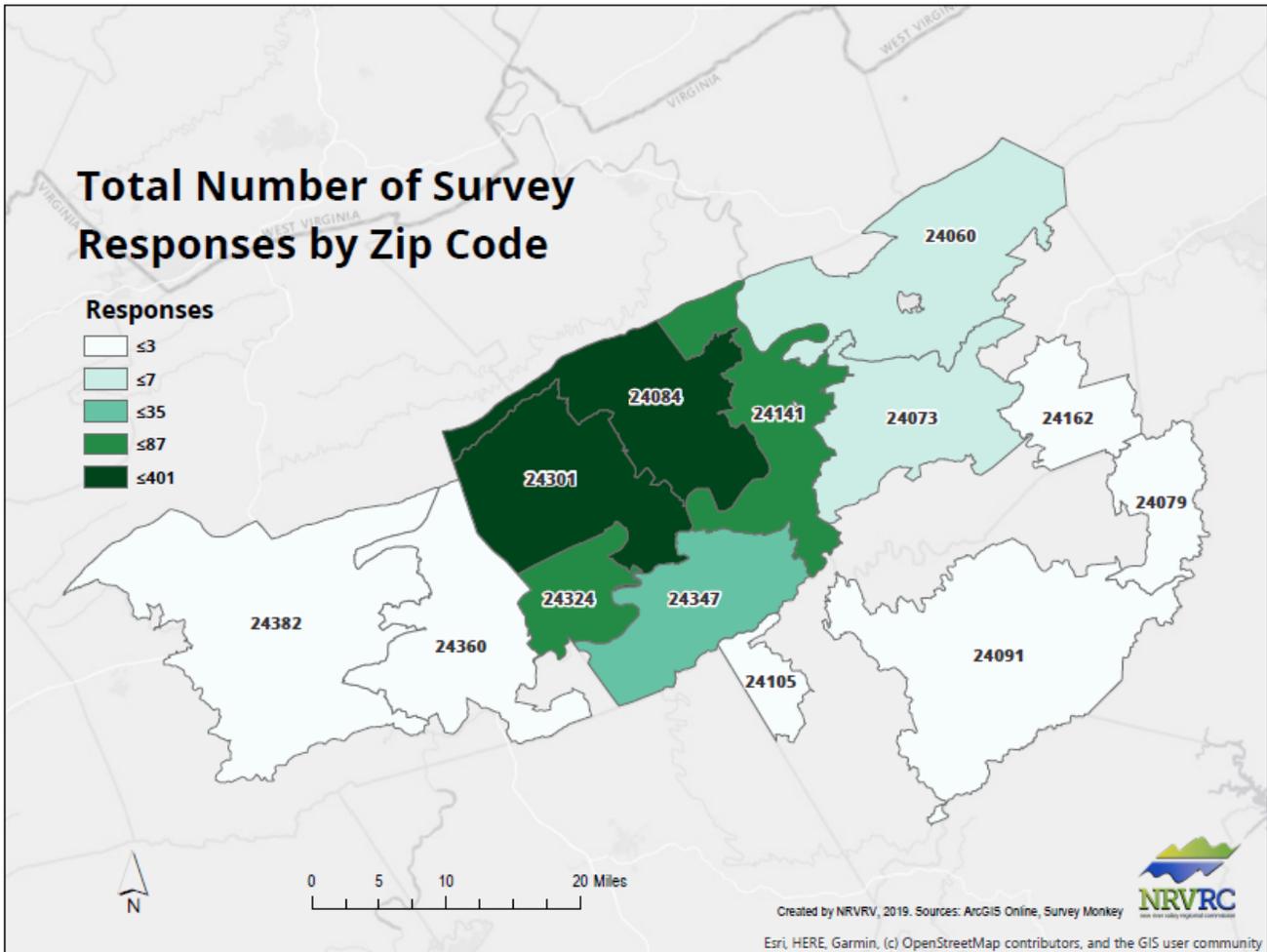
### Question 1: What is your age?

Answer Choices	Responses
Under 18	5%
18 to 24	9%
25 to 34	14%
35 to 44	21%
45 to 54	18%
55 to 64	15%
65 to 74	14%
75 or older	4%



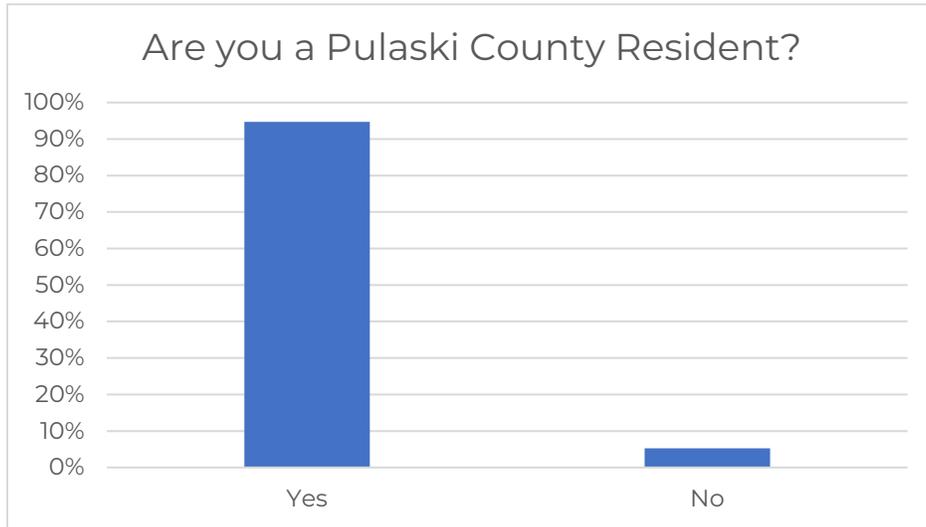
Question 2: Please enter your zip code in the text box below.

Zip Code	Responses	Zip Code	Responses	Zip Code	Responses
21701	1	24129	3	24360	1
23451	1	24132	4	24382	3
24058	4	24141	83	244324	1
24060	7	24143	4	24537	1
24073	6	24162	1	25084	1
24079	1	24241	1	28315	1
24084	239	24301	385	284	1
24085	1	24304	1	37354	1
24091	1	24324	64	42642	1
24105	1	24347	35	93221	1
24126	5				



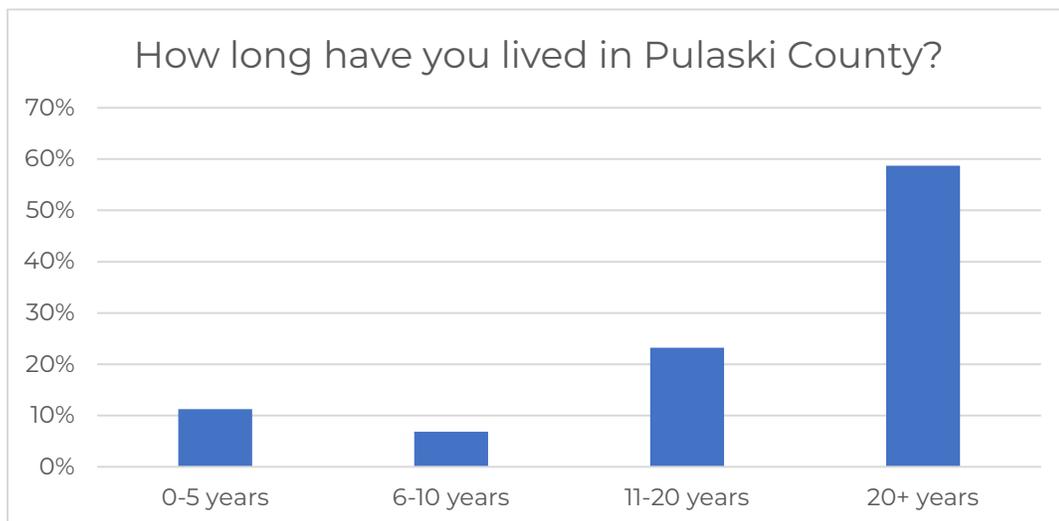
### Question 3: Are you a Pulaski County resident?

Answer Choices	Responses
Yes	95%
No	5%



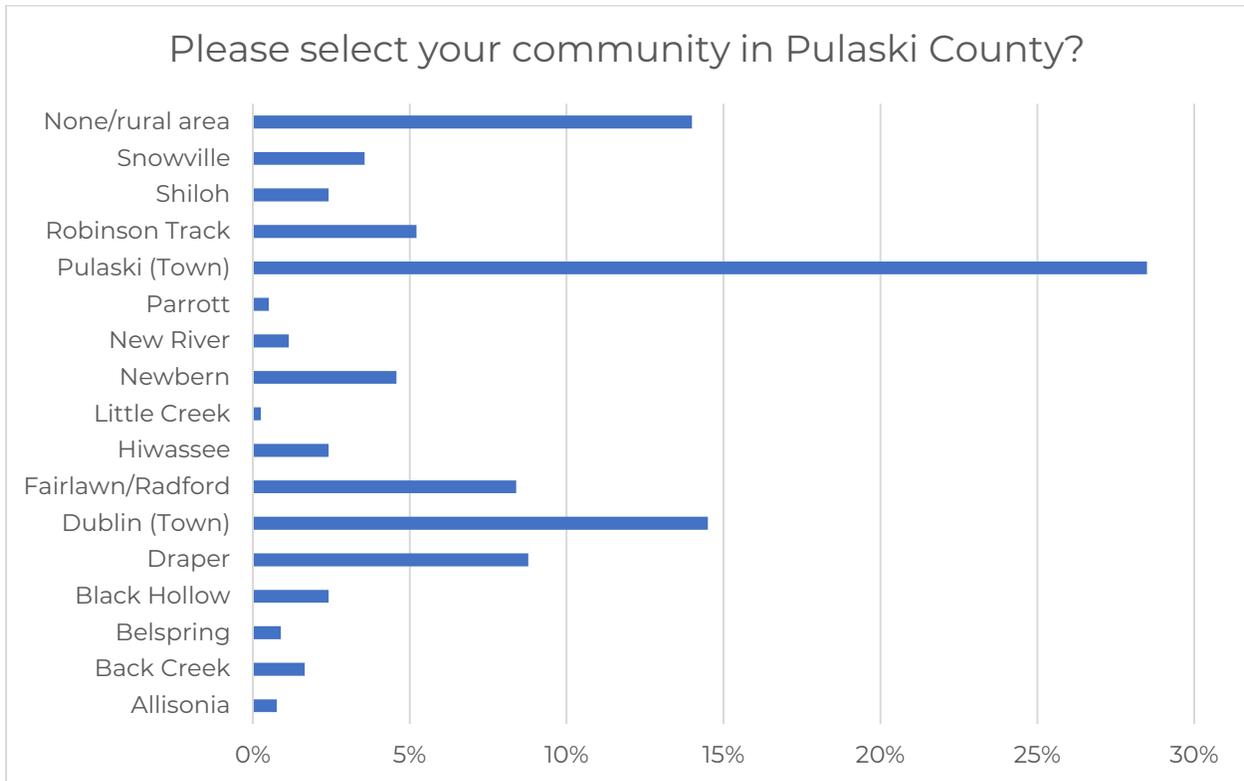
### Question 4: How long have you lived in Pulaski County?

Answer Choices	Responses
0-5 years	11%
6-10 years	7%
11-20 years	23%
20+ years	59%



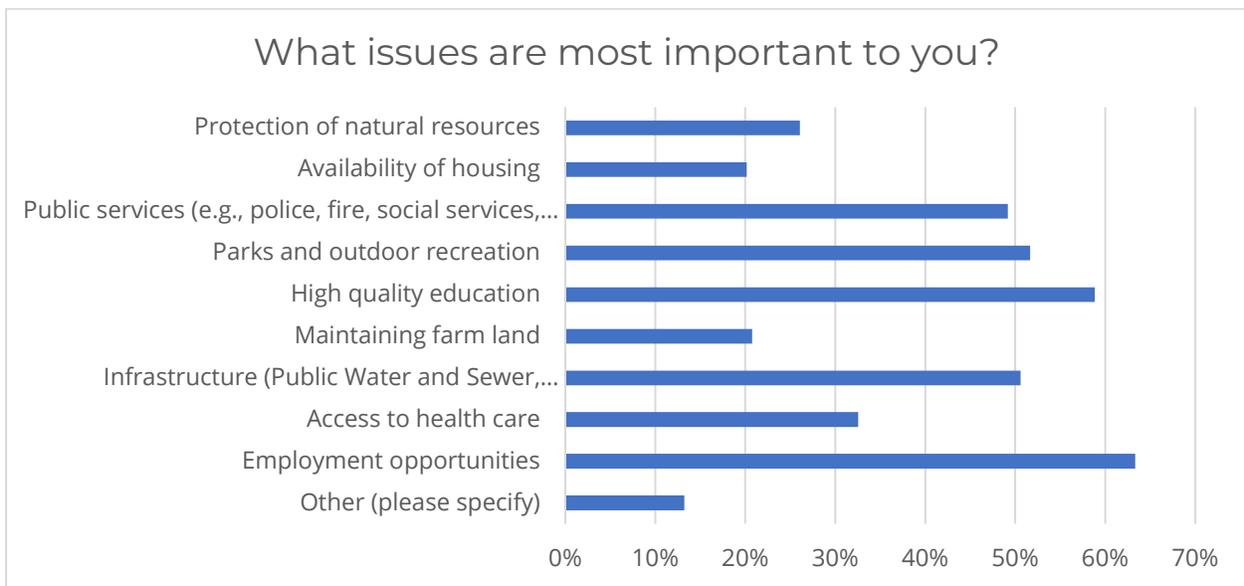
**Question 5: Please select your community in Pulaski County from the list in the dropdown menu.**

Answer Choices	Responses	Answer Choices	Responses
Allisonia	6	Newbern	36
Back Creek	13	New River	9
Belspring	7	Parrott	4
Black Hollow	19	Pulaski (Town)	224
Draper	69	Robinson Track	41
Dublin (Town)	114	Shiloh	19
Fairlawn/Radford	66	Snowville	28
Hiwassee	19	None/rural area	110
Little Creek	2	Other (please specify)	94



**Question 6: What issues are most important to you? Please select ONLY your top four (4) choice.**

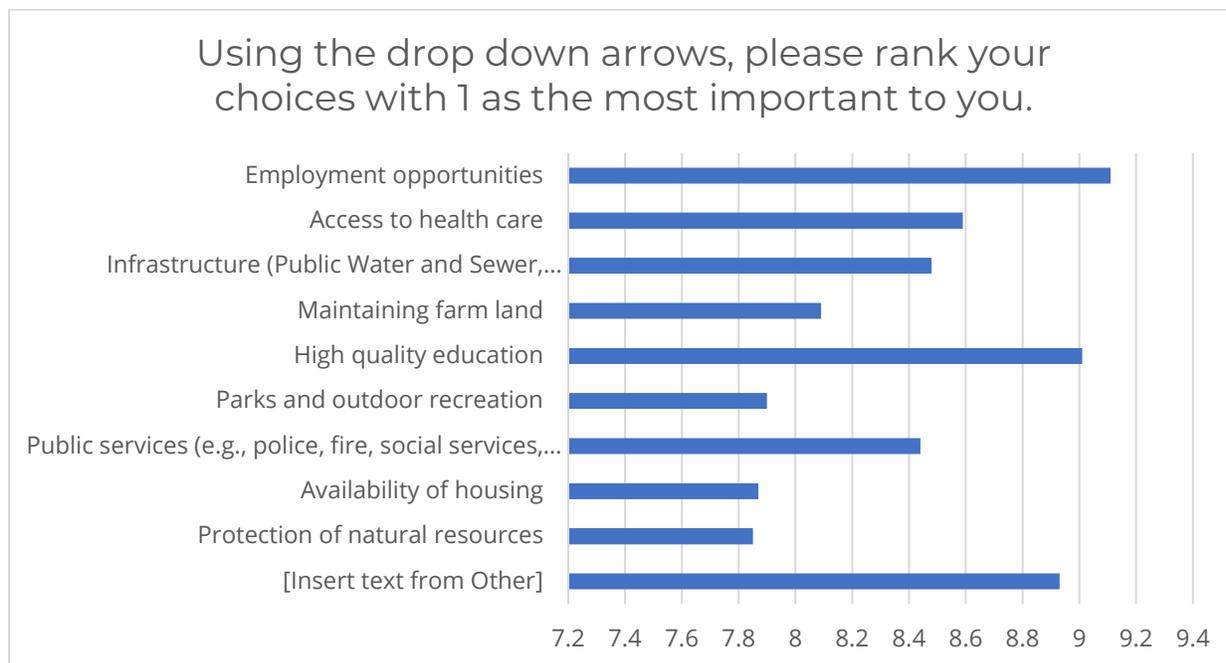
Answer Choices	Responses
Employment opportunities	63%
Access to health care	32%
Infrastructure (Public Water and Sewer, Transportation and High Speed Internet)	51%
Maintaining farm land	21%
High quality education	59%
Parks and outdoor recreation	51%
Public services (e.g., police, fire, social services, public health)	49%
Availability of housing	20%
Protection of natural resources	26%
Other (please specify)	13%



**Question 7: Using the drop-down arrows, please rank your choices with 1 as the most important to you.**

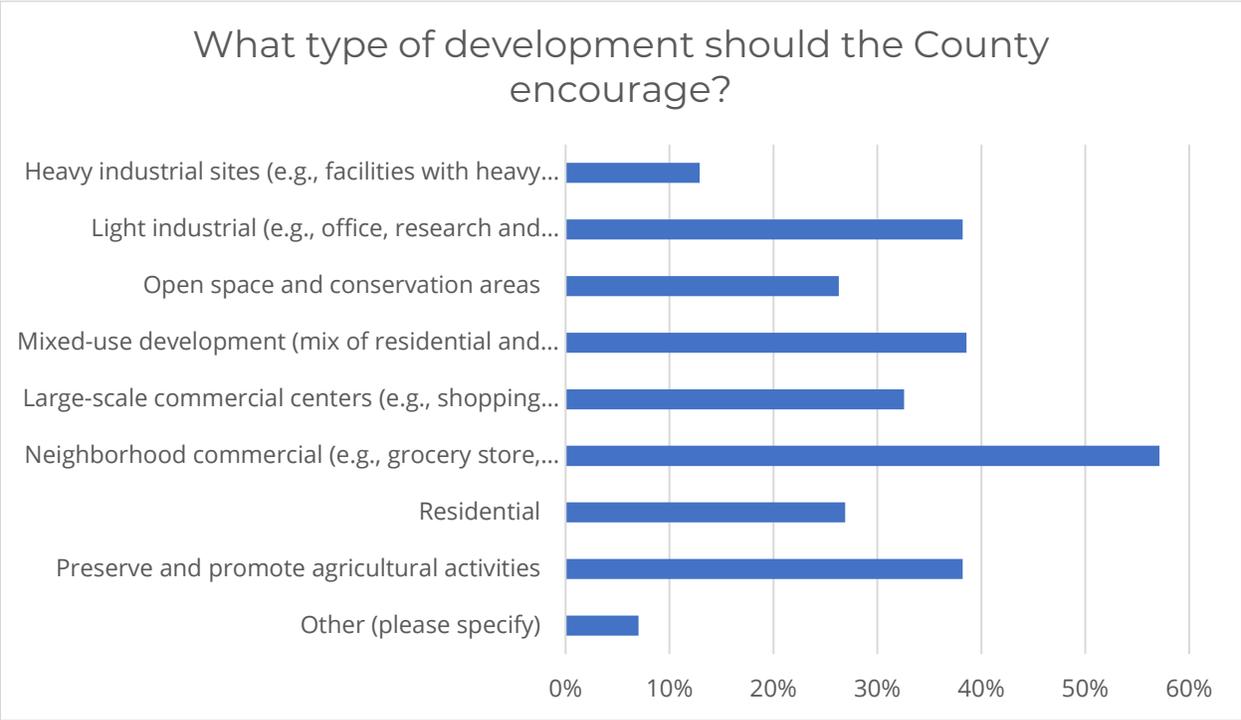
Answer Choices	Score
Employment opportunities	9.11
Access to health care	8.59
Infrastructure (Public Water and Sewer, Transportation and High Speed Internet)	8.48
Maintaining farm land	8.09

High quality education	9.01
Parks and outdoor recreation	7.9
Public services (e.g., police, fire, social services, public health)	8.44
Availability of housing	7.87
Protection of natural resources	7.85
[Insert text from Other]	8.93



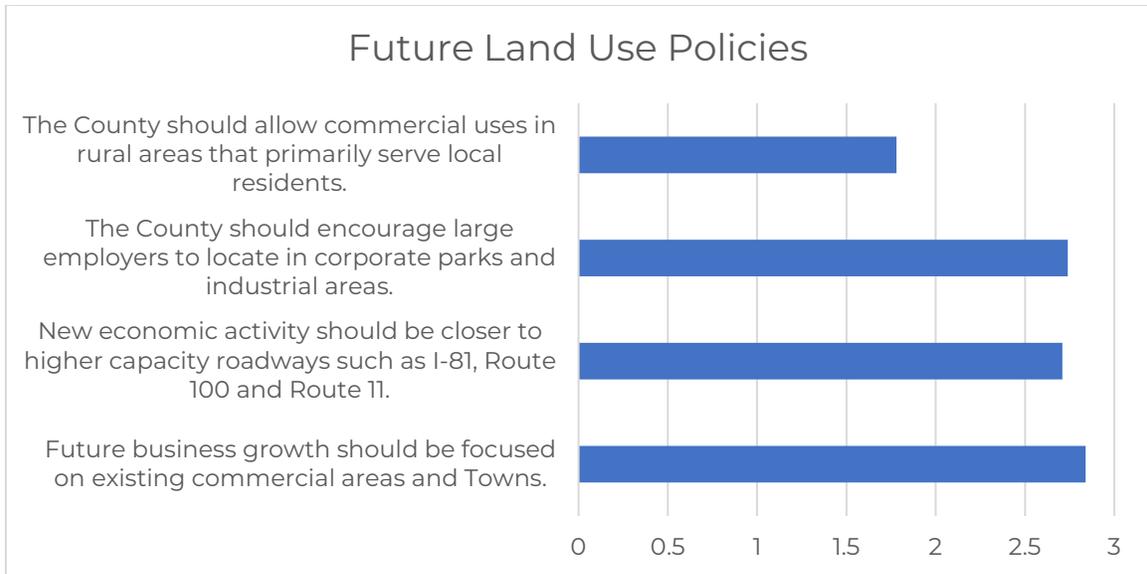
**Question 8: What type of development should the County encourage? Select one or more.**

Answer Choices	Responses
Preserve and promote agricultural activities	38%
Residential	27%
Neighborhood commercial (e.g., grocery store, cafe, office, bed and breakfast, boutique lodging)	57%
Large-scale commercial centers (e.g., shopping malls, entertainment, lodging)	33%
Mixed-use development (mix of residential and commercial uses)	39%
Open space and conservation areas	26%
Light industrial (e.g., office, research and development, small scale manufacturing with no off-site impact)	38%
Heavy industrial sites (e.g., facilities with heavy truck volumes, loud noises, emissions, etc.)	13%
Other (please specify)	7%



