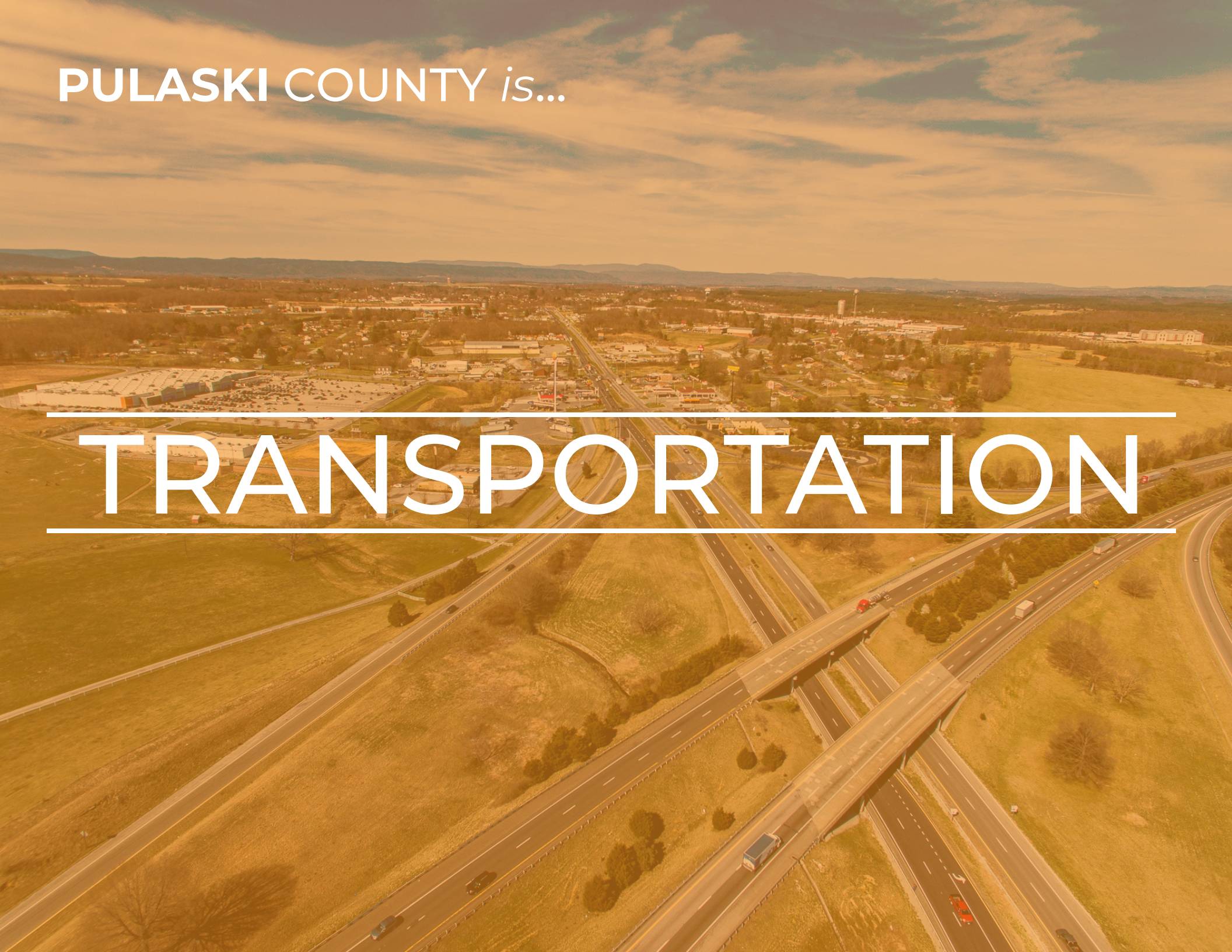
PULASKI COUNTY *is*...