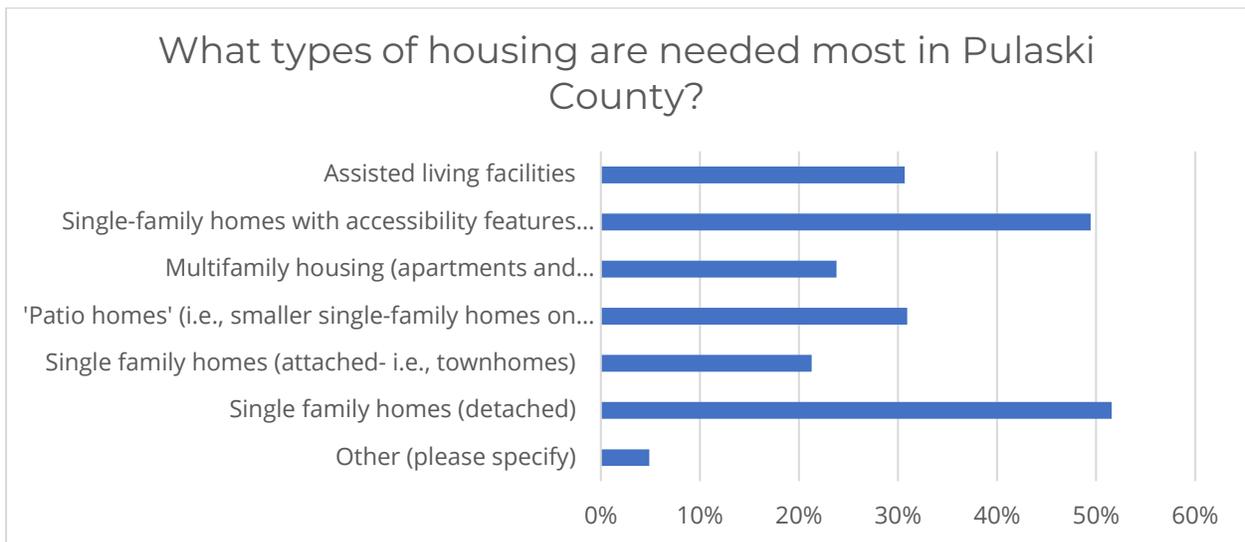
**Question 9: Please rank the following statements on future land use policies on a scale of 1 to 4, with 1 being the most important to you and 4 being the least important.**

Answer Choices	Score
Future business growth should be focused on existing commercial areas and Towns.	2.84
New economic activity should be closer to higher capacity roadways such as I-81, Route 100 and Route 11.	2.71
The County should encourage large employers to locate in corporate parks and industrial areas.	2.74
The County should allow commercial uses in rural areas that primarily serve local residents.	1.78



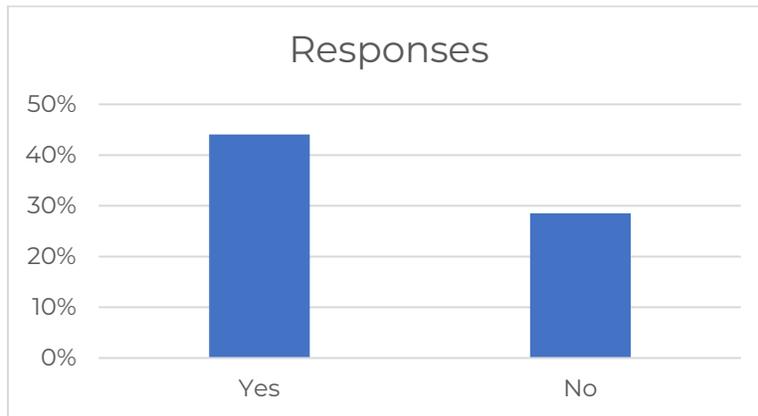
**Question 10: What types of housing are needed most in Pulaski County?**

Answer Choices	Responses
Single family homes (detached)	52 %
Single family homes (attached- i.e., townhomes)	21%
'Patio homes' (i.e., smaller single-family homes on smaller lots)	31%
Multifamily housing (apartments and condominiums)	24%
Single-family homes with accessibility features that promote aging in place and ensure access for people with disabilities	49%
Assisted living facilities	31%
Other (please specify)	5%



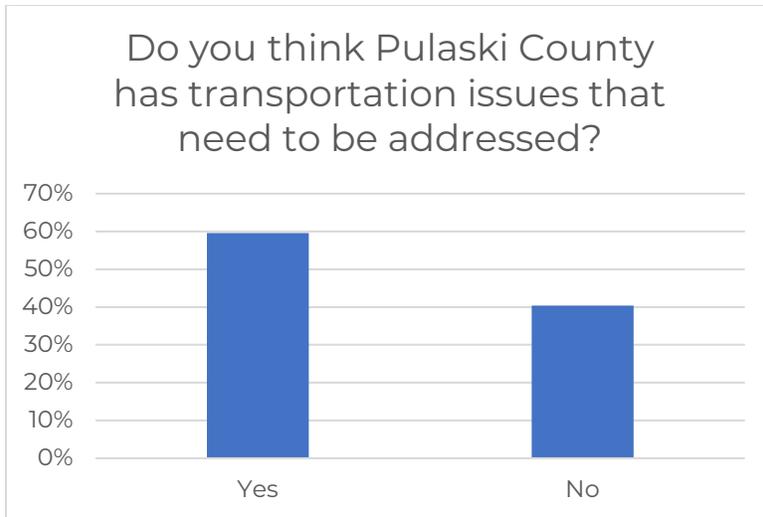
**Question 11: Certain areas of the County have special significance - historic, natural, economic or cultural. Do you feel that the County should prepare detailed sub area plans to devote attention to protect or improve their unique value or charm?**

Answer Choices	Responses
Yes	44%
No	29%



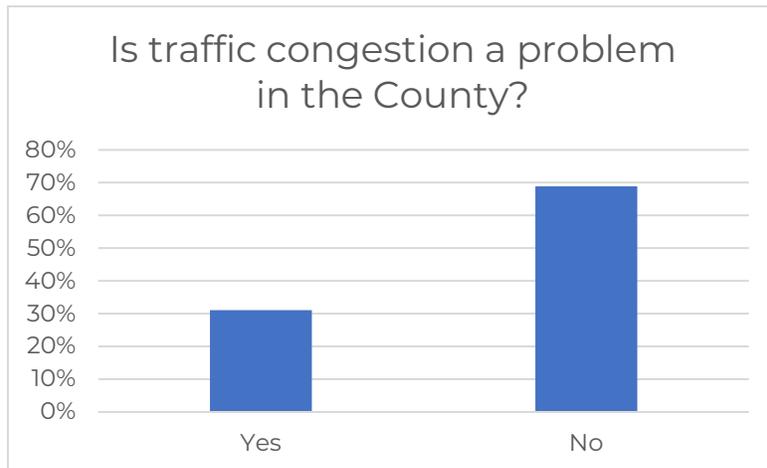
**Question 12: Do you think Pulaski County has transportation issues that need to be addressed?**

Answer Choices	Responses
Yes	60%
No	40%



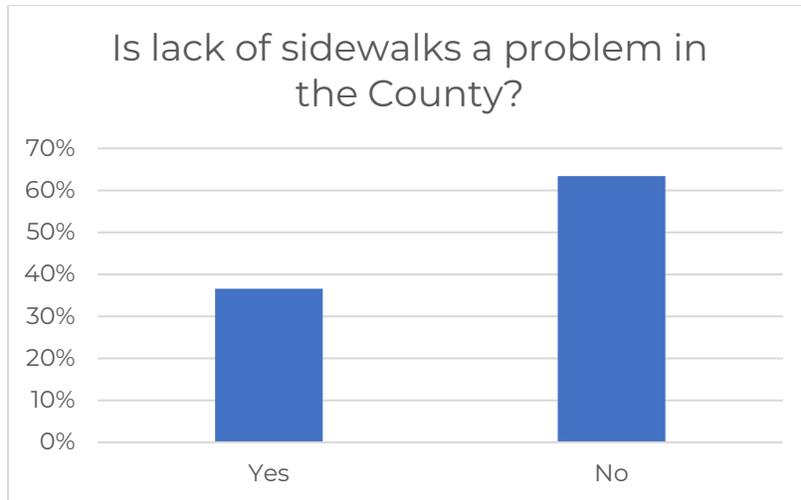
**Question 13: Is traffic congestion a problem in the County?**

Answer Choices	Responses
Yes	31%
No	69%



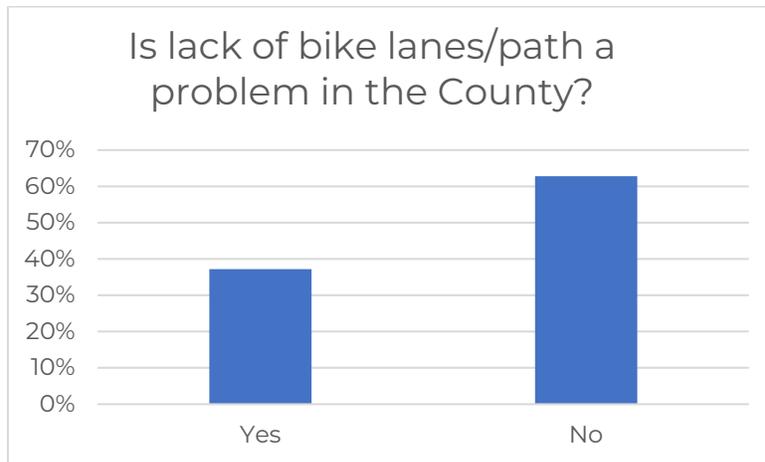
**Question 14: Is lack of sidewalks a problem in the County?**

Answer Choices	Responses
Yes	37%
No	63%



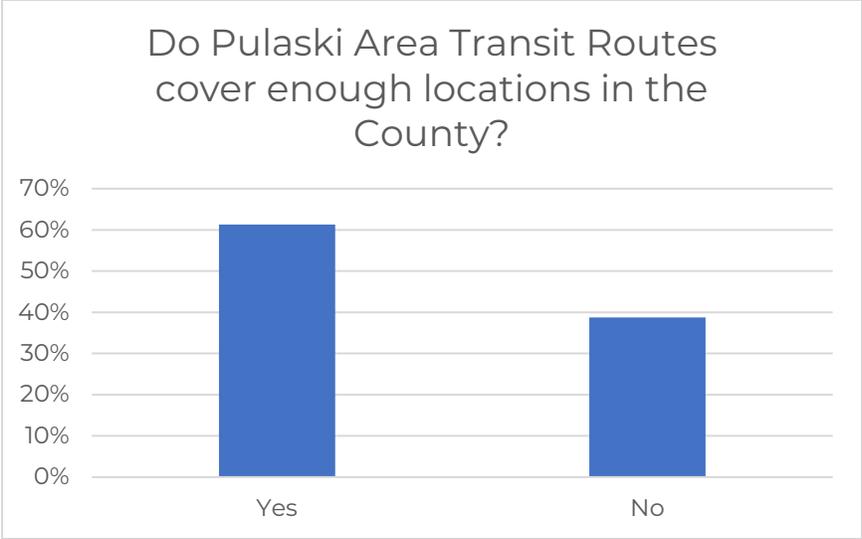
**Question 15: Is lack of bike lanes/path a problem in the County?**

Answer Choices	Responses
Yes	37%
No	63%



**Question 16: Do Pulaski Area Transit Routes cover enough locations in the County?**

Answer Choices	Responses
Yes	61%
No	39%



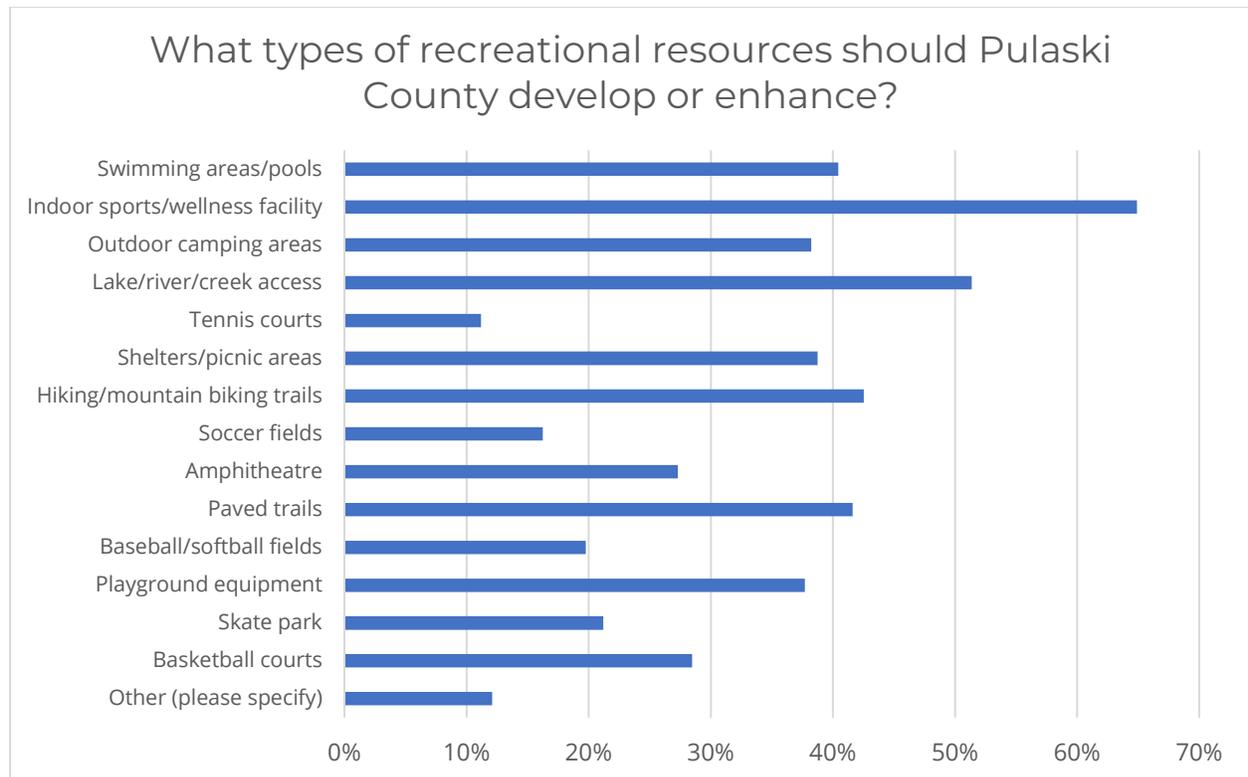
**Question 17: Do you feel transit service times are adequate?**

Answer Choices	Responses
Yes- service hours and frequencies meet my needs	44%
No- need longer hours of operation	31%
No- need more frequent service	22%
Transit services should decrease hours and/or frequency	4%



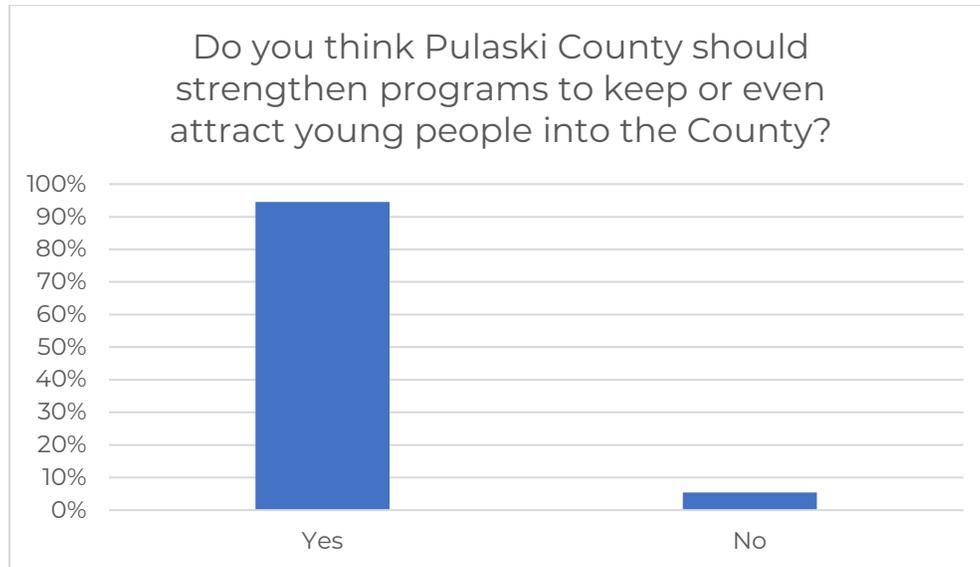
**Question 19: What types of recreational resources should Pulaski County develop or enhance? (Check all that apply)**

Answer Choices	Responses
Basketball courts	28%
Skate park	21%
Playground equipment	38%
Baseball/softball fields	20%
Paved trails	42%
Amphitheatre	27%
Soccer fields	16%
Hiking/mountain biking trails	43%
Shelters/picnic areas	39%
Tennis courts	11%
Lake/river/creek access	51%
Outdoor camping areas	38%
Indoor sports/wellness facility	65%
Swimming areas/pools	40%
Other (please specify)	12%



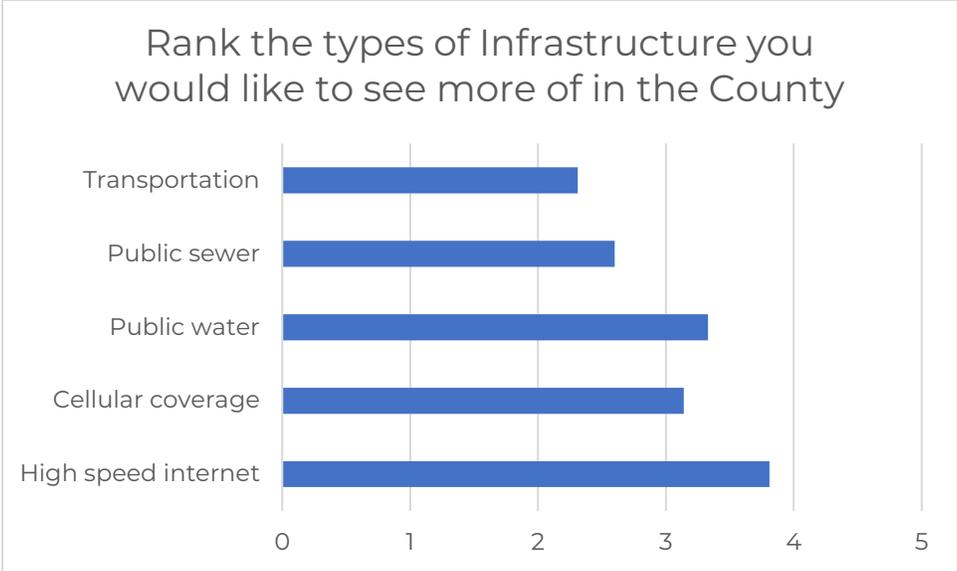
**Question 20: Do you think Pulaski County should strengthen programs to keep or even attract young people into the County?**

Answer Choices	Responses
Yes	95%
No	5%



**Question 21: Using the drop-down arrows, please rank the types of infrastructure you would like to see more of in the County? (1 is most important)**

Answer Choices	Score
High speed internet	3.81
Cellular coverage	3.14
Public water	3.33
Public sewer	2.6
Transportation	2.31





# Open Houses Meetings Summary

Pulaski County is in the process of updating its Comprehensive Plan. Citizen engagement has been an important part of this planning process. A series of open houses were held in various parts of the County to gather feedback from the draft policy document and related presentation materials. The meeting was advertised through local newspapers and flyers at local businesses, and using postcards mailed to residents with their utility bill. Approximately 37 participants attended the four open houses

Below is a compilation of comments received at the open houses:

- Newbern elementary school (old) could be repurposed as a homeless shelter or low-cost room rental for veterans
- The public is interested in a more informal way to have two-way communication with the BOS
- The community is interested in more meetings about upcoming County programs
- Need to update the future land use map for Laura Bullard's conservation easement, which is around 300 acres of property located on the north-side of Claytor Lake.
- Need to update the future land us map for Debbie Lineweaver's conservation easement, also located on south-side of lake
- To help and attract new developers, delay tax payments on new subdivision developments until after a home is built on the lot. This might help diversify the existing developer market in our region.
- High School doesn't have a certified track for competitions. The County is unable to host events such as track meets.

- Update future land use map to show agriculture use of properties along the Little River.
- Work with partners such as Virginia Bass, Virginia Tech Fisheries Dept, DGIF, FOCL and AEP to continue the improvement of fishing stock in Claytor Lake; consider small mouth bass improvement as a tourism asset for world class small mouth bass fishing tournaments and tourism attraction.
- Add conservation easements on zoning maps and future land use maps for the County.
- Offer a housing counselor to help address issues that cause foreclosure. Consider credit repair efforts to assist citizens with bad credit that prohibits economic advancement of these citizens.
- Provide recycling collection centers at more locations across the County. Three locations are not convenient. Hours of operation are not convenient.
- Recycling collection needs to be open 24/7. Consider partnering with schools for placement locations.
- Accurately map water systems in areas such as Town of Dublin.
- Consider water sources other than the New River to provide more capacity for new public water service areas and to mitigate a single source disaster event that could contaminate the whole region's water supply.
- Consider "village base" water systems that draw from a single well and serve multiple homes or businesses.
- Prohibit development in areas without public sewer to mitigate failed septic systems that pollute areas.
- Consider and study the level of pollution in the lake from onsite septic, straight pipes or sources upstream.
- Examine the DEQ fish consumption notices at DeHaven Park and address this issue.
- Address the limited space for dogs to exercise at the animal shelter and support additional animal adoption efforts.

- Consider developing “welcome packets” for people new to the County to help familiarize them with County government and non-government programs and opportunities.
- Coordinate with Montgomery County to address Rt. 114 Peppers Ferry Lane that connects Pulaski County to Montgomery and Blacksburg via Prices Fork Rd. Begin efforts to widen this road.
- Advocate for more childcare options and coordinate information about childcare so that parents can find available services.
- Advertise the subscription service for EMS to consider more participation. Consider a localized 24-hour coverage EMS service for Fairlawn to improve service in this area.
- Develop a dog park in Fairlawn. Dog parks are popular with younger adults and enhances the area’s amenities.
- Consider diversity for County appointments.
- High speed internet is invaluable to attracting new homebuyers.
- We covered nothing for veterans. Consider services such as veteran warming stations or housing for veterans.
- Recycling drop off (Old Snowville Fire Station)
- HOT Meals on Wheels to be available to the elderly in Snowville area. Currently they receive frozen meals, which many cannot prepare for consumption. Churches would be happy to help distribute.
- Internet Accessibility
- Litter are unsightly and make Pulaski look undesirable.
- Need more trash receptacles in high-traffic areas.
- Where we lived previously, trash collection fees were part of property taxes, thus everyone had trash pickup. This would help keep people from dumping trash on the sides of the roads.
- Consider beautification program – Pick it up Pulaski
- Kid friendly activities

- Family wellness
- New recreational facility
- Encroachment of incompatible uses
- Protect the character of areas with high-end housing
- Future Land Use designation is currently Government on the Hedge Family property
- Encourage more community involvement and support
- Partner with Realtors association to market the County
- Recreation and Tourism element Strategy 1.1.1.11 is unachievable
- Lack of broadband and insufficient internet speed are some of the factors that prospective buyers have turned away from Pulaski County
- Attract high wage jobs
- Taking care of the under-privileged
- Address housing needs
- Rephrase Public Safety Policy 1.1.9, and Emergency Management Policies 1.2.9 and 1.2.10 to be more concise.



# Future Land Use Map

## Issues

As part of the comprehensive plan efforts for the Land Use element, the County's current land use classification system and the Future Land Use map were reviewed to understand if they are current and relevant, and if any update is required so that good land development patterns are supported. After the review, the following issues were identified:

1. There is no description of the various land use categories
2. Lacks defined types of uses, and allowable densities and intensities.
3. There are three residential land use categories but there are no distinctions between the categories.
4. There are two Civic uses - Government and Public, but no differences between the two are listed.

Following actions are recommended to enhance the Future Land Use categories:

1. The different residential land use categories can be distinguished by different types of densities.
2. There are three different commercial land use categories which can be consolidated.
3. Government and Public land use can be consolidated into one land use category such as Civic.
4. Assess the need for mixed use category to accommodate emerging development patterns.
5. Identify the reasoning behind the parcels identified as Unknown category and revise Future Land Use Map to designate future land use categories to those parcels.

The following are definitions that maybe considered for different land use categories:

Pulaski County Future Land Use Categories	Proposed Definition
Agricultural	Maximum 1 dwelling unit per acre
Residential	Maximum 2 dwelling units per acres with public water and sewer
Medium Density Residential	Maximum 5 dwelling units per acre with public water and sewer

High Density Residential	Maximum 10 dwelling units per acre with public water and sewer
Planned Unit Development	Maximum 20 Dwelling units per acre with public water and sewer
Pulaski County Future Land Use Categories	Proposed Definition
Commercial	This category provides for small scale commercial development to full range of sales and services activities. The maximum Floor Area Ratio (FAR) shall not exceed 0.75 and lot coverage shall not exceed 75%.
Industrial	Accommodates a range of industrial uses such as assembly, distribution and research and development, manufacturing of products with onsite sale, machinery and automotive repair shops, limited commercial, and public services and facilities. The maximum Floor Area Ratio (FAR) shall not exceed 0.75 and lot coverage shall not exceed 80%.
Conservation	Public or private land to preserve habitat, scenic views and recreational areas. Maximum 1 dwelling unit per 2 acres.
Civic	Institutional uses, public building or uses, government facilities, etc.

*DEFINITIONS*

*What Is Floor Area?*

The sum of the square footage of all of the floors of a structure or building.

*What is Floor Area Ratio (FAR)?*

The numerical value obtained through dividing the gross floor area of a building by the net area of the lot or parcel of land on which such building is located.

The formula for the Floor Area Ratio (FAR):

$$FAR = \frac{\text{Total Building Floor Area}}{\text{Gross Lot Area}}$$

Table 1 is an example of land use and zoning compatibility matrix for ensuring that zoning is based on the desired development pattern as outlined in the comprehensive plan.

Table 1: Recommended Matrix of Pulaski County Future Land Use Category and Corresponding Zoning Districts													
Pulaski County Future Land Use Categories	Pulaski County Zoning Districts												
	Agriculture (A)	Rural Residential (RR)	Residential (R)	Low Density Residential (LR)	Medium Density Residential (MR)	High Density Residential (HR)	Planned Unit Development (PUD)	Commercial (CM)	Rural Commercial (RC)	Light Industrial (LI)	Industrial (I)	Planned Industrial (PID)	Conservation (C)
Agricultural													
Residential													
Medium Density Residential													
High Density Residential													
Planned Unit Development													
Commercial													
Industrial													
Conservation													
Civic													

# Small Area Plans

Based on the community survey responses, certain areas within the County were considered by the community as having special value or significance. The following areas have been identified as areas of historic, natural, economic or cultural significance:

- Claytor Lake
- New River
- New River Trail
- Gatewood Park
- Draper
- Snowville
- Hiwassee
- Newbern
- Fairlawn
- Towns – Pulaski and Dublin

The updated comprehensive plan can identify specific areas where preparation of small area plans is needed to protect or improve the unique value and charm of these areas and to address planning issues and investment opportunities. Some of these areas are highlighted in the attached map.

Policies Recommendation:

1. Conduct studies for areas that are experiencing growth or has potential for growth and develop land use concepts that will emphasize economic development and high-quality design opportunities to make them desirable, walkable and bikeable development.
2. Create small area plans to develop specific land use strategies in areas with unique needs and circumstances to maintain the distinctive character of the area.
3. Amend the Future Land Use Map to clearly define terms used in the map, consolidate uses and address other issues to make it more relevant, and adjust the land use to be current and reflect changing conditions and demands.

# Additional Notes:

The Future Land Use Element establishes the future development pattern of the County. All properties within the County are designated a specific land use category. The current Comprehensive Plan contains the Future Land Use Map that identifies nine land uses categories, which are as follows:

1. Agricultural
2. Residential Land Use
  - i. Low Density Residential
  - ii. Residential
  - iii. Low to Medium Density Residential
3. Planned Unit Development
4. Commercial Land Use:
  - i. Commercial
  - ii. Commercial/Education
  - iii. Commercial/Industrial
5. Industrial
6. Conservation
7. Government
8. Public
9. Unknown

# Transportation

## Active Transportation Projects

The County works with VDOT and other transportation planning agencies in the region to identify roadway deficiencies and to improve safety. The County annually analyzes transportation priorities to meet the short- and long-term goals of the community. Below is a list of the projects that are active in the Statewide Six-Year Improvement Programs (SYIP):

UPC	Description	Route	District	Road System	Estimate	Previous	FY20	FY21-25	Balance
					(Values in Thousands of Dollars)				
T22986	I-81 EXTEND ACCELERATION LANE EXIT 89	81	Salem	Interstate	\$4,785	\$0	\$2,503	\$2,281	\$0
56900	I-81 SOUTHBOUND BRIDGE REPLACEMENT OVER THE NEW RIVER	81	Salem	Interstate	\$51,680	\$300	\$0	\$0	\$51,380
101264	ROUNDHOUSE ROAD/ RTE 11 INTERSECTION IMPROVEMENT/TURN LANES	11	Salem	Primary	\$915	\$983	\$0	\$0	(\$67)
104183	RTE. 100 (STR. 14513 AND 14515) - BRIDGE REHAB/REPLACE	100	Salem	Primary	\$7,166	\$4,988	\$2,178	\$0	\$0
112705	ROUTE 114 TURN LANE	114	Salem	Primary	\$331	\$158	\$85	\$85	\$3
101007	RTE. F047 OVER PEAK CREEK (STR. 14442) - BRIDGE REPLACEMENT	47	Salem	Secondary	\$6,661	\$3,196	\$3,466	\$0	\$0
110959	RTE 609 - RESURFACE NON-HARDSURFACED ROAD	609	Salem	Secondary	\$615	\$615	\$0	\$0	\$0
110365	ROUTE 687-RESURFACE UNPAVED ROAD	687	Salem	Secondary	\$278	\$358	\$173	\$404	(\$656)
109947	BOX CULVERT EXTENSION	693	Salem	Secondary	\$165	\$165	\$0	\$0	\$0
110448	ROUTE 693-SAFETY IMPROVEMENTS	693	Salem	Secondary	\$1,221	\$1,221	\$0	\$0	\$0
115605	RTE 709 SURFACE TREAT NON-HARDSURFACED ROADWAY	709	Salem	Secondary	\$835	\$0	\$0	\$384	\$451
107300	RIVERLAWN COURT TRAIL	724	Salem	Secondary	\$200	\$200	\$0	\$0	\$0
110318	RTE 729 - GRADE, DRAIN, STABILIZE AND SURFACE TREAT UNPAVED RD	729	Salem	Secondary	\$441	\$331	\$0	\$0	\$110

## Complete list of Transportation Projects

ID	Description	Route	Area Type	Estimate
1	US Route 11, Old Route 11, and Speedway intersection improvement. Extensions of turn lanes, consolidate intersections, and study for potential signalization or round-a-bout.	US11	Rural	-
2	US Route 11 and VA Route 114, add double lefts on southbound US 11 and incorporate additional improvements from local plans.	US11	Urban	-
3	US Route 11 and VA Route 600, prohibit VA 600 southbound traffic from turning onto US 11, relocate intersection to allow for perpendicular alignment.	US11	Urban	-
4	US Route 11 and Pulaski Hospital Entrance intersection improvement. Safety.	US11	Rural	-
5	US Route 11 and Hatcher Road intersection improvement. Safety.	US11	Rural	-
6	US Route 11 and Novell Road intersection improvement. Safety.	US11	Rural	-
7	US Route 11 and Cemetery Road. Address Congestion.	US11	Rural	-
8	US Route 11 and Ruebush Road. Identify intersection constraints and potential for signalization.	US11	Rural	-
9	US Route 11, Hickman Cemetery road, and New River Road, lengthen-turn lanes on both eastbound and westbound approaches.	US11	Rural	-
10	US Route 11 and Thornspring Road, reconstruct southbound US 11 to match northbound approach grade and alignment.	US11	Rural	-
11	US Route 11, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail, south of Route 99.	US11	Rural	-
12	US Route 11, upgrade existing roadway to a four-lane rural section and construct a sidewalk or multi-purpose trail, near Morgan's cut.	US11	Rural	-
13	US Route 11, upgrade existing roadway to a four-lane rural section and construct a sidewalk or multi-purpose trail, between the Towns of Dublin and Pulaski.	US11	Rural	-
14	US Route 11, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, East of Dublin.	US11	Rural	-
15	US Route 11, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, East of Pulaski.	US11	Rural	-
16	US Route 11, from VA 114 to Radford City limit, widen to rural six-lane divided highway with sidewalk and bike lanes.	US11	Urban	-
17	VA Route 100 and Bagging Plant Road intersection improvement. Safety.	VA100	Rural	-
18	VA Route 100, upgrade existing roadway to a four-lane rural section and construct a sidewalk or multi-purpose trail, north of Dublin Town Limits.	VA100	Rural	-
19	VA Route 100, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, East of VA99.	VA100	Rural	-
20	VA Route 100 and VA Route 682, preliminary planning study.	VA100	Rural	-
21	VA Route 100 and VA Route 683, preliminary planning study.	VA100	Rural	-
22	VA Route 114 and VA Route 600, upgrade intersection geometrics and signalization.	VA114	Urban	-
23	VA Route 114 and VA 695, apply access management standards and eastbound right-turn lane, consolidate traffic to a new signalized intersection.	VA114	Urban	-

<b>24</b>	VA Route 114 and VA Route 679, preliminary planning study.	VA114	Urban	-
<b>25</b>	VA Route 114 and VA 630, conduct signal warrant study, upgrade intersection to current design standards.	VA114	Urban	-
<b>26</b>	VA Route 114, from US 11 to 0.32 miles East of VA 600, provide right-turn bays and widen to rural six-lane divided with sidewalks/bike lanes.	VA114	Urban	-
<b>27</b>	VA Route 99, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail.	VA99	Rural	-
<b>28</b>	VA Route 99, from Eastern Town limits of Pulaski to I-81, widen to a urban four-lane roadway with median.	VA99	Rural	-
<b>29</b>	VA Route 600 and Highland Road, reconstruct intersection to address geometric and safety issues.	600	Rural	-
<b>30</b>	VA Route 600, from VA 114 to VA 779, reconstruct road to address geometric deficiencies.	600	Rural	-
<b>31</b>	VA Route 600, from VA 779 to VA 623, reconstruct road to address geometric deficiencies.	600	Rural	-
<b>32</b>	VA Route 605, from VA 693 to VA 619, reconstruct road to address geometric deficiencies.	605	Rural	-
<b>33</b>	VA Route 611, upgrade existing roadway to meet current standards and construct a sidewalk or multi-purpose trail.	611	Rural	-
<b>34</b>	VA Route 611, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail, south of Exit 98.	611	Rural	-
<b>35</b>	VA Route 611, upgrade existing roadway to a three-lane urban section and construct a sidewalk and multi-purpose trail, north of Memorial Drive.	611	Rural	-
<b>36</b>	VA Route 611, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, West of I81.	611	Rural	\$16.7M
<b>37</b>	VA Route 611 and VA F47, increase turning radius for trucks and add eastbound left turn lane.	611	Rural	
<b>38</b>	VA Route 611, address congestion issues at intersection with Cougar Trail Road.	611	Rural	
<b>39</b>	VA Route 617 from VA 747 to US Route 11, reconstruct road to address geometric deficiencies.	617	Rural	-
<b>40</b>	VA Route 617, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail.	617	Rural	-
<b>41</b>	VA Route 623, from VA 600 to 1.39 miles East of VA 600, preliminary planning study.	623	Rural	-
<b>42</b>	VA Route 624, from VA 798 to US Route 11, reconstruct road to address geometric deficiencies.	624	Rural	
<b>43</b>	VA Route 624, from US Route 11 to 0.4 miles North of US Route 11, reconstruct road to address geometric deficiencies.	624	Rural	
<b>44</b>	VA Route 624, from 0.84 miles North of US Route 11 to VA 600, reconstruct road to address geometric deficiencies.	624	Rural	
<b>45</b>	VA Route 626, from VA 611 to VA 798, reconstruct road to address geometric deficiencies.	626	Rural	
<b>46</b>	VA Route 626, from VA 798 to US Route 11, reconstruct road to address geometric deficiencies.	626	Rural	

47	VA Route 627 and VA Route 625, reconstruct intersection to improve horizontal alignment of VA 627 and improve approach grade of VA 625.	627	Rural	-
48	VA Route 627, from VA 617 to VA 600, reconstruct road to address geometric deficiencies.	627	Rural	
49	VA Route 636, from North Town limits of Pulaski to VA 639, reconstruct road to address geometric deficiencies.	636	Rural	
50	VA Route 639, upgrade existing roadway to meet current standards and construct a sidewalk or multi-purpose trail.	639	Rural	-
51	VA Route 643, upgrade existing roadway to meet current standards and construct a sidewalk or multi-purpose trail.	643	Rural	-
52	VA Route 643, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail, south of Route 11.	643	Rural	-
53	Cougar Trail, re-align and widen roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, near Volvo.	643	Rural	\$16.7M
54	VA Route 643 and VA Route 683, perform intersection study to identify potential improvements.	643	Rural	
55	VA Route 654, from VA 100 to VA 658, reconstruct road to address geometric deficiencies.	654	Rural	
56	VA Route 658, from VA 654 to river, add warning signage, reconstruct to rural roadway design standards.	658	Rural	
57	VA Route 658, from VA 651 to VA 651, reconstruct road to address geometric deficiencies.	658	Rural	
58	VA Route 658, from VA 609 to VA 654, reconstruct road to address geometric deficiencies.	658	Rural	
59	VA Route 663, from VA 605 to VA 757, reconstruct road to address geometric deficiencies.	663	Rural	-
60	VA Route 664, from VA 613 to VA 605, reconstruct road to address geometric deficiencies.	664	Rural	-
61	VA Route 682, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail, north of I-81.	682	Rural	-
62	VA Route 683, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail.	683	Rural	-
63	US Route 11, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, between the Towns of Dublin and Pulaski.	683	Rural	-
64	VA Route 693, horizontal curvature from VA 777 to VA 675, reconstruct to rural roadway design standards.	693	Rural	-
65	VA Route 693, from VA 761 to VA 658, reconstruct road to address geometric deficiencies.	693	Rural	-
66	VA Route 693, from VA 672 to VA 669, reconstruct road to address geometric deficiencies.	693	Rural	-
67	VA Route 693, from VA 619 to VA 665, reconstruct road to address geometric deficiencies.	693	Rural	-
68	VA Route 710, from VA 745 to West Town Limits of Pulaski, reconstruct road to address geometric deficiencies.	710	Rural	-

69	VA Route 798, from VA 624 to VA 626, reconstruct road to address geometric deficiencies.	710	Rural	-
70	VA Route 738, upgrade existing roadway to meet current standards and construct a sidewalk or multi-purpose trail.	738	Rural	-
71	VA Route 746, upgrade existing roadway to meet current standards and construct a sidewalk or multi-purpose trail.	746	Rural	-
72	VA Route 746, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail, north of Route 11.	746	Rural	-
73	VA Route 747, upgrade existing roadway to meet current standards and construct a sidewalk and multi-purpose trail, south of Route 11.	747	Rural	-
74	VA Route 747, from VA 633 to VA US Route 11, reconstruct road to address geometric deficiencies.	747	Rural	
75	VA Route 747 and VA 1030, perform intersection study to identify potential improvements.	747	Rural	
76	VA Route 4609, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, South of US11.	4609	Rural	-
77	Julia Simpkins Road, bridge over Max Creek. Reconstruct approaches and widen bridge.	Bridge	Rural	
78	Pond Lick Hollow Road, bridge at intersection of VA 640. Replace bridge.	Bridge	Rural	
79	Julia Simpkins Road, bridge over Big Reed Island Creek. Replace bridge.	Bridge	Rural	
80	VA Route 100, northbound bridge over Clebourne Boulevard. Replace bridge.	Bridge	Rural	
81	VA Route 100, southbound bridge over Clebourne Boulevard. Replace bridge.	Bridge	Rural	
82	Interstate 81, northbound and southbound bridges over New River. Replace bridges.	Bridge	Rural	
83	VA Route F47, upgrade existing roadway to meet current standards and construct a sidewalk or multi-purpose trail.	F47	Rural	-
84	VA Route F47, upgrade existing roadway to a four-lane urban section and construct a sidewalk and multi-purpose trail, 1-mile South of I81.	F47	Rural	-
85	Redesign Interstate 81, Exit 89 Interchange	I81	Rural	-
86	Redesign Interstate 81, Exit 92 Interchange	I81	Rural	-
87	Redesign Interstate 81, Exit 94 Interchange	I81	Rural	-
88	Redesign Interstate 81, Exit 98 Interchange	I81	Rural	\$7.2M
89	Redesign Interstate 81, Exit 101 Interchange	I81	Rural	
90	Interstate 81, from Wythe County line to Montgomery County line, widen to rural six-lane roadway with median.	I81	Rural/Urban	
91	New River Trail Extension, Town of Pulaski to City of Radford	Trail	Rural/Urban	\$9.0M
92	Alum Springs Connector Trail, North of James Hardy to 1-mile North of Commerce Park	Trail	Rural	-
93	Route 11 Connector Trail, parallel to US Route 11 connecting downtowns of Pulaski and Dublin.	Trail	Rural	-
94	Newbern Connector Trail, New River Trail State Park to downtown Dublin.	Trail	Rural	-
95	Randolph Avenue Connector Trail, parallel to Route 639, downtown Pulaski, North to residential neighborhoods.	Trail	Rural	-
96	Mid-Pulaski Connector Trail, connecting the Cougar Trail to eastern town limits of Pulaski.	Trail	Rural	-

<b>97</b>	East-West Connector Trail, connecting the Cougar Trail to Pulaski County eastern boundary.	Trail	Rural	-
<b>98</b>	Cougar Trail Connector Trail, parallel to Cougar Trail road.	Trail	Rural	-
<b>99</b>	NRCC Connector Trail, NRCC campus core, North to Route 636.	Trail	Rural	-
<b>100</b>	Exit 101 Connector Trail, Exit 101 business district, North to Route 611.	Trail	Rural	-
<b>101</b>	State Park Connector, Exit 101 business district, South to Claytor Lake State Park.	Trail	Rural	-

Pulaski  
County



# Pulaski County

Comprehensive Plan 2030

Vehicle Crash Analysis



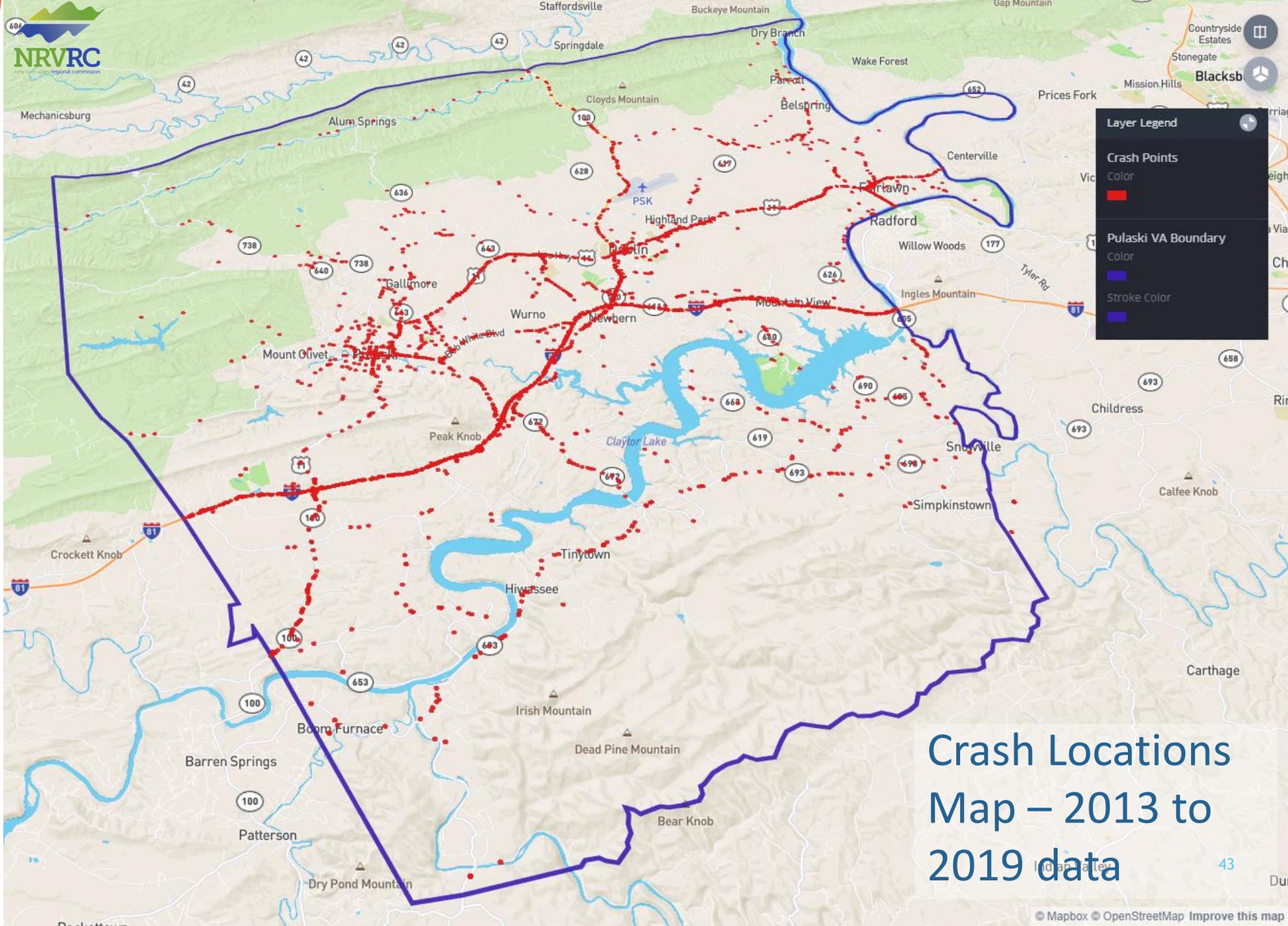
# Overview

- ❖ **Vehicle Crash Analysis is useful to develop policies and strategies in the Transportation element of Comprehensive plan**
- ❖ **Vehicle crashes can have undesired impacts on individuals, families, community and the economy**
- ❖ **Understanding crash rates, trends, and hotspots can help in developing prevention measures.**
- ❖ **Reducing crash rates in highly traversed roads, employment locations, retail locations, etc., can improve quality of living and perception of the community.**
- ❖ **This analysis identifies trends and hotspots.**
- ❖ **This analysis does not identify causes and prevention solutions – this requires further studies.**