TRANSPORTATION

TRANSPORTATION

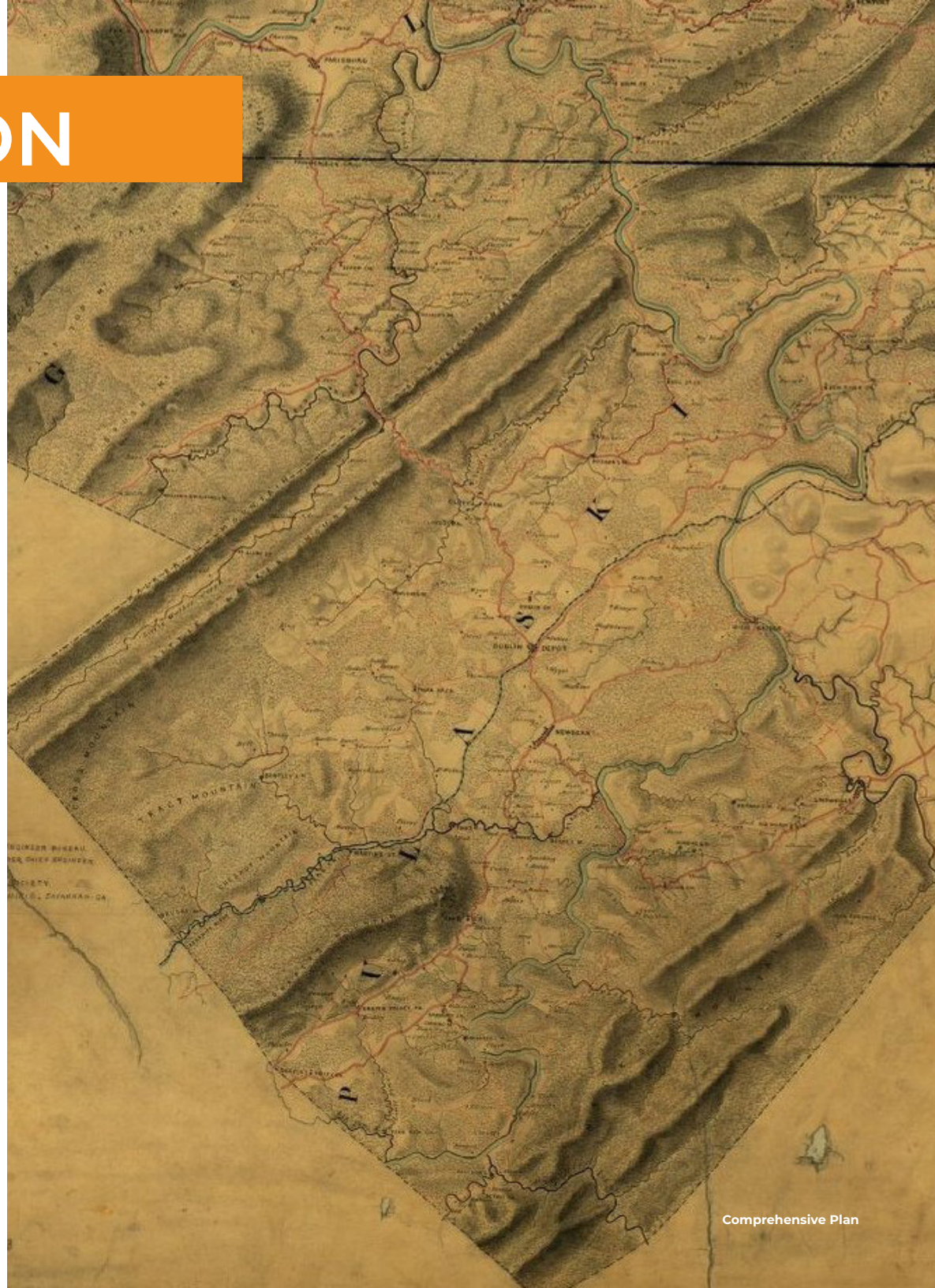
Transportation systems are the backbone of a vibrant economy and a thriving community. As part of the Comprehensive Plan 2030 vision, Pulaski County aims to develop a safe, modern and efficient transportation system that is accessible to all users. The type, size and location of roadways affect how citizens travel and how land uses develop around the transportation networks.

History of Transportation

Pulaski County has a vibrant Transportation history. Newbern, the first organized settlement in the region, was a popular stop along the Great Road known also as the Wilderness Road, which ran from Philadelphia down to the Southern Highlands. The construction of the Alleghany Turnpike in 1806-1809 along a stretch of the Great Road from the Roanoke Valley near Salem to the crest of the Alleghany Ridge near Christiansburg made the area more accessible, and stimulated agriculture and commercial activities in the region. 1

Old Pepper's Ferry Road was another important early east-west road. By 1854 the Virginia and Tennessee Railroad, which later became the Norfolk and Western railroad, had built its track through Pulaski County, giving industry and agriculture connections to the markets and sources of raw materials. The railroad hauled both freight and passengers. Railroad stops at Belspring, Draper, Dublin and Pulaski were used for boarding points for livestock driven on hoof from the farm to the station.[1]

Around 1870's minerals resources such as coal, lead and salt were produced in nearby Montgomery, Wythe and Smyth Counties and transported east and west by the Virginia and Tennessee Railroad to manufacturing and distribution centers. Railroads retained their prominence until the end of 1950.[2]