# Data Source and Information

- ❖ **Crash Data downloaded from VDOT's Open Data Portal:**
  - ❖ [http://www.virginiaroads.org/datasets/1c7c9f723d5947c19c0fc34aaa30ff2a\\_0](http://www.virginiaroads.org/datasets/1c7c9f723d5947c19c0fc34aaa30ff2a_0)
  - ❖ **Data Available from January 2013 to May 2019**
- ❖ **Metadata Information available at:**
  - ❖ <https://services.arcgis.com/p5v98VHDX9Atv3l7/arcgis/rest/services/VirginiaCrashes/FeatureServer/0>
- ❖ **Crash Severity Codes:**

Severity Code	Severity Description
A	Severe Injury
B	Visible Injury
C	Non-visible Injury
K	Fatal Injury
PDO	Property Damage Only



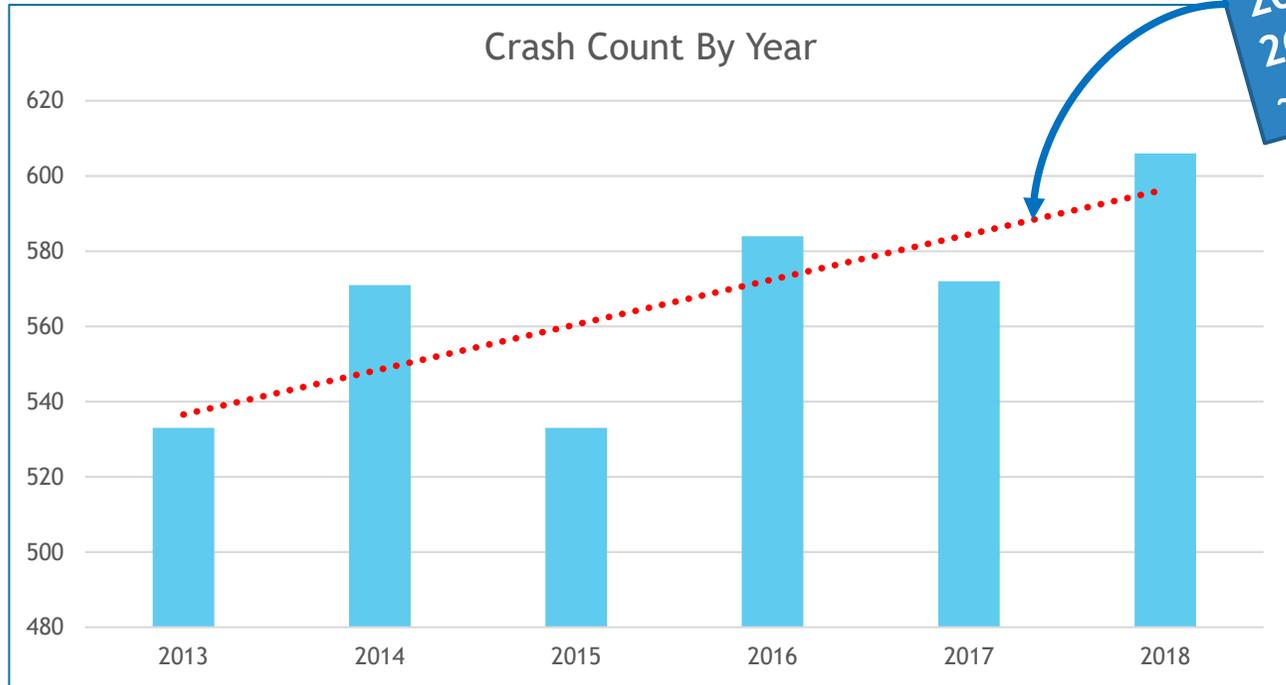
**Layer Legend**

**Crash Points**  
Color  
■ Red

**Pulaski VA Boundary**  
Color  
■ Blue  
Stroke Color  
■ Blue

# Crash Locations Map – 2013 to 2019 data

# Crashes Trend By Year

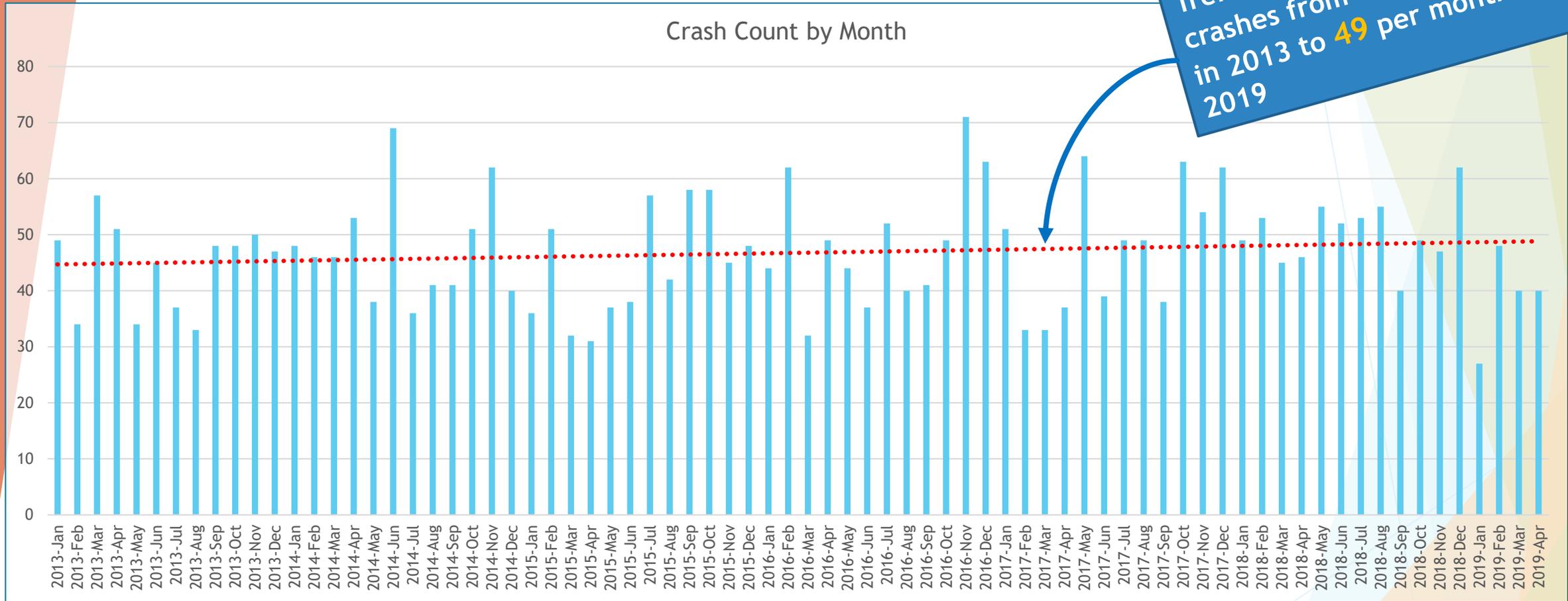


Trend shows increase in crashes from **533** per year in 2013 to **606** per year in 2018. The increase rate is ~12 crashes per year.

..... Trend Line (linear trend)

\*Data includes all crashes, including Property Damages Only category.

# Crashes Trend By Month



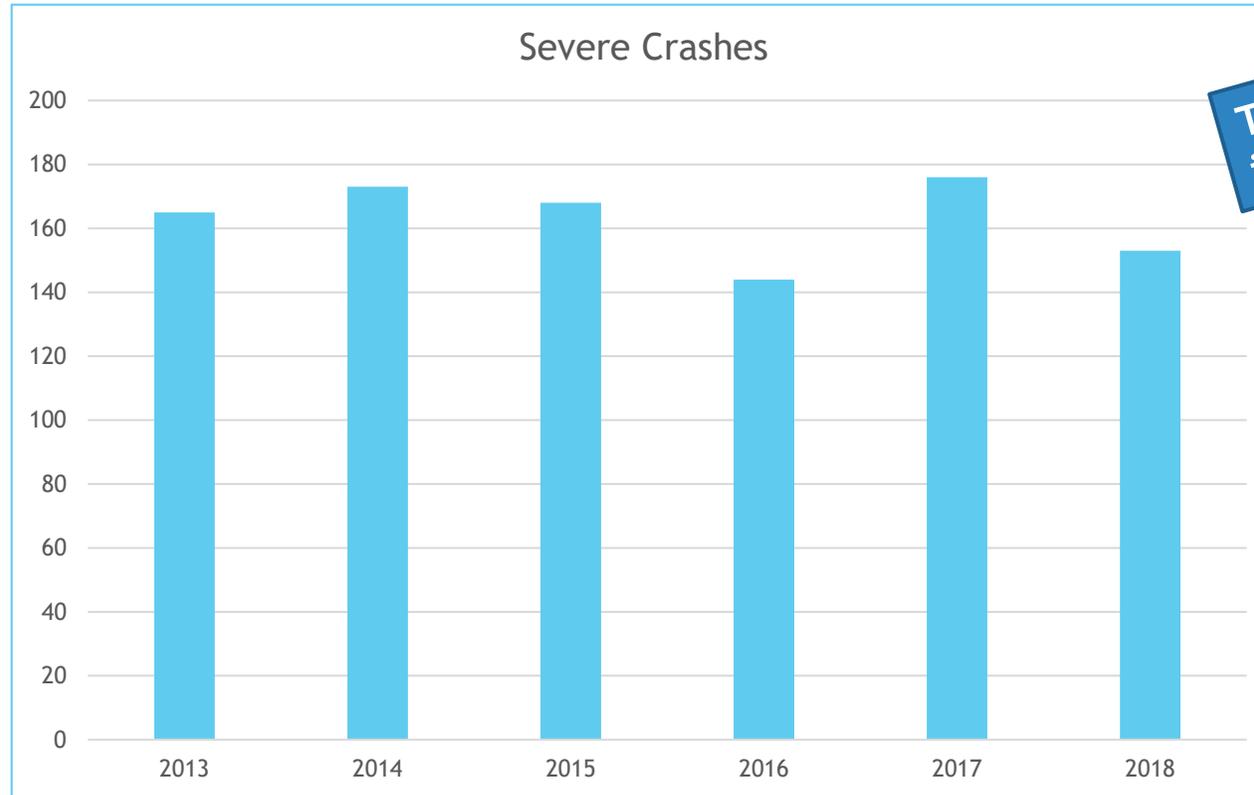
Trend shows increase in crashes from 45 per month in 2013 to 49 per month in 2019

..... Trend Line (linear trend)

\*Includes all crashes, including Property Damages Only category.

# Severe Crashes By Year

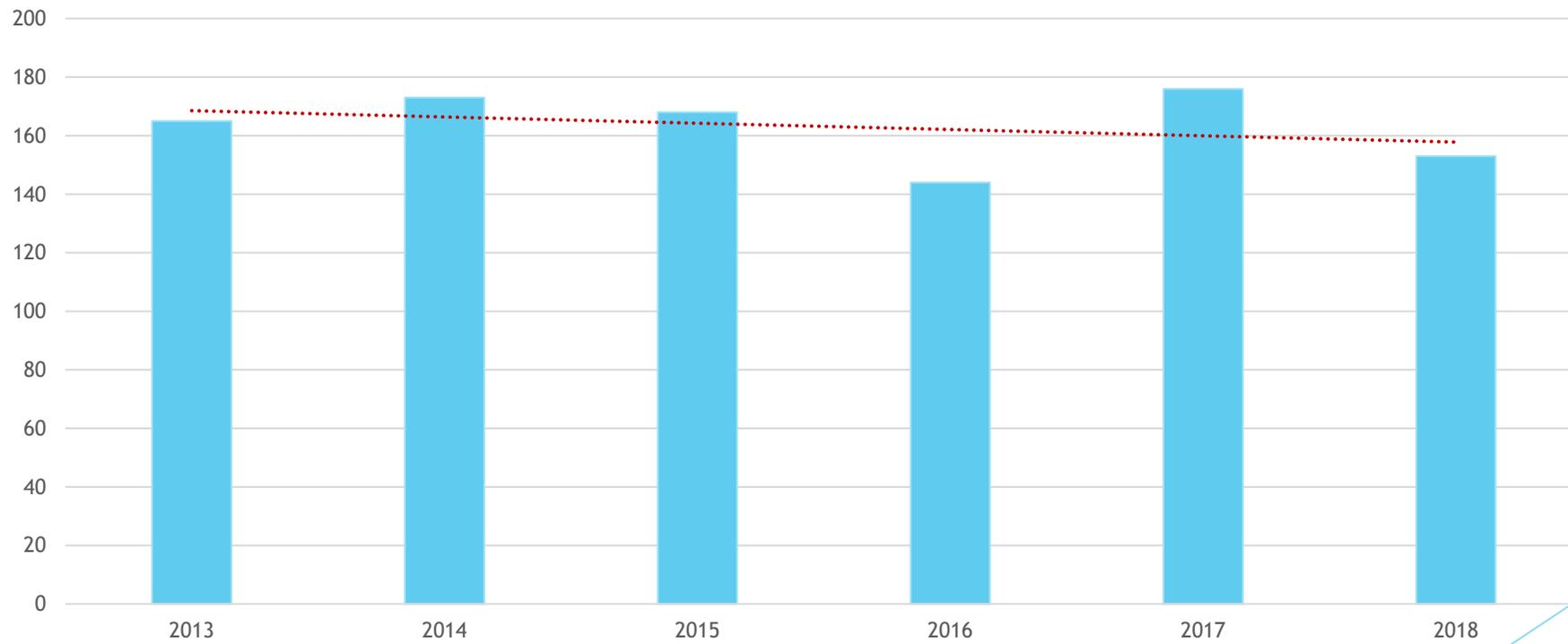
Year	Severe Crashes
2013	165
2014	173
2015	168
2016	144
2017	176
2018	153



There is no increasing trend in severe crashes.

\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

## Severe Crashes

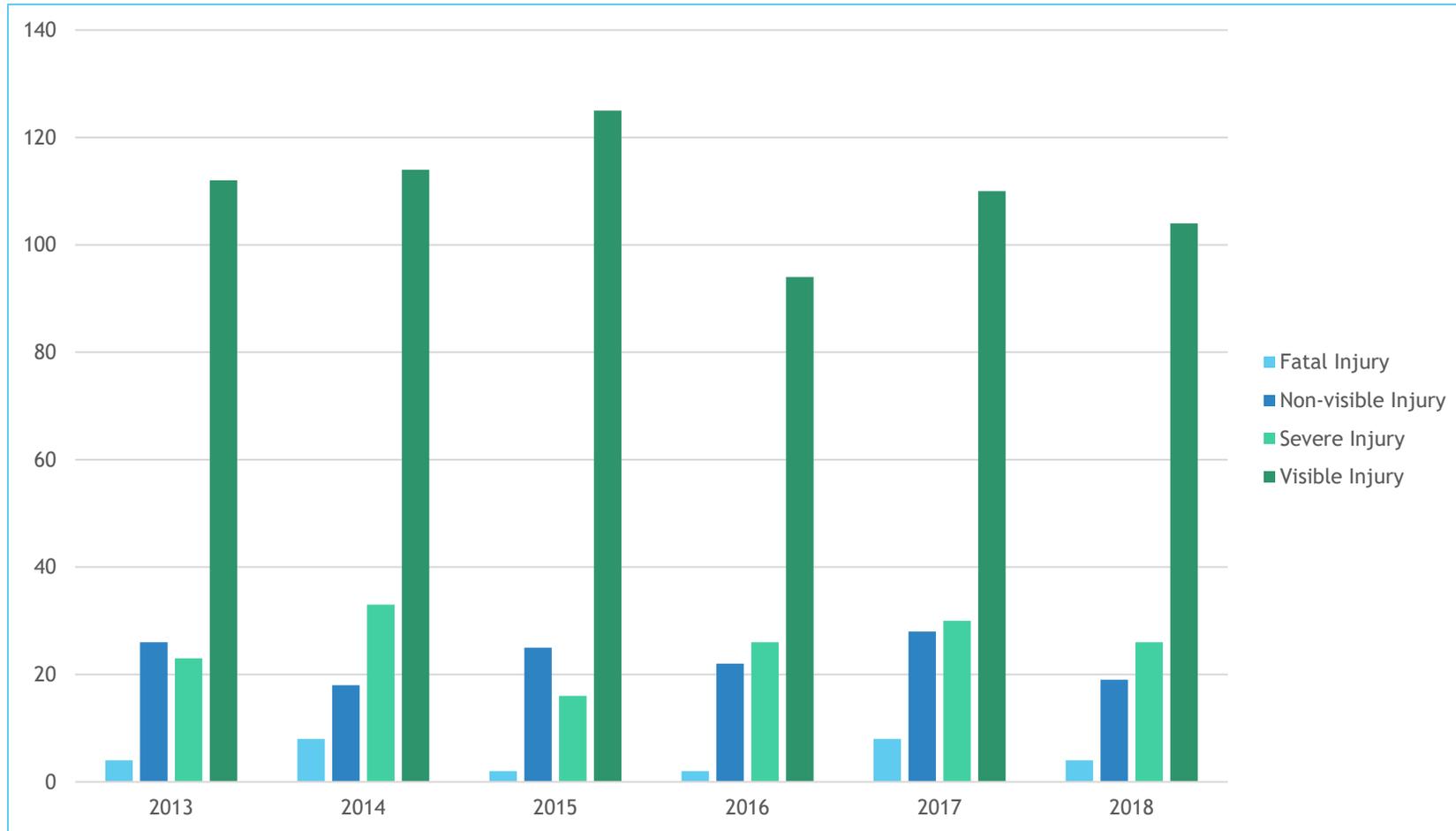


# Crashes By Severity and Year - Table

Year	Fatal Injury	Non-visible Injury	Severe Injury	Visible Injury	Grand Total
2013	4	26	23	112	165
2014	8	18	33	114	173
2015	2	25	16	125	168
2016	2	22	26	94	144
2017	8	28	30	110	176
2018	4	19	26	104	153
<b>Grand Total</b>	<b>28</b>	<b>138</b>	<b>154</b>	<b>659</b>	<b>979</b>

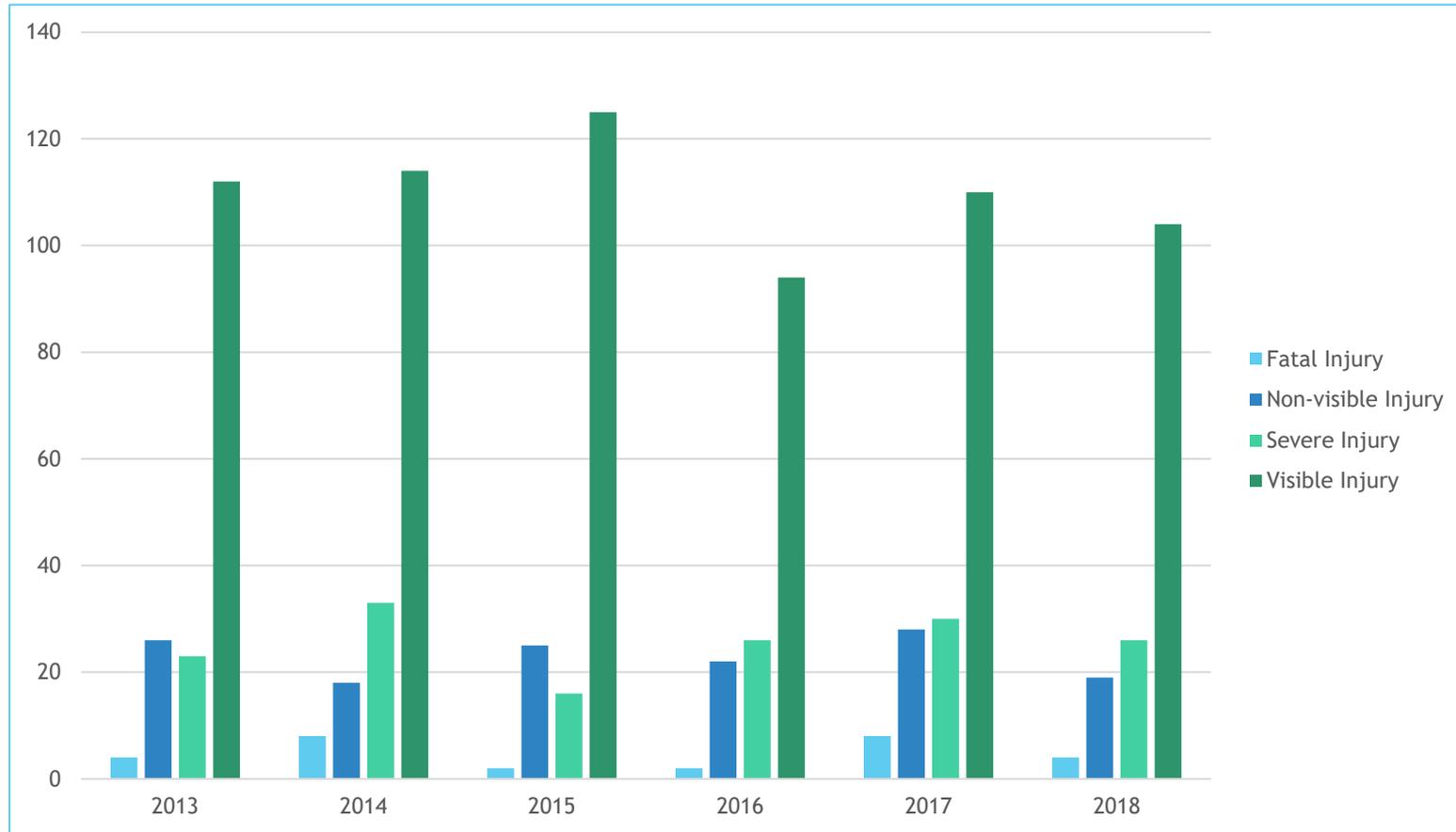
\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crashes By Severity and Year - Chart



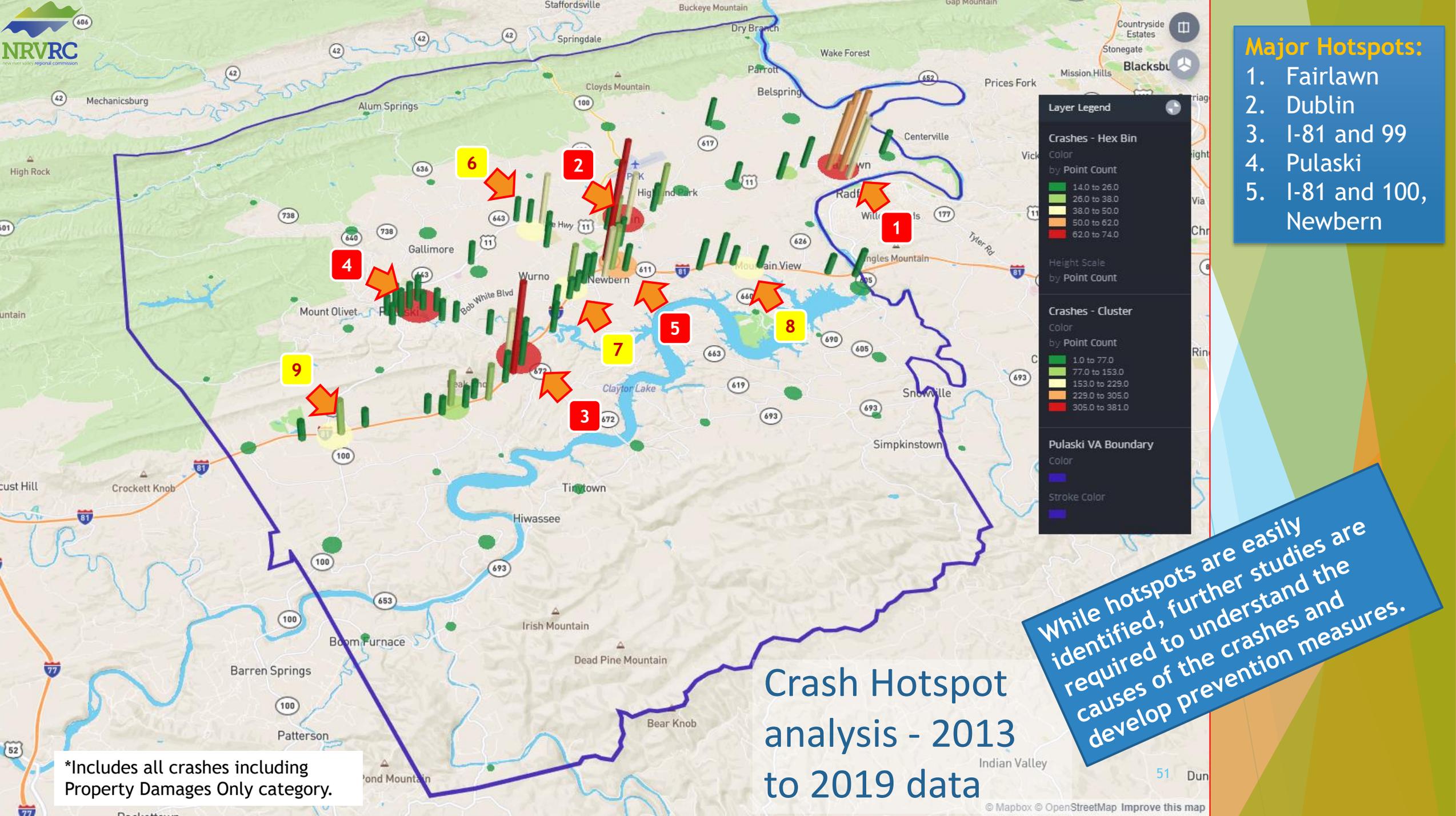
\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. 49  
Crashes with Property Damages Only category are not included.

# Crashes By Severity and Year – Chart and Table



Year	Fatal Injury	Non-visible Injury	Severe Injury	Visible Injury	Grand Total
2013	4	26	23	112	165
2014	8	18	33	114	173
2015	2	25	16	125	168
2016	2	22	26	94	144
2017	8	28	30	110	176
2018	4	19	26	104	153
<b>Grand Total</b>	<b>28</b>	<b>138</b>	<b>154</b>	<b>659</b>	<b>979</b>

\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.



- Major Hotspots:**
1. Fairlawn
  2. Dublin
  3. I-81 and 99
  4. Pulaski
  5. I-81 and 100, Newbern

**Layer Legend**

**Crashes - Hex Bin**

Color by Point Count

- 14.0 to 26.0
- 26.0 to 38.0
- 38.0 to 50.0
- 50.0 to 62.0
- 62.0 to 74.0

Height Scale by Point Count

**Crashes - Cluster**

Color by Point Count

- 1.0 to 77.0
- 77.0 to 153.0
- 153.0 to 229.0
- 229.0 to 305.0
- 305.0 to 381.0

**Pulaski VA Boundary**

Color: Purple

Stroke Color: Purple

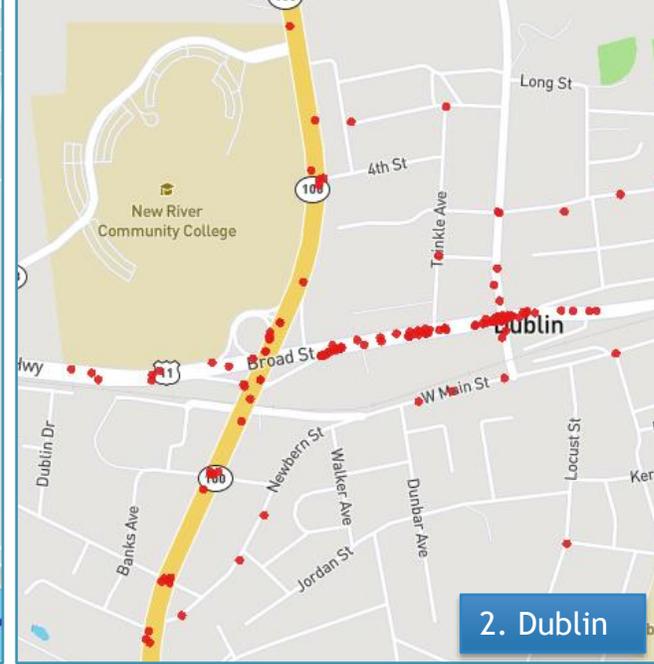
While hotspots are easily identified, further studies are required to understand the causes of the crashes and develop prevention measures.

# Crash Hotspot analysis - 2013 to 2019 data

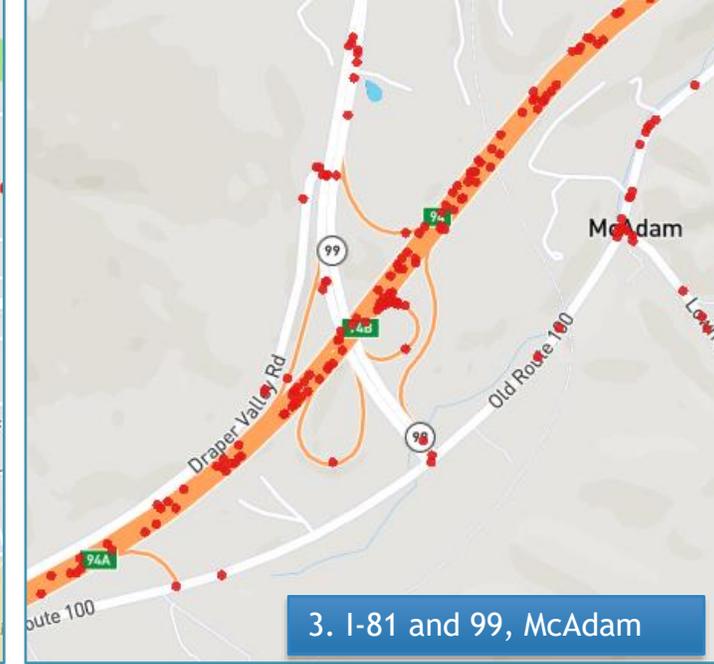
\*Includes all crashes including Property Damages Only category.



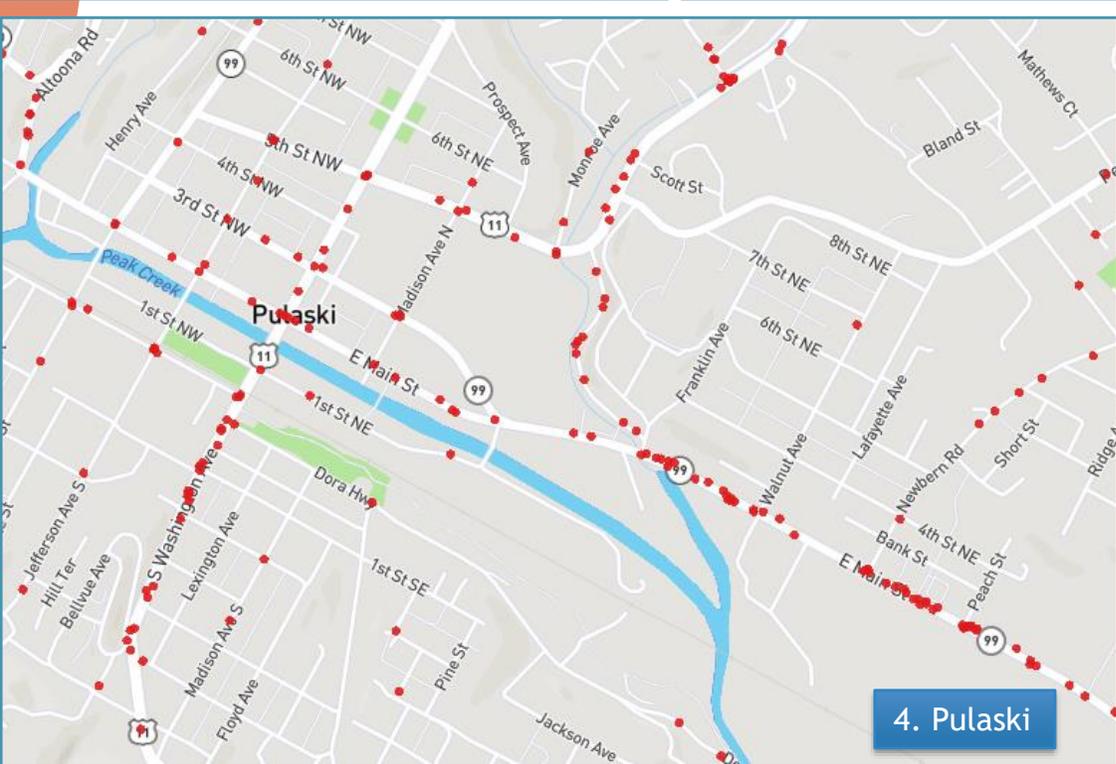
1. Fairlawn



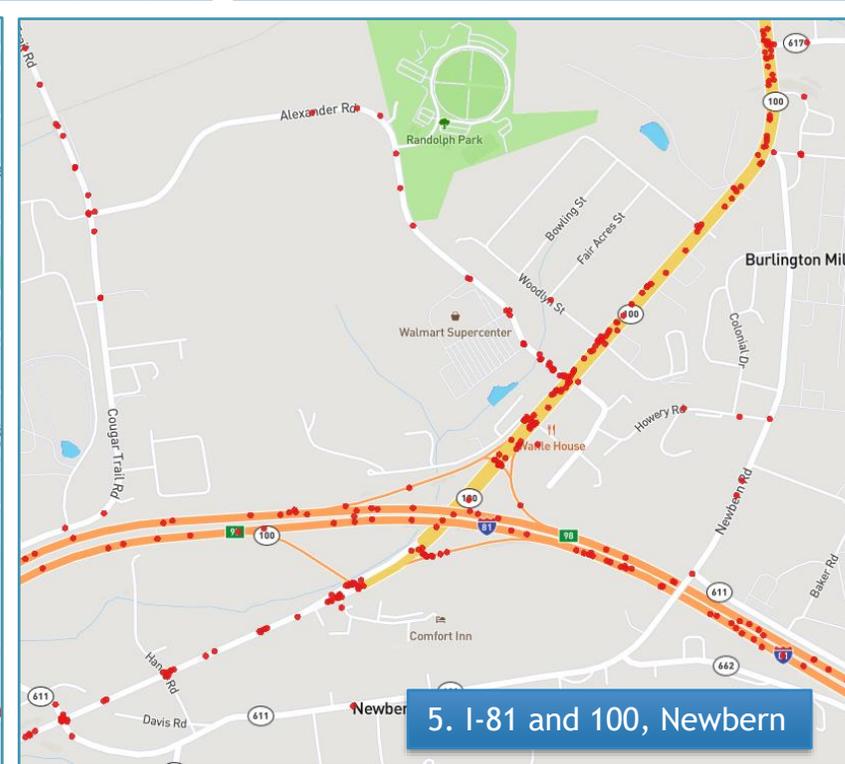
2. Dublin



3. I-81 and 99, McAdam



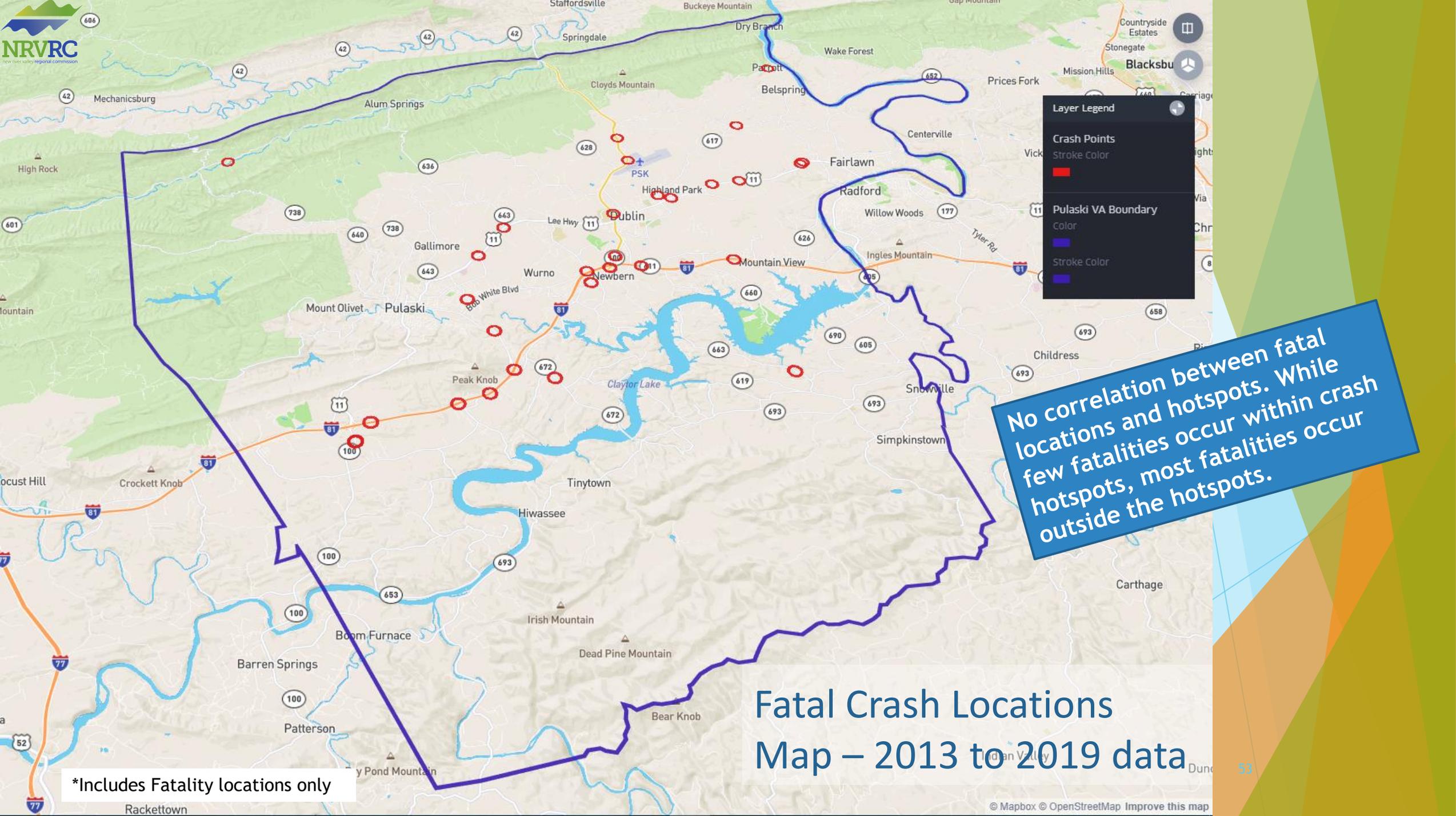
4. Pulaski



5. I-81 and 100, Newbern

## Major Hotspots – Crash Locations

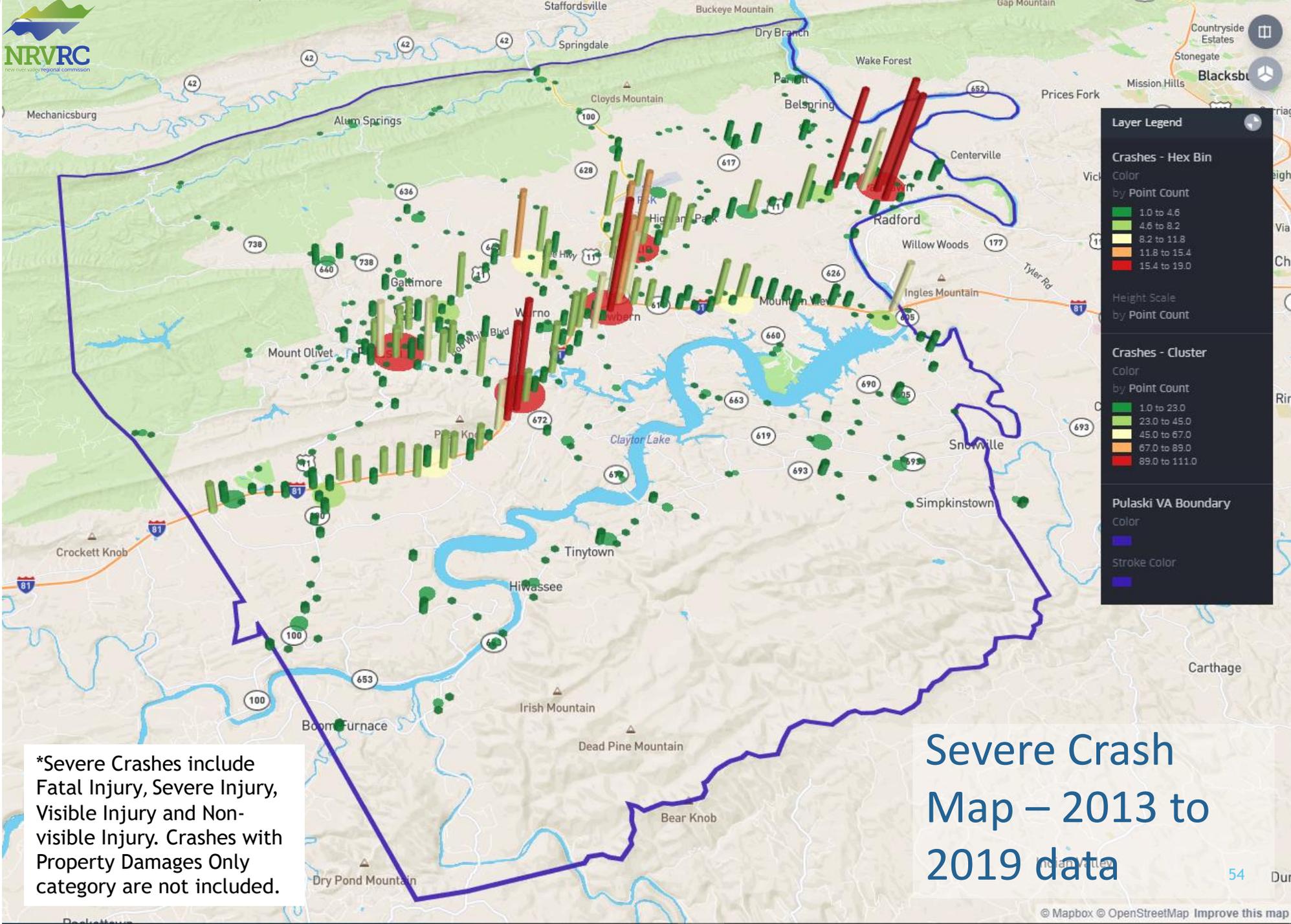
\*Includes all crashes including Property Damages Only category.



No correlation between fatal locations and hotspots. While few fatalities occur within crash hotspots, most fatalities occur outside the hotspots.