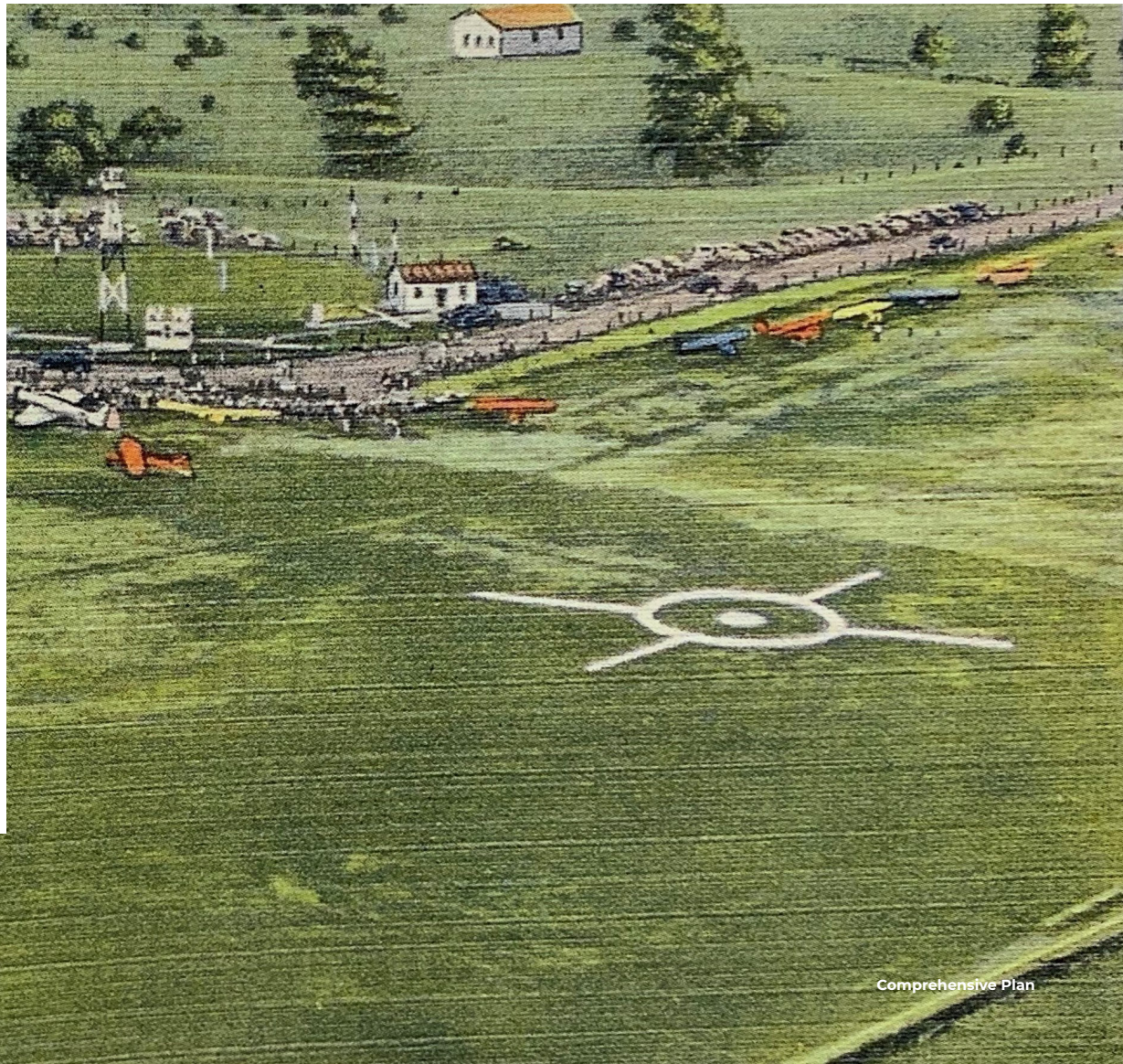


TRANSPORTATION

Lee Highway (Route 11) is another major transportation route in the County. Historically it was known as the Valley Pike, a dual lane road which traveled the length of the Valley of Virginia linking Roanoke and Christiansburg with Radford, Dublin, and Pulaski.[3]

Most sections of Interstate 81 within Virginia were constructed between 1957 and 1971. In November 1965, the 26-mile segment from the West Virginia-Virginia state line near Winchester to the future I-66 junction at Strasburg was opened, along with the 26 miles between Christiansburg and Newbern in Montgomery and Pulaski counties[4], giving Pulaski County quicker access to north-eastern parts of the state and the country.

By 1920 aviation was gaining popularity in Pulaski County. Loving Field, the first airfield in the County, was constructed in 1935, named after Mayor John T. Loving. Around mid-1950's leaders of Pulaski County began to consider an alternative site for an airport to accommodate increasingly larger airplanes and address safety measures. Loving airfield was operational until December 1, 1960. In 1956 the New River Valley Airport Commission was formed which included participation from neighboring counties, and soon after a new site for an airport was purchased in Pulaski County along Route 100. The New River Valley Regional Airport was opened in 1962.[5]



Existing Conditions

Roadway Network

The primary entry roads into Pulaski County are Interstate 81 and VA 100. Interstate 81 passes through Pulaski County and connects to the City of Roanoke and the Shenandoah Valley to the northeast and to Bristol, Virginia, to the southwest. Just south of Pulaski County, U.S. Interstate 81 connects with U.S. Interstate 77 which provides access to Charlotte, North Carolina, and Charleston, West Virginia. Within the immediate area, Interstate 81 provides a limited-access link between Christiansburg, Radford, and Pulaski. The other major roadways in Pulaski County are:

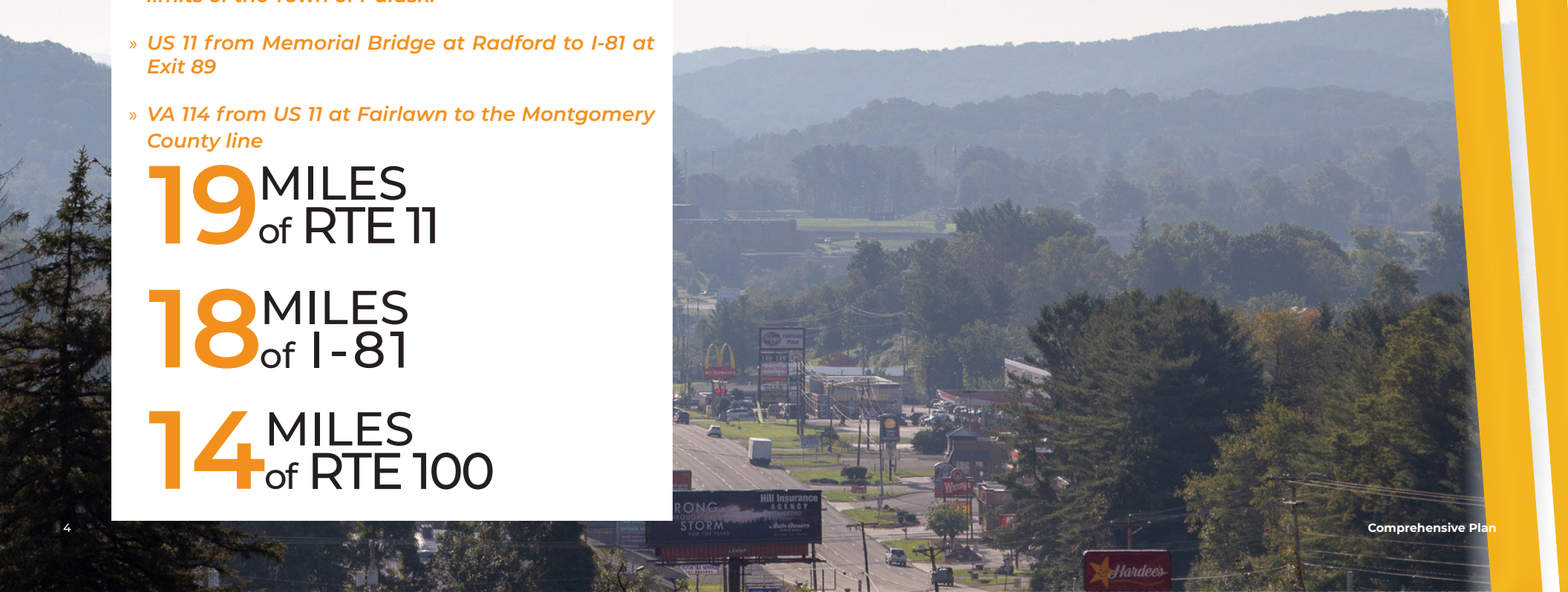
- *VA 99 from I-81 service road (F047) to the corporate limits of the Town of Pulaski*
- *US 11 from Memorial Bridge at Radford to I-81 at Exit 89*
- *VA 114 from US 11 at Fairlawn to the Montgomery County line*

19 MILES of RTE 11

18 MILES of I-81

14 MILES of RTE 100

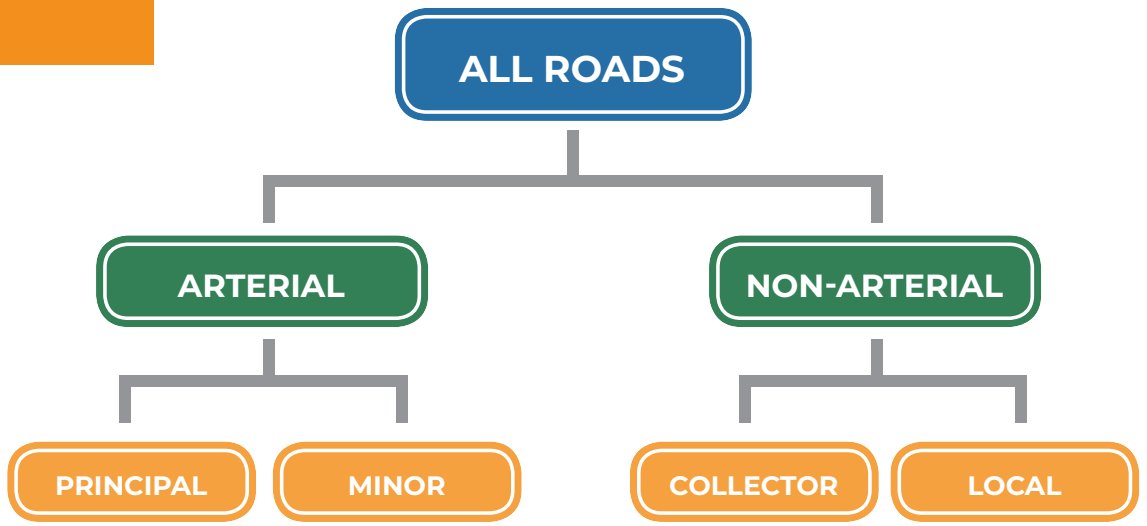
556
TOTAL MILES
of Roadway in Pulaski



Existing Conditions

Roadway Functional Classification

The functional classification system establishes criteria for designating roadway types based on their respective function and character of service they provide on the traffic circulation system of the County. According to classifications established by the Federal Highway Administration, roadways that serve the longest trip-lengths, carrying statewide and inter-regional travel at the highest speeds and efficiency, are designated as principal arterial roads. Principal arterial roads include interstate highways, expressways and other major roadways. Roadways that provide intra-regional travel, travel within the county, longer trip lengths, moderate speeds and efficiency are designated as minor arterial roads. Collector roads gather traffic from local streets and funnel them into the arterial network Collector roads have two categories major and minor collectors and primarily serve intra county travel. Local roadways provide local access and community travel which involves relatively short trips at lower speeds to and from collector facilities. They typically serve neighborhoods and design speed is generally lower than collectors and arterials. Posted speed limits generally range between 15 and 35 mph. Pedestrian and bicycle safety and aesthetics are generally high priorities on local roads.