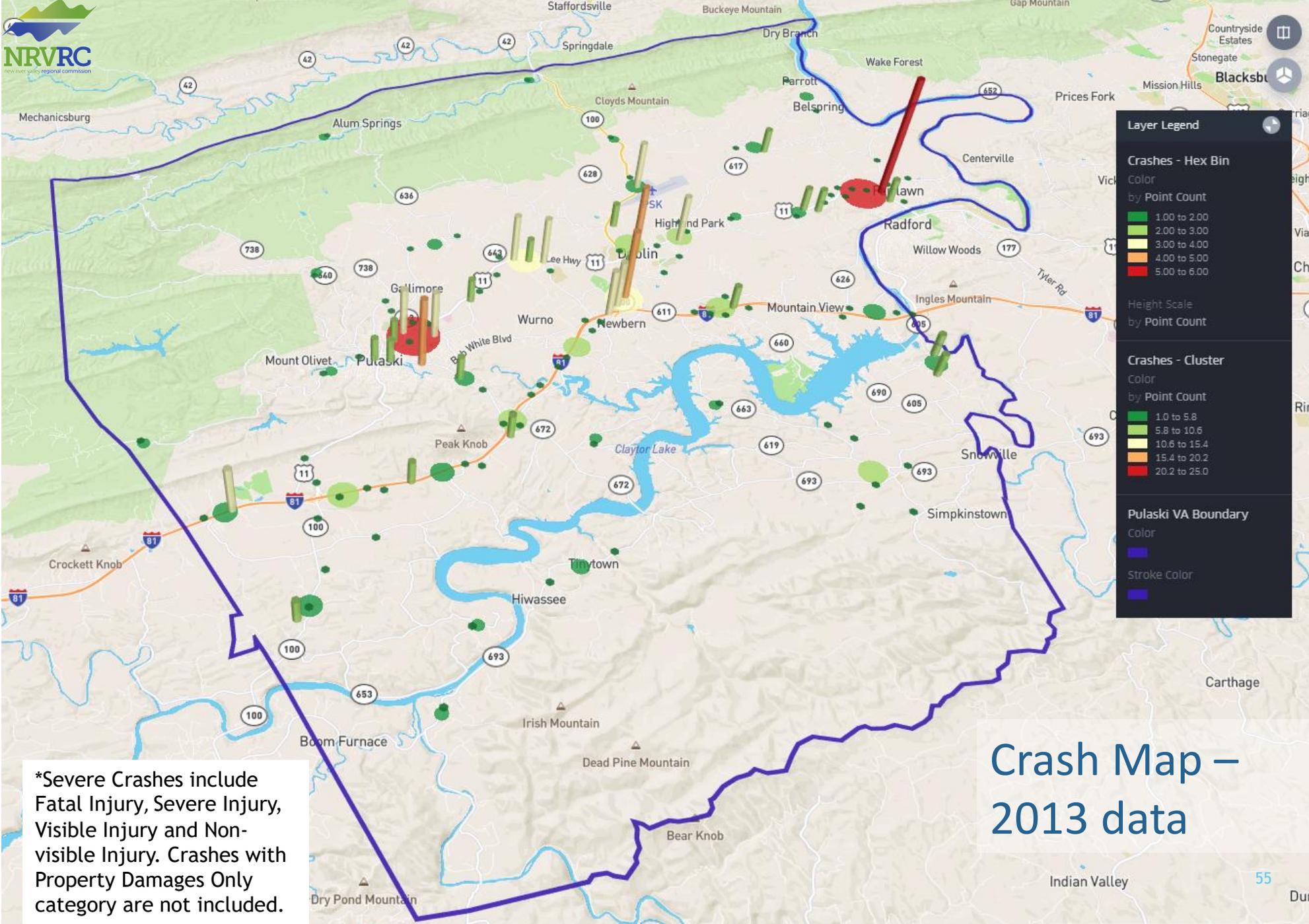
## Fatal Crash Locations Map – 2013 to 2019 data

\*Includes Fatality locations only



\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Severe Crash Map – 2013 to 2019 data



**Layer Legend**

**Crashes - Hex Bin**  
Color  
by Point Count

- 1.00 to 2.00
- 2.00 to 3.00
- 3.00 to 4.00
- 4.00 to 5.00
- 5.00 to 6.00

Height Scale  
by Point Count

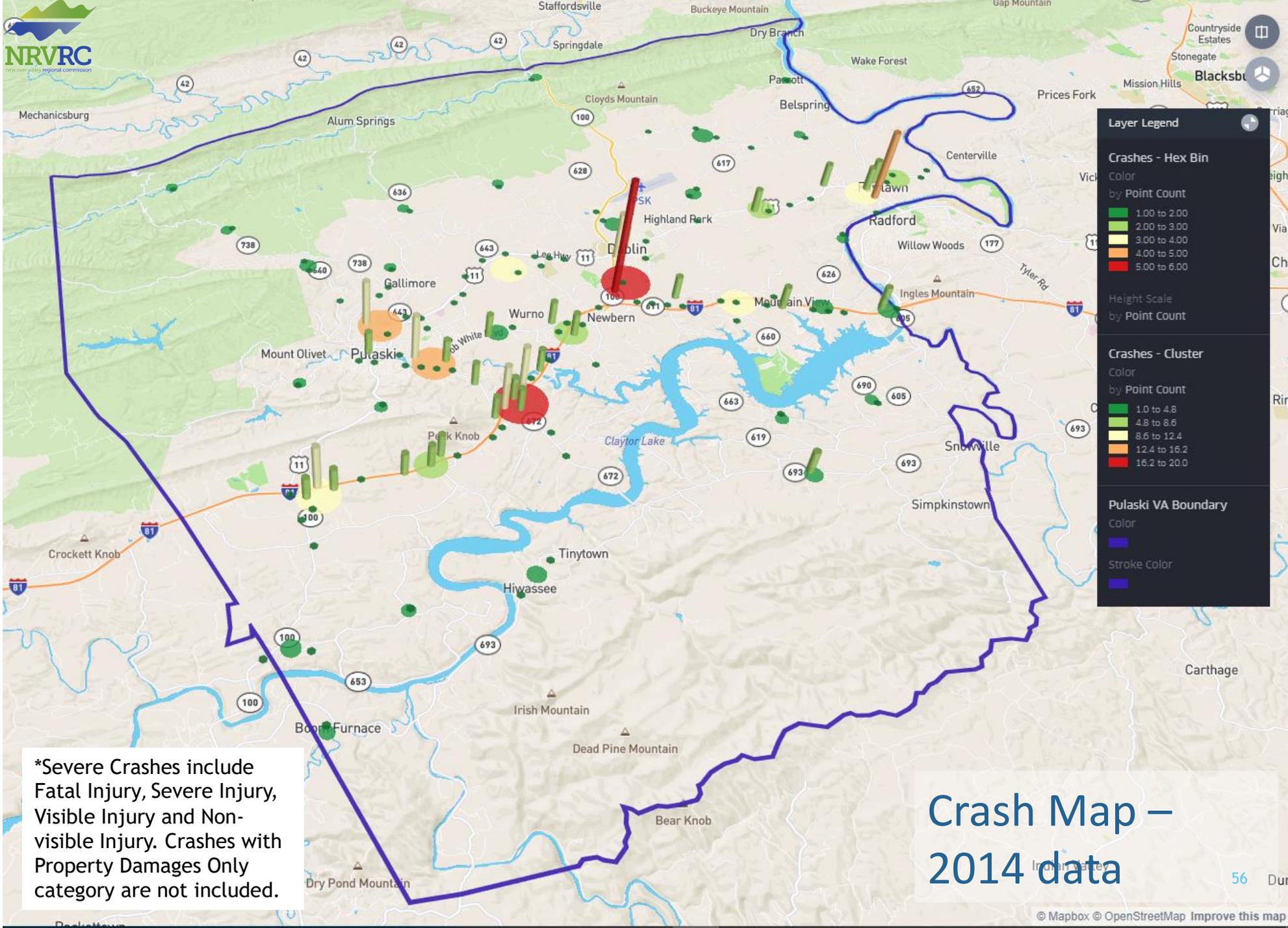
**Crashes - Cluster**  
Color  
by Point Count

- 1.0 to 5.8
- 5.8 to 10.6
- 10.6 to 15.4
- 15.4 to 20.2
- 20.2 to 25.0

**Pulaski VA Boundary**  
Color  
Stroke Color

\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2013 data



**Layer Legend**

**Crashes - Hex Bin**

Color by Point Count

- 1.00 to 2.00
- 2.00 to 3.00
- 3.00 to 4.00
- 4.00 to 5.00
- 5.00 to 6.00

Height Scale by Point Count

**Crashes - Cluster**

Color by Point Count

- 1.0 to 4.8
- 4.8 to 8.6
- 8.6 to 12.4
- 12.4 to 16.2
- 16.2 to 20.0

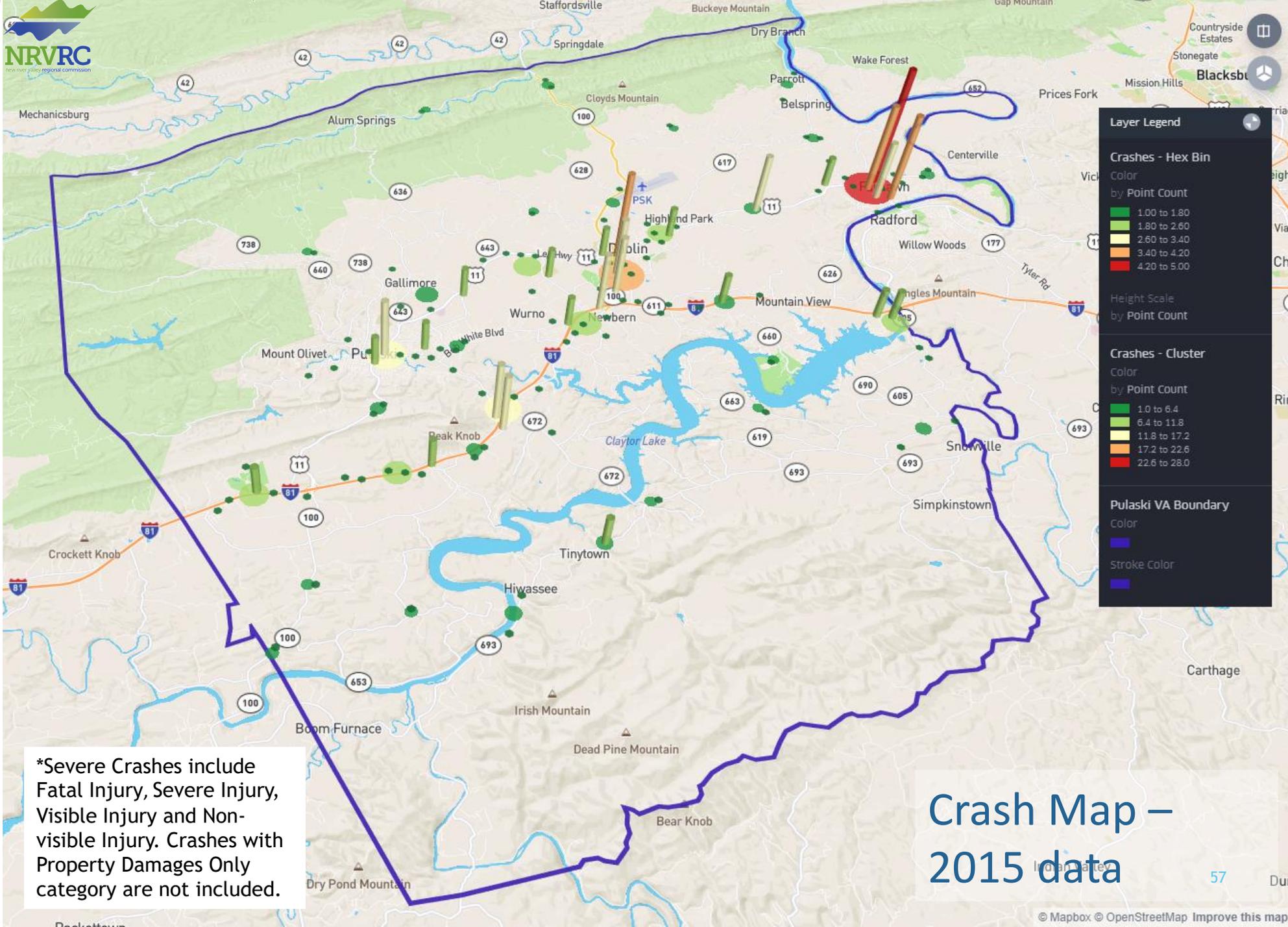
**Pulaski VA Boundary**

Color

Stroke Color

\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2014 data



**Layer Legend**

**Crashes - Hex Bin**  
Color  
by Point Count

- 1.00 to 1.80
- 1.80 to 2.60
- 2.60 to 3.40
- 3.40 to 4.20
- 4.20 to 5.00

Height Scale  
by Point Count

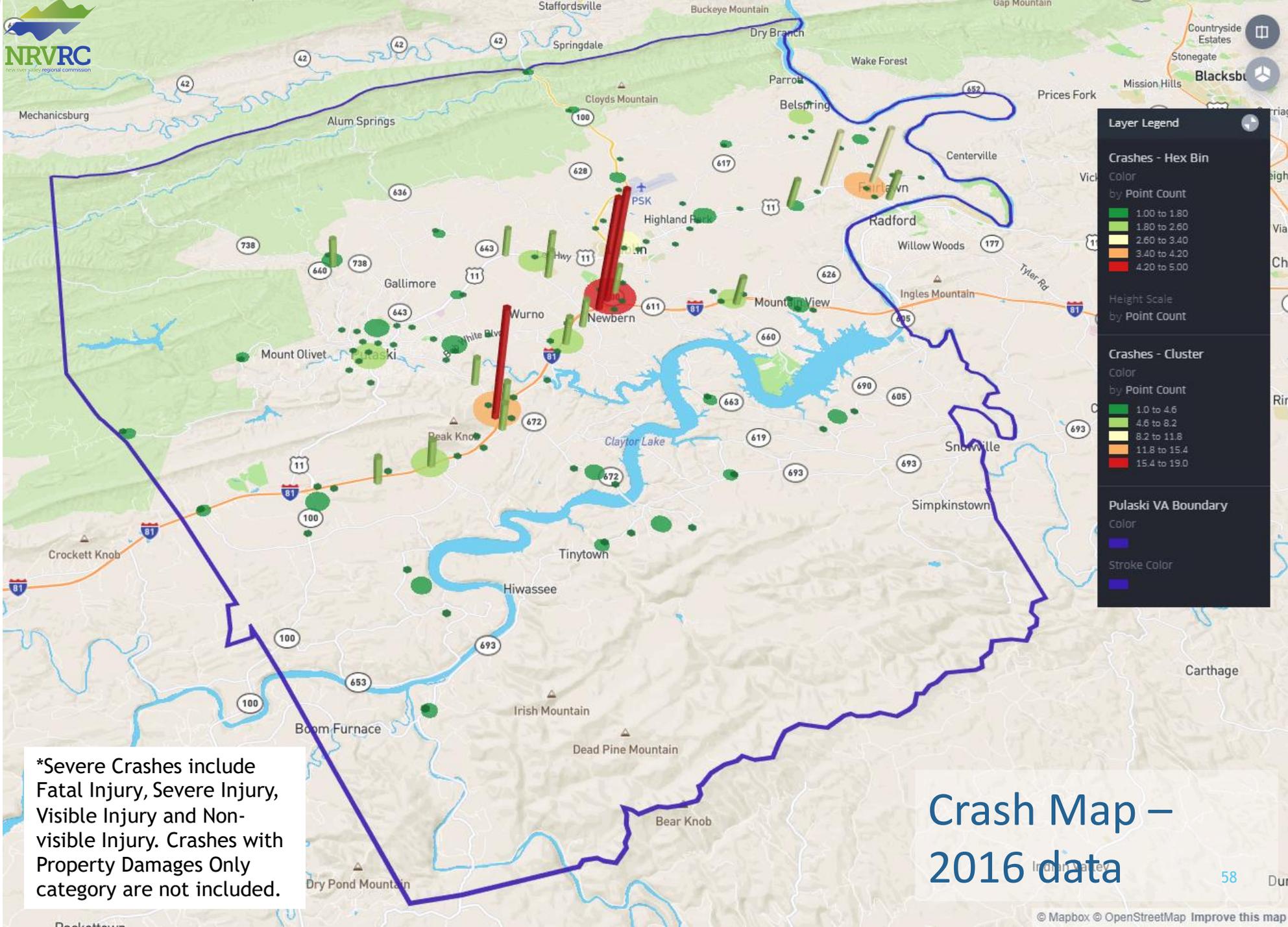
**Crashes - Cluster**  
Color  
by Point Count

- 1.0 to 6.4
- 6.4 to 11.8
- 11.8 to 17.2
- 17.2 to 22.6
- 22.6 to 28.0

**Pulaski VA Boundary**  
Color  
Stroke Color

\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2015 data



**Layer Legend**

**Crashes - Hex Bin**  
Color  
by Point Count

- 1.00 to 1.80
- 1.80 to 2.60
- 2.60 to 3.40
- 3.40 to 4.20
- 4.20 to 5.00

Height Scale  
by Point Count

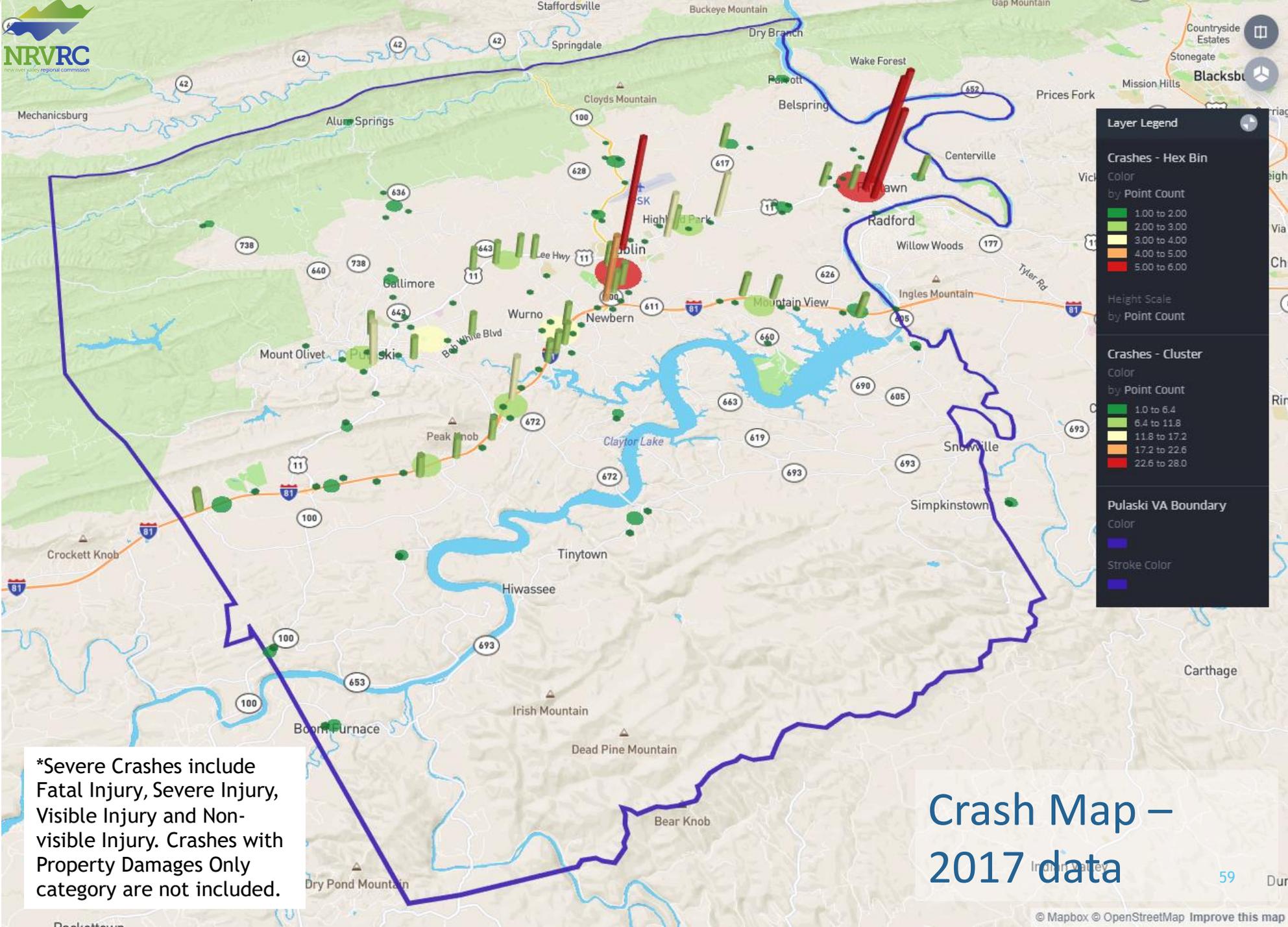
**Crashes - Cluster**  
Color  
by Point Count

- 1.0 to 4.6
- 4.6 to 8.2
- 8.2 to 11.8
- 11.8 to 15.4
- 15.4 to 19.0

**Pulaski VA Boundary**  
Color  
Stroke Color

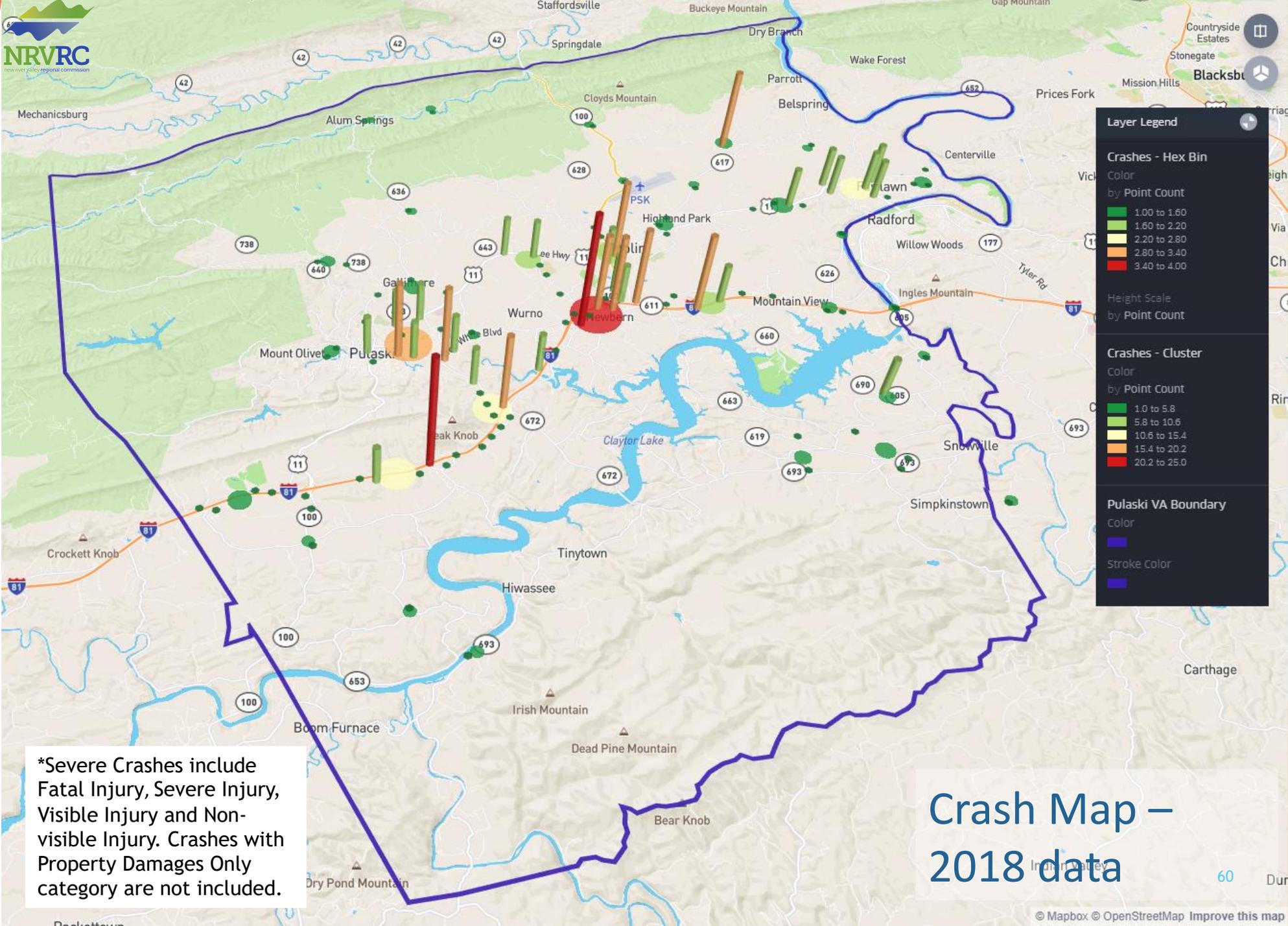
\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2016 data