Types of Roadway Classification & Total Mileage in Pulaski County

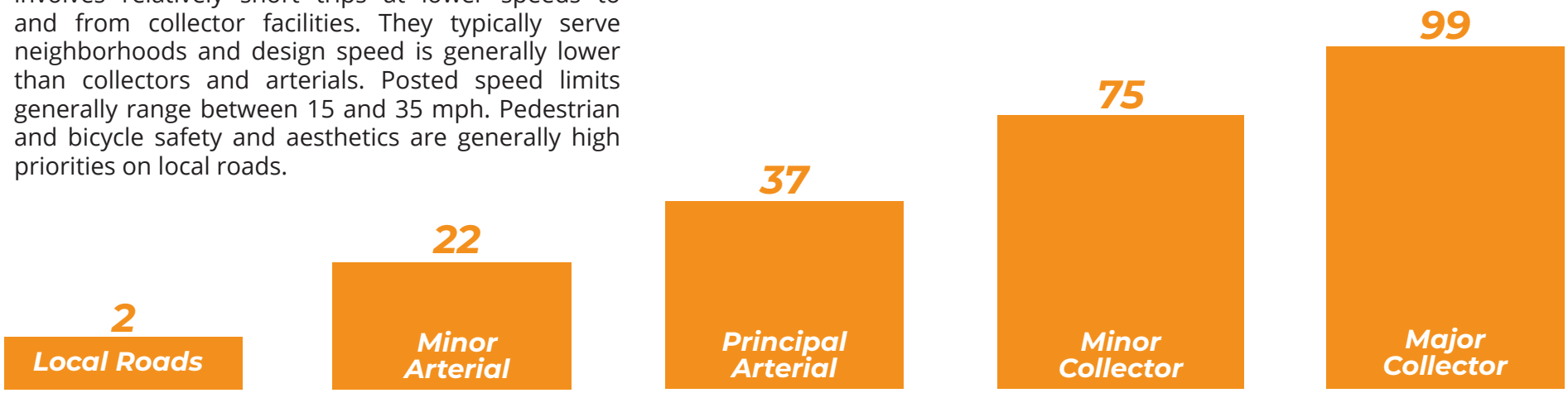
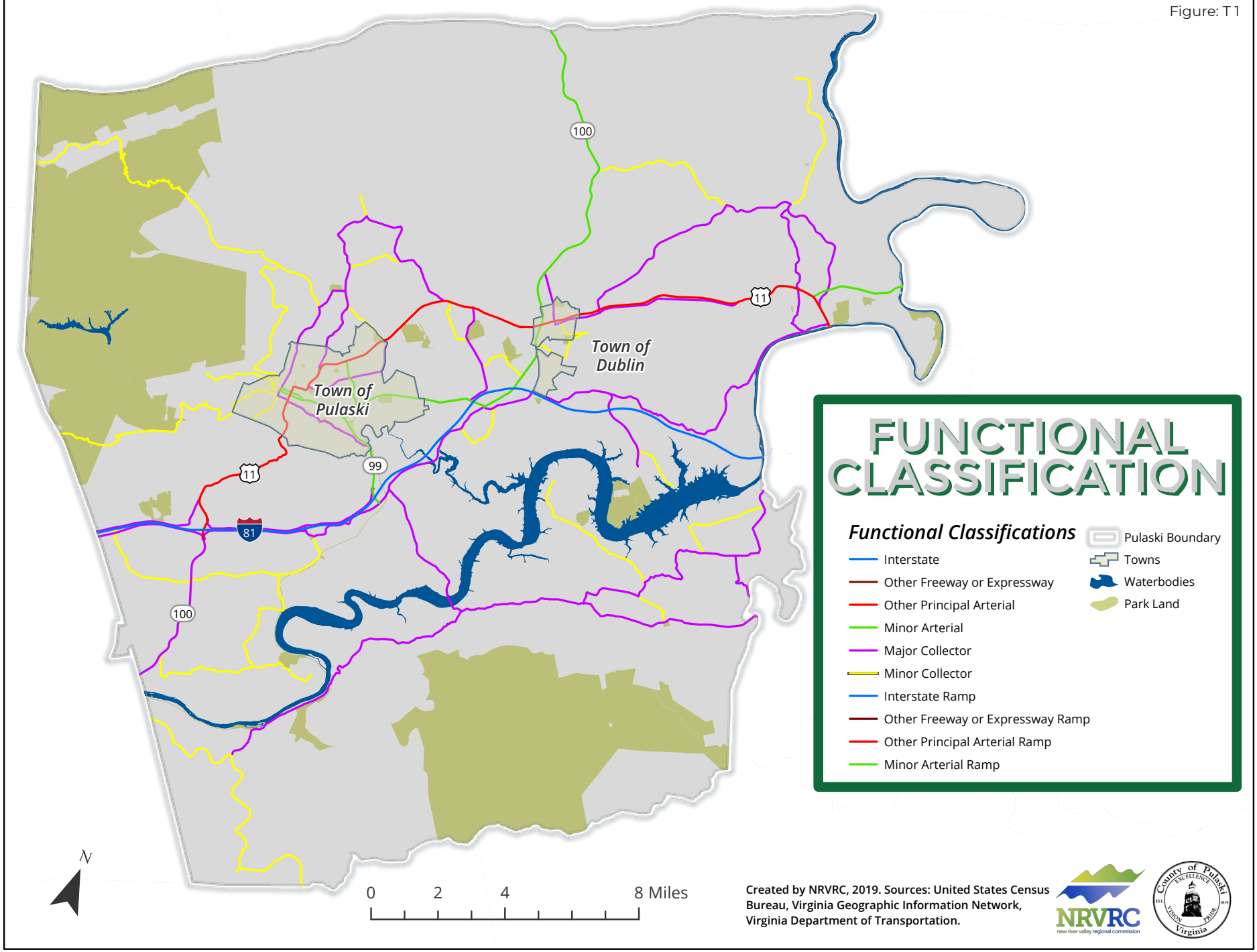


Figure: T1



FUNCTIONAL CLASSIFICATION

Functional Classifications

- Interstate
- Other Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Interstate Ramp
- Other Freeway or Expressway Ramp
- Other Principal Arterial Ramp
- Minor Arterial Ramp
- Pulaski Boundary
- Towns
- Waterbodies
- Park Land

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

Existing Conditions

Traffic Patterns

Based on a commuting pattern analysis, approximately 8,000 workers travel outside the County for work and approximately the same number of workers from outside the County travel to Pulaski County for work. Approximately 5,000 workers both live and work in Pulaski County.

Traffic Generators and Attractors

Key traffic generators and attractors in Pulaski County are medium to large employers with at least 100 workers, town centers, recreation schools and shopping facilities. The County is encouraged to invest in transportation infrastructure in and around the key employment areas to increase the economic development potential and allow for safe and efficient movement of people and goods.

Traffic Congestion

Traffic congestion is experienced at a number of locations during peak hours of travel throughout the County. However, average daily travel time reliability is relatively high during most of the day. Key areas of congestion occur along the inclines of Interstate 81, where truck traffic speeds fall below 60% of the posted speed limit.

AVERAGE DAILY TRAFFIC COUNT

Interstate 81
50,000 - 243,000

Route 11 & 100
5,000 - 20,000

In addition, US Route 11 and Peppers Ferry Road experience delays during peak travel conditions near signalized intersections and dense commercial areas. The Corridor Improvement Study of Lee Highway published by the New River Valley MPO in 2016 provides potential solutions that could improve congestion for this area of the county.

Vehicle Crashes

Understanding vehicle crash rates, trends, and hotspots is beneficial for developing polices and strategies to strengthen the transportation system in the County. A high-level vehicle crash analysis was performed to identify the crash trends and hotspots around the County. The analysis did not include identification of causes and prevention solutions, which will require a more detailed study and analysis. The complete data analysis is included in the Appendix.

Alternative Modes

Public Transportation

The Pulaski Area Transit (PAT) system provides mobility for residents to connect with employment, health care services, and commercial and recreation areas. PAT operates the New River Express, two fixed routes within the Town of Pulaski and a deviated fixed route between Town of Pulaski and Fairlawn. The transit system accommodates disabled and elderly riders, and buses are equipped with bike racks. The transit provides on-demand requests for pick up and drop off for eligible riders per the Americans with Disabilities Act. The on-demand service is available in all areas within the Town of Pulaski and one mile outside the town limits.

The County has many areas that are not served by public transportation. In the public survey the community expressed the desire for alternative transportation options such as taxis. Promoting ridesharing and exploring public transportation options such as carpools, vanpools, park and ride for areas outside of Pulaski Town will benefit many residents of the County.