\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2017 data



**Layer Legend**

**Crashes - Hex Bin**  
Color  
by Point Count

- 1.00 to 1.60
- 1.60 to 2.20
- 2.20 to 2.80
- 2.80 to 3.40
- 3.40 to 4.00

Height Scale  
by Point Count

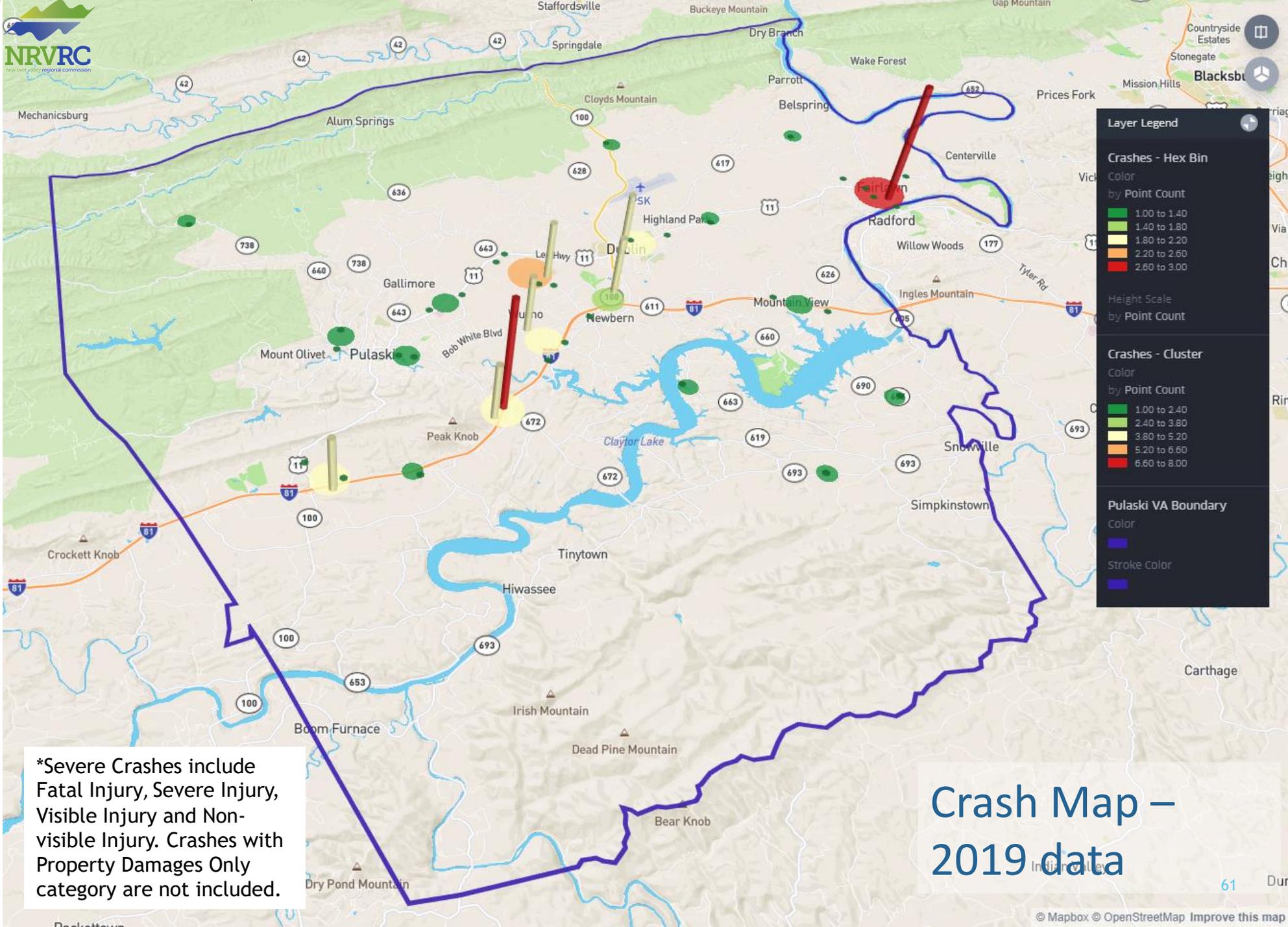
**Crashes - Cluster**  
Color  
by Point Count

- 1.0 to 5.8
- 5.8 to 10.6
- 10.6 to 15.4
- 15.4 to 20.2
- 20.2 to 25.0

**Pulaski VA Boundary**  
Color  
Stroke Color

\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2018 data



\*Severe Crashes include Fatal Injury, Severe Injury, Visible Injury and Non-visible Injury. Crashes with Property Damages Only category are not included.

# Crash Map – 2019 data

# Key Take Aways

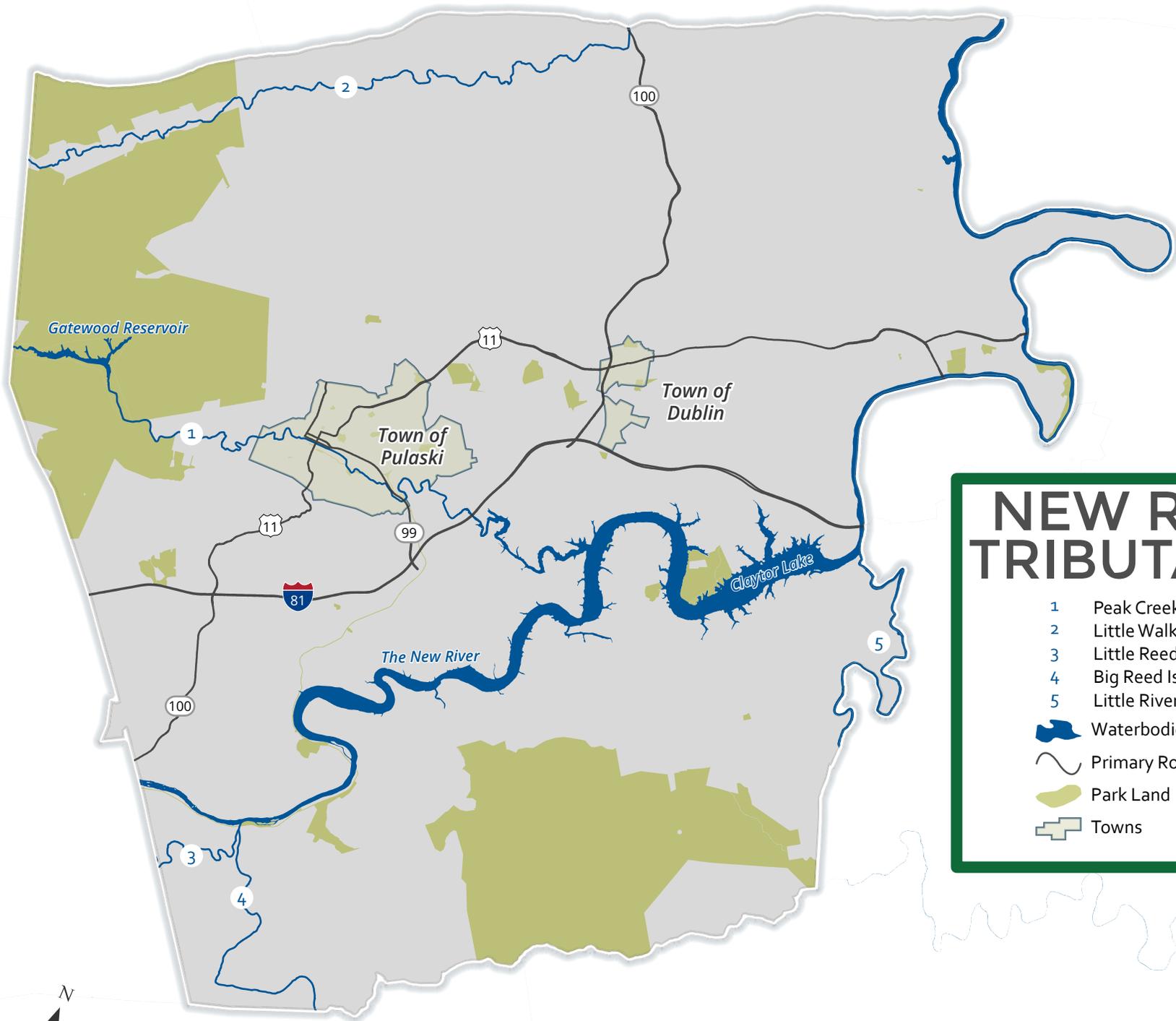
- ❖ **Trend shows slow increase in crashes from 533 per year in 2013 to 606 per year in 2018, with approximate increase rate of 12 crashes per year.**
- ❖ **No Increasing Trend in Severe Crashes (with Injuries and Fatalities)**
- ❖ **Major crash hotspots can be observed at: Fairlawn, Dublin, I-81 and 99, Pulaski, and I-81 and 100 – Newbern**
- ❖ **No correlation between fatalities and crash hotspots.**
- ❖ **Cause and Prevention of crashes in hotspot areas require further studies.**

# Interactive Map

- To open interactive map in a browser, please double click the following icon,
- Preferred Browser: Google Chrome, Apple Safari, or Firefox. Internet Explorer may not work.

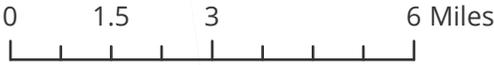


Pulaski Crash Map.html



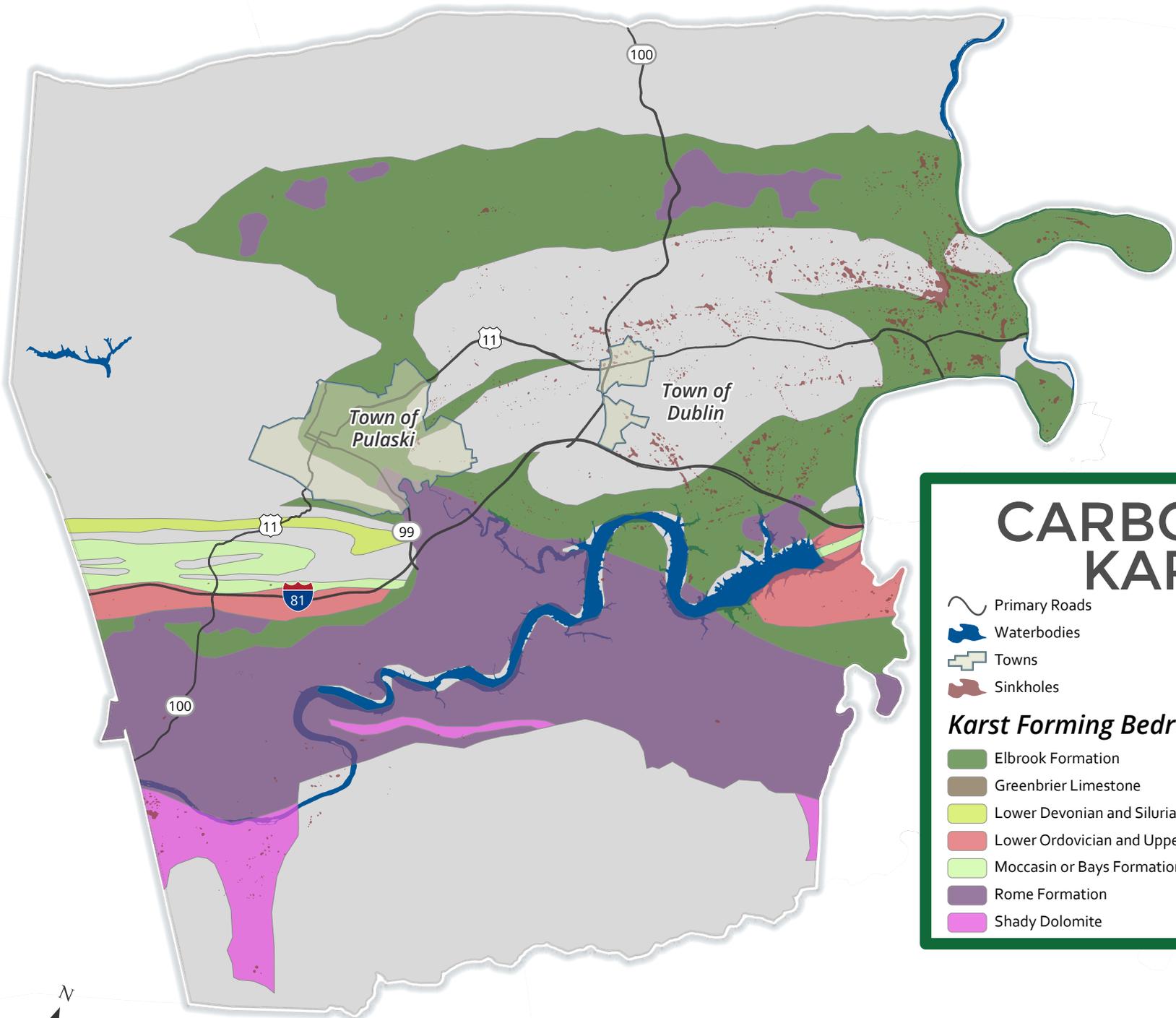
# NEW RIVER TRIBUTARIES

- 1 Peak Creek
- 2 Little Walker Creek
- 3 Little Reed Island Creek
- 4 Big Reed Island Creek
- 5 Little River
-  Waterbodies
-  Primary Roads
-  Park Land
-  Towns



Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation, USGS.





# CARBONATE KARST

- Primary Roads
- Waterbodies
- Towns
- Sinkholes

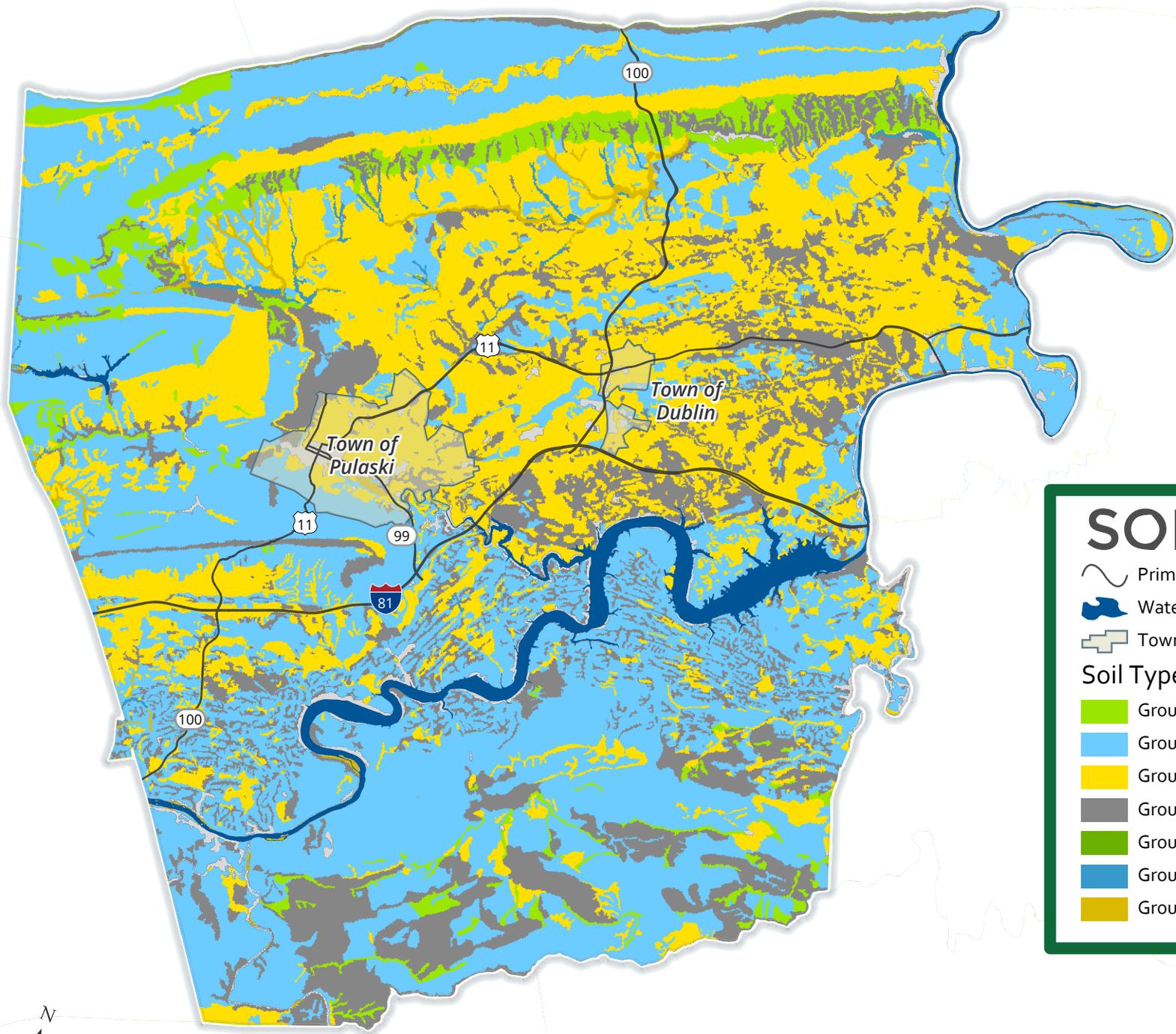
## Karst Forming Bedrock

- Elbrook Formation
- Greenbrier Limestone
- Lower Devonian and Silurian Formations Undivided
- Lower Ordovician and Upper Cambrian Formations Undivided
- Moccasin or Bays Formation through Blackford Formation
- Rome Formation
- Shady Dolomite



Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation, USGS.



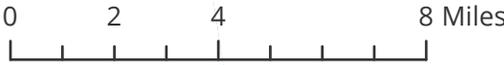


# SOILS

- Primary Roads
- Waterbodies
- Towns

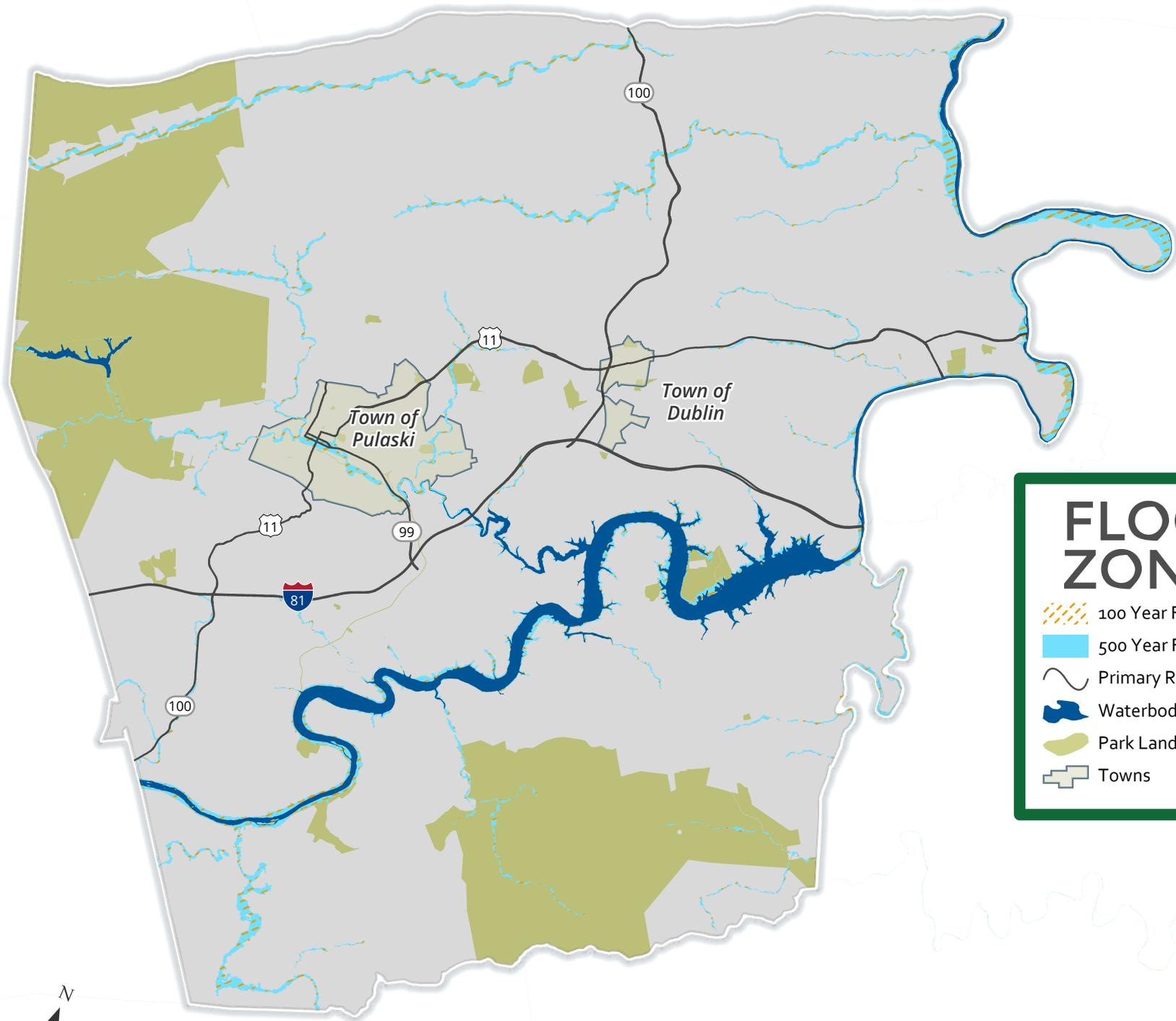
## Soil Type

- Group A
- Group B
- Group C
- Group D
- Group A/D
- Group B/D
- Group C/D



Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation, Esri.





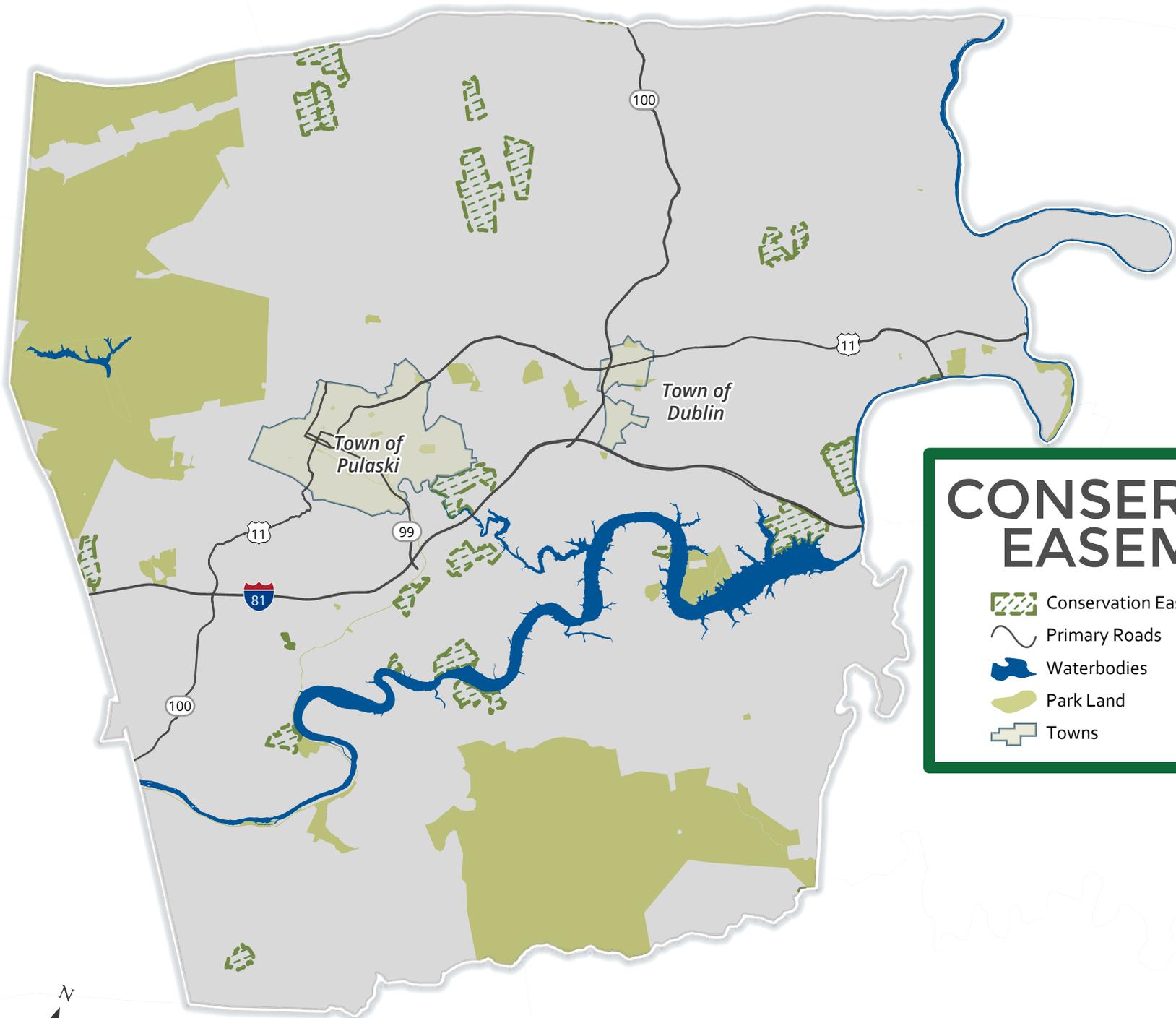
# FLOOD ZONES

-  100 Year Flood Zone
-  500 Year Flood Zone
-  Primary Roads
-  Waterbodies
-  Park Land
-  Towns



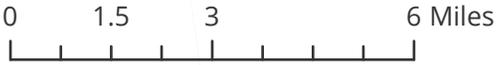
Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation, FEMA.