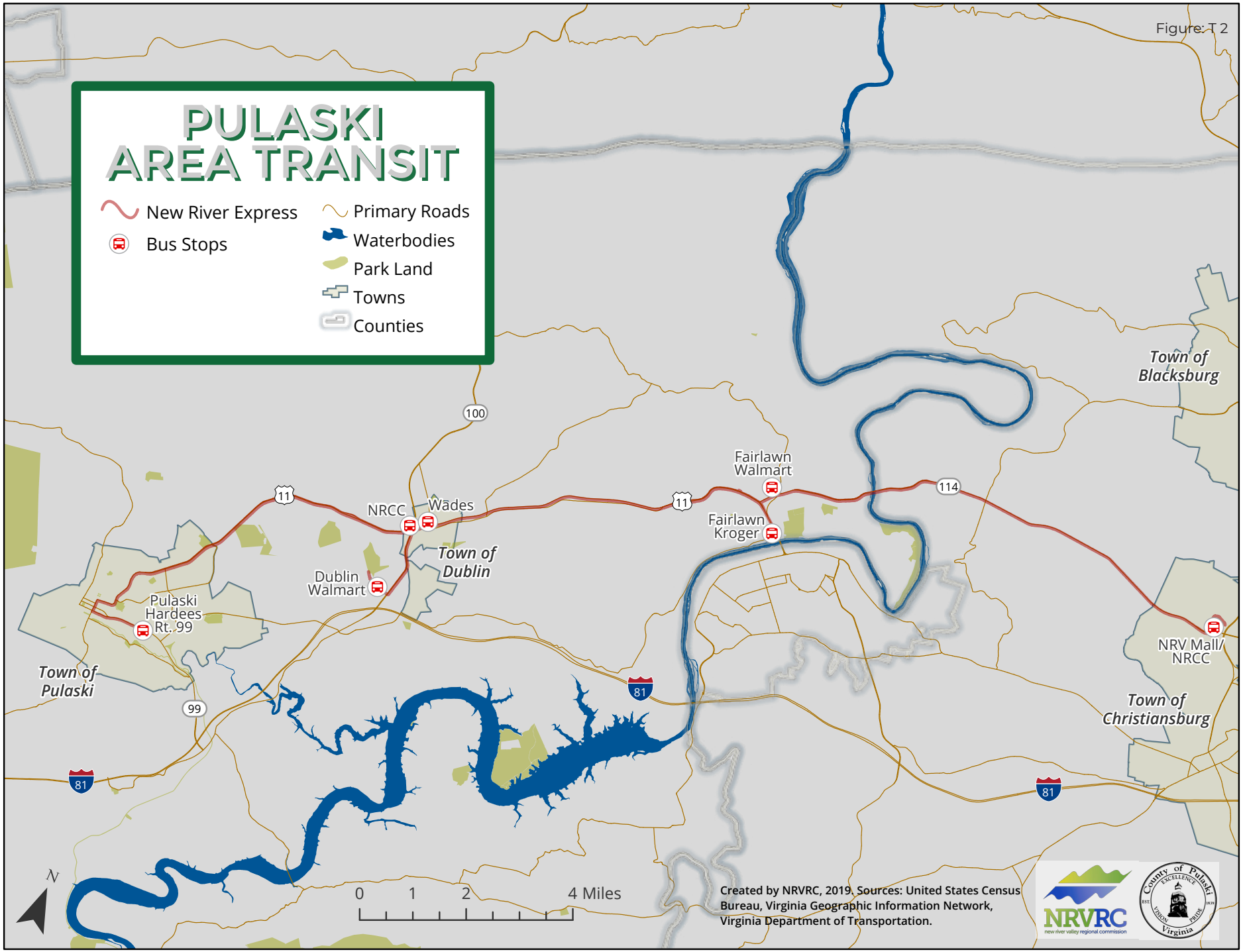
Survey Responses Regarding Transit

"I work in Fairlawn at a school. Many of our families have meetings that they do not attend due to lack of transportation. Public transportation should run the full length of the county."

"They cover no part of the more rural areas, Draper, Snowville, Parrott, Allisonia, Back Creek, etc. And there are people essentially stranded in those areas because they do not have their own transportation."

"Go to locations in Fairlawn all the way to the bridge near the Army Ammunition Plant. Go into New River community. Go down Bel spring road to Parrott post office."

Figure: T 2


PULASKI AREA TRANSIT
New River Express
Bus Stops
Primary Roads
Waterbodies
Park Land
Towns
Counties
Town of Blacksburg
Fairlawn Walmart
Fairlawn Kroger
NRCC
Wades
Town of Dublin
Dublin Walmart
Pulaski Hardees Rt. 99
Town of Pulaski
NRV Mall/ NRCC
Town of Christiansburg
100
11
114
81
99
N
0 1 2 4 Miles
Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation.
NRVRC
new river valley regional commission
County of Pulaski
EXCELLENCE
Virginia