# CONSERVATION EASEMENTS

-  Conservation Easements
-  Primary Roads
-  Waterbodies
-  Park Land
-  Towns



Created by NRVRC, 2019. Sources: Virginia Department of Conservation, United States Census Bureau, Pulaski County.





### Pulaski Historic Residential District

Pulaski's historic residential district was platted along with the town's commercial areas in 1884 and 1888 by the Pulaski Land and Improvement Company. The spacious neighborhood developed gradually and was not fully built out for several decades. By 1913 it had some 100 houses and by today it has over 350 houses. Accommodating both factory workers and factory managers, the fabric of the district is a graphic illustration of America's craving for individual identity. Eschewing the uniformity that has characterized workers' housing in many other countries, this neighborhood has remarkable diversity. Drawing from a perhaps a dozen different stylistic influences, the houses vary in size, shape, use of materials, and ornament, all built over hardly more than a half century. Architectural highlights are provided by the district's eight churches.



### Pulaski Historic Commercial District

Spurred by the construction of the Norfolk and Western Railway line, Pulaski's downtown served as the late 19th-century industrial and commercial center of the county. The relocation of the county seat to Pulaski in 1895 cemented the town's preeminence in the region. As with most of the manufacturing centers that sprang up along the Norfolk and Western line, prosperity declined significantly following the Economic Panic of 1893. Growth through the first decades of the 20th century thus was gradual, and the town's generously scaled plat of 1888 filled in slowly. The district today retains the context and fabric of a turn-of-the-century boom town. It comprises most of Pulaski's commercial center and consists of some one hundred buildings including commercial structures, industrial buildings, multi-family dwellings, two railroad depots, a church, the courthouse, the former high school, and the town park.



### Pulaski South Historic Residential & Industrial District

This irregularly shaped district takes in most of the south side of the town of Pulaski. The area was the location of the majority of the town's businesses and residences in 1886 when Pulaski, formerly known as Martin's Tank, was incorporated. A leading contributor to the community's growth was the Bertha Zink and Mineral Co. The company's workers' houses, commissary, and office occupy the district's west end. A contrast to the usual detached frame workers' houses is the Bertha Company's two-story, six-unit residential structure on State Street. By 1900 the district had acquired an unusually fine collection of Queen Anne residences, most of them embellished with fancy wooden porches with sawn-work or turned ornaments. The closing of several industries before or during the Depression slowed growth and facilitated the preservation of the neighborhood's early 20th-century character.



### Draper Historic District

The Town of Draper, perhaps better described as a village, is located on the south side of Interstate 81 in southwestern Pulaski County, at the junction of two roughly perpendicular roads, Greenbriar Road (Route 658) and Old Baltimore Road (Route 654) that effectively serve as the town's main street. A small number of historic commercial buildings are clustered near the road junction and adjacent to the former Norfolk and Western Railroad line, which has been repurposed into the New River Trail State Park, a 57-mile hiking and biking trail that follows the New River south to the late 19th- early 20th-century industrial towns of Fries and Galax, Virginia. The New River is a short distance from Draper.



### Dublin Historic District

The town of Dublin came into being in 1854 when the Virginia and Tennessee Railroad established a depot where the rail line crossed the Giles and Pulaski Turnpike. The settlement became a center of commerce and transportation. As such, it served as a Confederate army supply link during the Civil War, over which the 1864 battle of Cloyd's Mountain was fought. The district's earliest buildings date to the mid-19th century but the majority were built following the Civil War into the 1920s with its heyday occurring in the early 1900s. Today a community of some 2000, Dublin preserves an unhurried, small-town quality with a mix of unassertive commercial and residential architecture. The houses are generally free-standing, single-family structures in shady yards. A principal landmark is the 1913 Norfolk and Western Railway depot, a low wooden building marking the heart of the district.



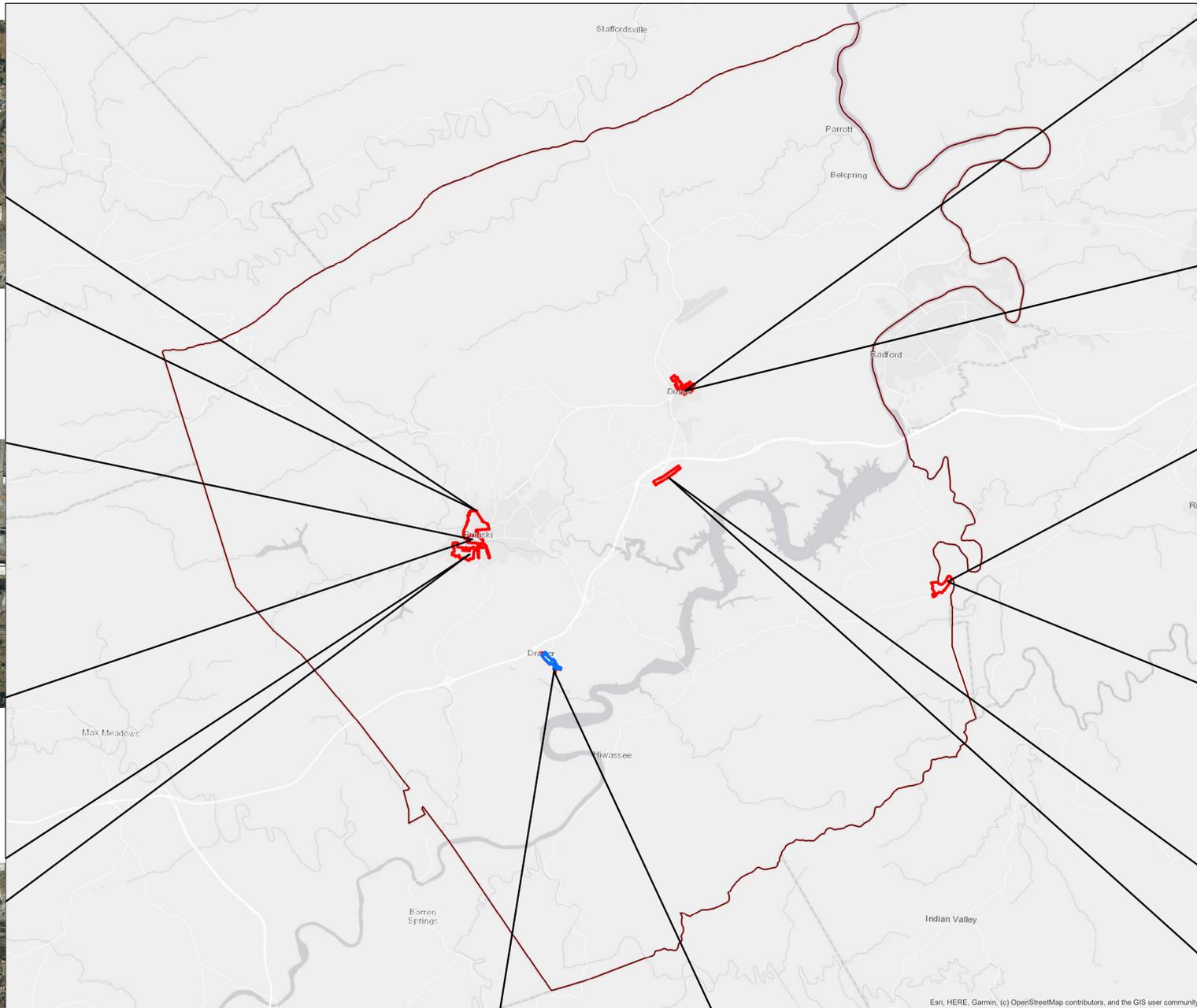
### Snowville Historic District

This tiny community on the banks of the Little River, in the scenic eastern section of Pulaski County, was founded in the 1820s by Asiel Snow, an immigrant from New England. By the 1850s the village had become a small manufacturing center with industries that utilized locally produced raw materials such as iron ore, lumber, and wool. An early progressive school and the county's first newspaper, public library and Masonic temple were initiated in Snowville. The industrial and commercial activity have all but disappeared leaving Snowville a sleepy, tree-embowered rural settlement of mostly late 19th and early 20th-century structures. The principal landmarks of the linear district are the Snowville Christian Church and the distinctive masonic temple. With few contemporary intrusions, Snowville retains the sense of 19th century isolation that characterized many pre railroad villages.

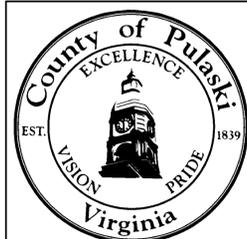


### Newbern Historic District

This mile-long linear village is one of the region's most picturesque and well preserved 19th century turnpike towns. Newbern was laid out in 1809 by Adam Hance with twenty nine lots along the Wilderness Road. Purchasers were required to build a house within two years "at least 16 feet square, 1 1/2 stories high of hewn logs with a stone or brick chimney." The dominating house types—the two story rectangular log house and the two-story frame house, both sheathed in weatherboards—conform to these standards. These well-finished log buildings make the district representative not of a frontier settlement but of a second generation village. Newbern became the county seat in 1837. The courthouse burned in 1893 and county seat was removed to Pulaski, a more promising site on the railroad.



Esi, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



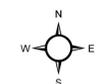
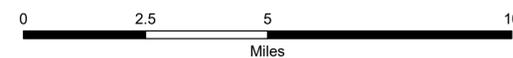
143 Third Street, NW, Suite 1  
Pulaski, VA 24301  
(540) 980-7710

## PULASKI COUNTY HISTORIC DISTRICTS

Pulaski, VA  
July 18, 2019

### Legend

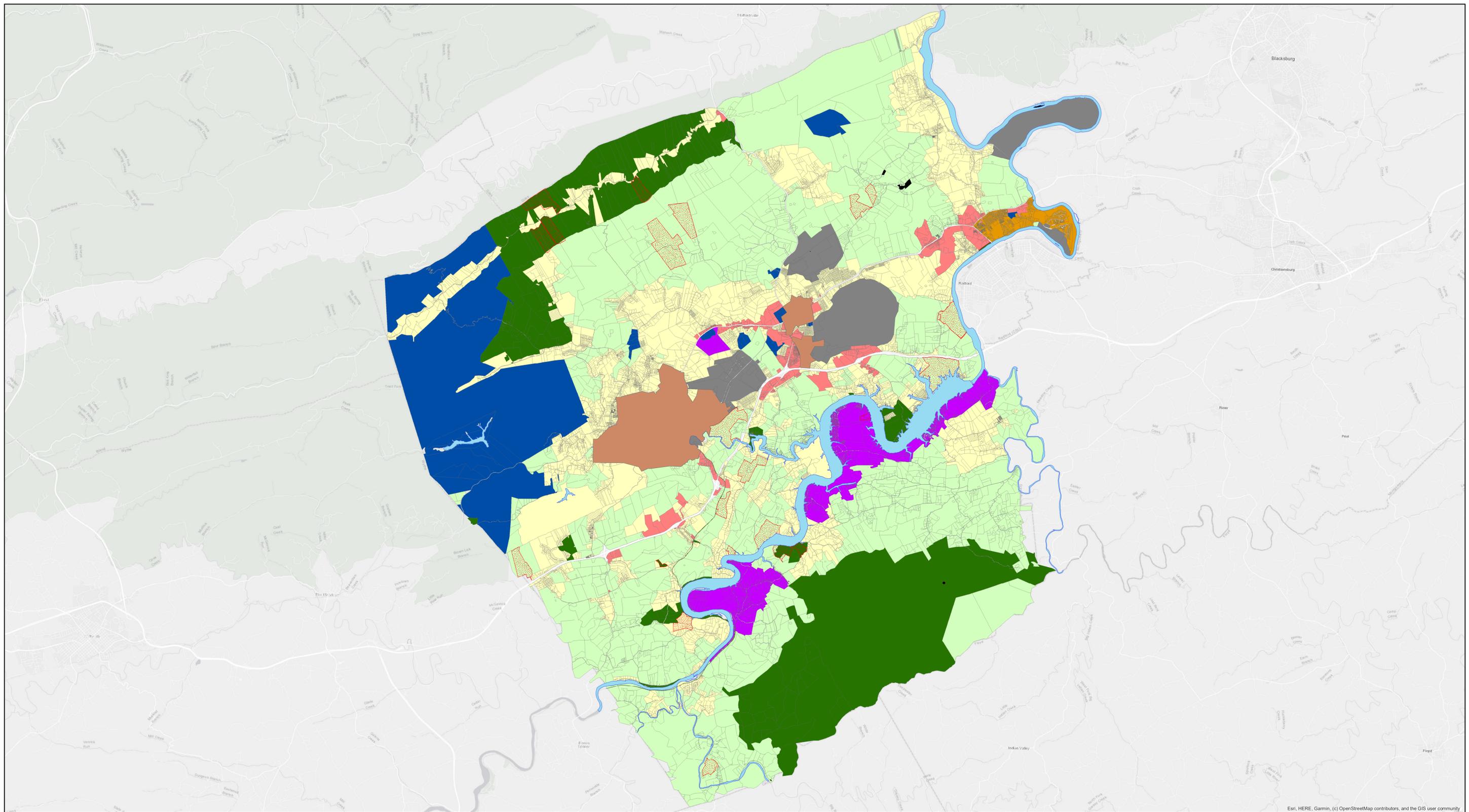
-  Proposed Historic Districts
-  Historic Districts
-  County Boundary



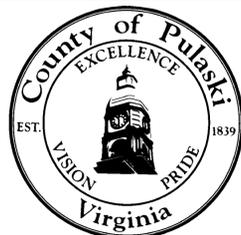
Images and blurbs were taken from  
DHR website.  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

Map Created by Pulaski County

**DISCLAIMER:**  
This map was created by the Pulaski County Community Development Department and is solely intended to be used as a graphical representation only. The GIS maps and data distributed by Pulaski County are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness and currency thereof are not guaranteed. Pulaski County makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the County's Geographic Information Systems database. Additionally, Pulaski County or any agent, servant, or employee thereof assume no liability associated with the use of this data, and assume no responsibility to maintain it in any matter or form.



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

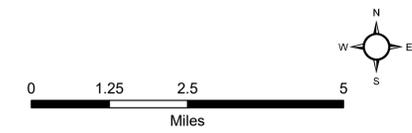


143 Third Street, NW, Suite 1  
Pulaski, VA 24301  
(540) 980-7710

**PULASKI COUNTY  
PROPOSED FUTURE LAND USE**  
Pulaski, VA  
November 12, 2019

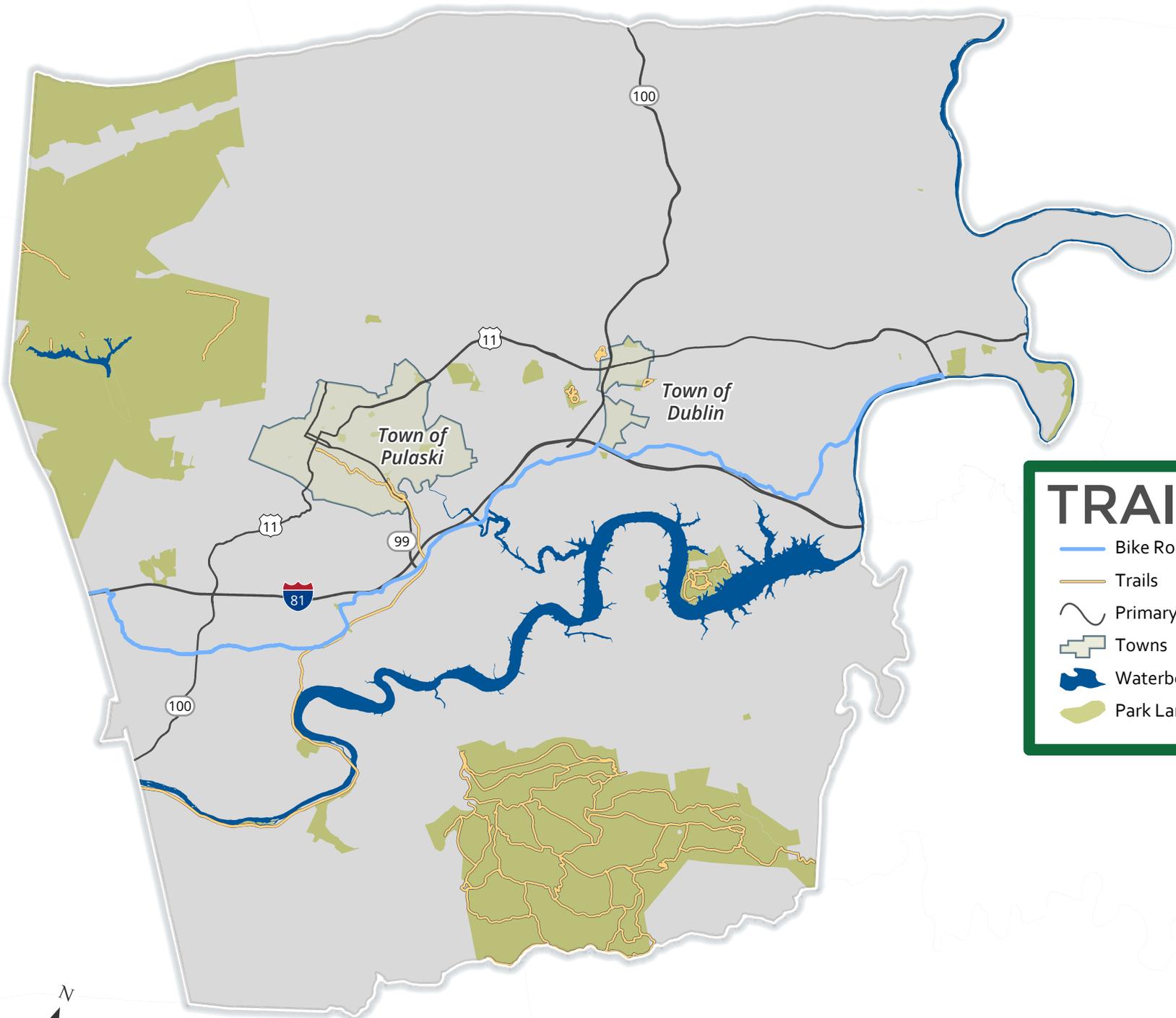
**Legend**

- |              |                          |                            |
|--------------|--------------------------|----------------------------|
| Water Bodies | Civic                    | Medium Density Residential |
| Town Limits  | Commercial               | Planned Unit Development   |
| <b>FLU</b>   | Conservation             | Residential                |
| Agricultural | High Density Residential | Unknown                    |
|              | Industrial               | Conservation Easements     |



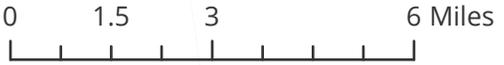
Map created by Pulaski County GIS  
Conservation Easements obtained from DRC

**DISCLAIMER:**  
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# TRAILS

-  Bike Route 76
-  Trails
-  Primary Roads
-  Towns
-  Waterbodies
-  Park Land



Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation, NRVRC.





# Future Land Use Categories

The following are descriptions of the different future land use designations:

Future Land Use Designation	Description
Agricultural	To preserve agriculture, forestry and related uses. Maximum 1 dwelling unit per acre
Residential	Maximum 2 dwelling units per acres with public water and sewer
Medium Density Residential	Maximum 5 dwelling units per acre with public water and sewer
High Density Residential	Maximum 10 dwelling units per acre with public water and sewer
Planned Unit Development	Maximum 20 Dwelling units per acre with public water and sewer
Commercial	This category provides for small scale commercial development to full range of sales and services activities. The maximum Floor Area Ratio (FAR) shall not exceed 0.75 and lot coverage shall not exceed 75%.
Industrial	Accommodates a range of industrial uses such as assembly, distribution and research and development, manufacturing of products with onsite sale, machinery and automotive repair shops, limited commercial, and public services and facilities. The maximum Floor Area Ratio (FAR) shall not exceed 0.75 and lot coverage shall not exceed 80%.
Conservation	Public or private land to preserve habitat, scenic views and recreational areas. Maximum 1 dwelling unit per 2 acres.

Civic	Institutional uses, public building or uses, government facilities, etc.
-------	--



# Hydrologic Soil Group

## Definitions:

1. Group A - Group A soils consist of deep, well drained sands or gravelly sands with high infiltration and low runoff rates.
2. Group B - Group B soils consist of deep well drained soils with a moderately fine to moderately coarse texture and a moderate rate of infiltration and runoff.
3. Group C - Group C consists of soils with a layer that impedes the downward movement of water or fine textured soils and a slow rate of infiltration.
4. Group D - Group D consists of soils with a very slow infiltration rate and high runoff potential. This group is composed of clays that have a high shrink-swell potential, soils with a high-water table, soils that have a clay pan or clay layer at or near the surface, and soils that are shallow over nearly impervious material.
5. Group A/D - Group A/D soils naturally have a very slow infiltration rate due to a high-water table but will have high infiltration and low runoff rates if drained.
6. Group B/D - Group B/D soils naturally have a very slow infiltration rate due to a high-water table but will have a moderate rate of infiltration and runoff if drained.
7. Group C/D - Group C/D soils naturally have a very slow infiltration rate due to a high-water table but will have a slow rate of infiltration if drained.

Source:

<https://www.arcgis.com/home/item.html?id=be2124509b064754875b8f0d6176cc4c>



# References

## Heading

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23. Pulaski County Community Profile, Virginia Employment Commission
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