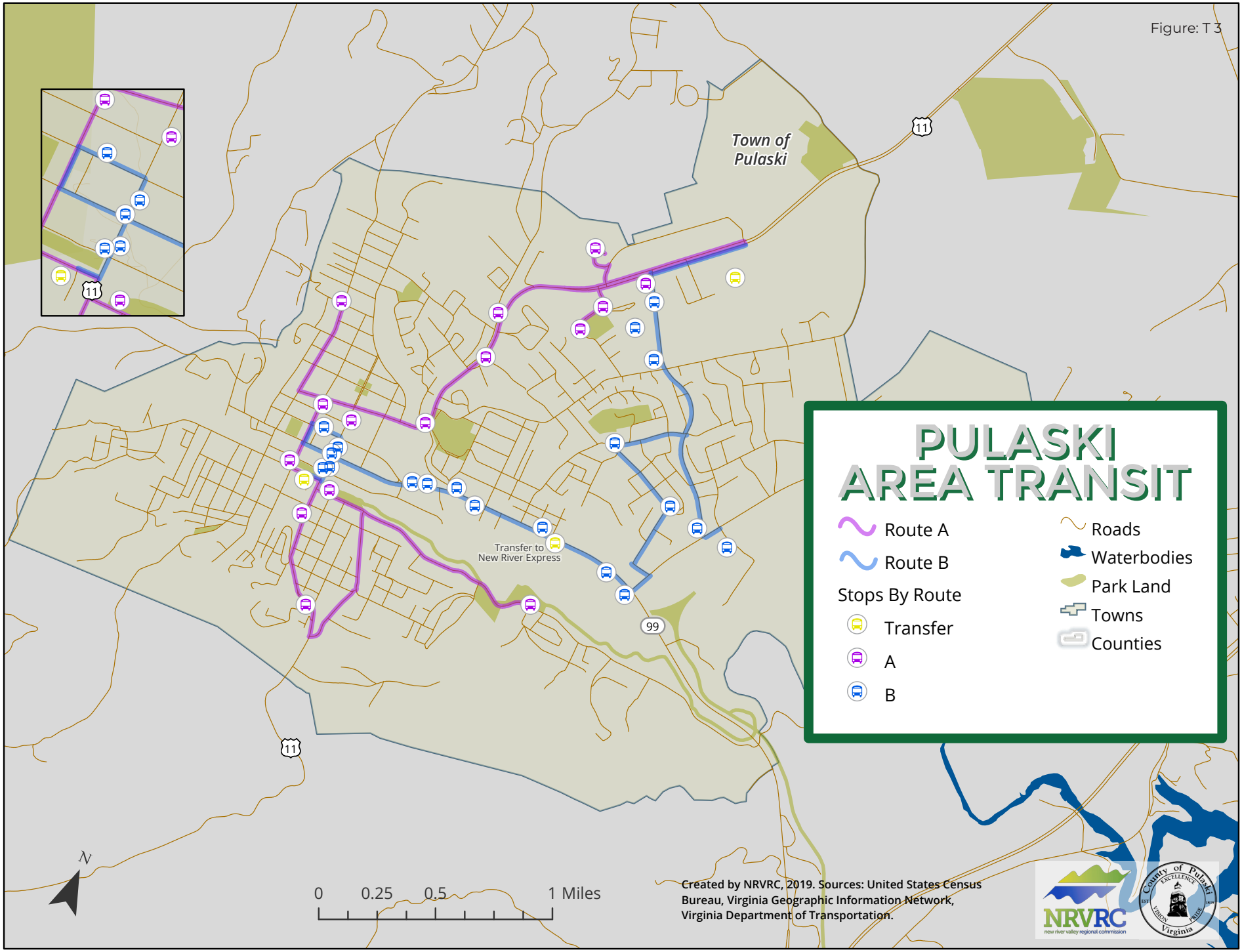


Figure: T 3
Town of Pulaski
11
99
Transfer to New River Express
PULASKI AREA TRANSIT
Route A
Route B
Stops By Route
Transfer
A
B
Roads
Waterbodies
Park Land
Towns
Counties
N
0 0.25 0.5 1 Miles
Created by NRVRC, 2019. Sources: United States Census Bureau, Virginia Geographic Information Network, Virginia Department of Transportation.
NRVRC
new river valley regional commission
County of Pulaski
Virginia

Alternative Modes

Bike and Pedestrian Facilities

Pulaski County is adorned with beautiful landscapes and offers an abundance of outdoor recreational facilities. Hiking and biking are available along existing trails within the County and are a significant part of recreation and tourism activities. The County has limited on-street pedestrian facilities (sidewalks) and there is no dedicated on-road bike path within the County. The Town of Dublin and the Town of Pulaski have sidewalks in some areas. Working together, the County of Pulaski, in partnership with the towns could plan and develop alternative transportation networks such as pedestrian corridors, sidewalks and bike paths/lanes. There were many comments regarding sidewalks and other pedestrian facilities captured in the survey.

"Fairlawn could benefit from having more sidewalks."

"Sidewalk needed on left side of Rt 11, as you come into Pulaski, from Memorial Dr into Edgehill, to Main St."

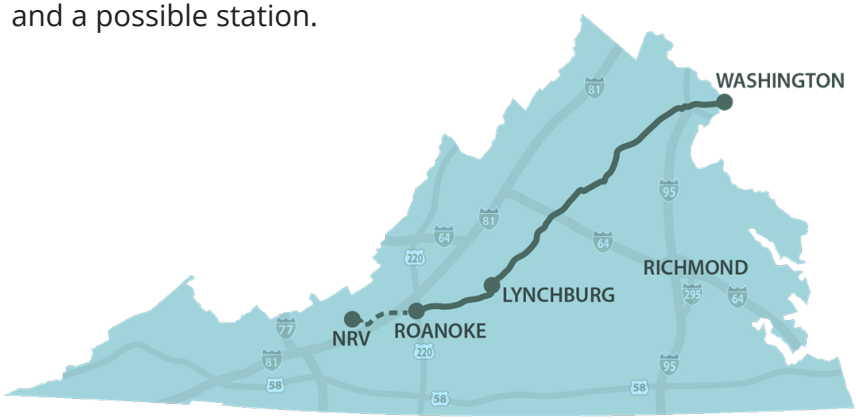
Alternative Modes

Passenger Rail

The NRV Rail 2020 partnership started in 2013 with the mission to bring passenger rail service to the New River Valley region. The partnership consists of the counties of Montgomery and Pulaski; towns of Pulaski, Christiansburg, and Blacksburg; City of Radford; Radford University and Virginia Tech; Virginia Tech Foundation; New River Valley Regional Commission; New River Valley Metropolitan Planning Organization; New River Valley Economic Development Alliance; and The Blacksburg Partnership and Montgomery County Chamber of Commerce. The effort has strong support of Senators Mark Warner and Tim Kaine, Congressman Morgan Griffith; State Senators John Edwards and Ben Chafin, and Delegates Joseph Yost, Nick Rush, and Sam Rasoul.

The Northeast Regional rail network connects Roanoke to Washington, D.C. and provides further connection up to Boston. NRV 2020 is seeking funding for extending Amtrak's Northeast Regional Service to Christiansburg.

Pulaski County supports the passenger rail initiative. Enhanced rail connectivity will have positive impact on the regional economy. At some point in the future, Pulaski County may be suited for future rail extensions and a possible station.



Alternative Modes

Autonomous Vehicles

Autonomous Vehicles, also known as self-driving vehicles, are quickly becoming a reality. The technology has grabbed the attention of federal, state and local governments. Vehicles with some level of self-driving capabilities such as adaptive cruise control, automatic emergency braking, automated parking and active lane control4 are emerging in the marketplace.

Virginia is an "Autonomous Vehicle Friendly" commonwealth. To encourage the testing of autonomous vehicles there are no state regulations, except for the condition that a driver must be behind the wheel. Regardless, autonomous vehicle testing in Virginia will still need to comply with federal guidelines. The state, in cooperation with the Virginia Tech Transportation Institute, has turned 78 miles of express lanes along I-495 and I-95, and on Interstate 66, U.S. 29 and U.S. 234 into what is called the Virginia Automated Corridors5.

Seven companies have announced that autonomous models will be ready to market by 2020. In September of 2017 Federal Highway Administration (FHWA) demonstrated in Virginia a three-truck platoon with assistance from Virginia State Police The truck plying an 8-mile course on a state highway. The semi-autonomous technology took care of braking and accelerating without driver intervention.

Pulaski County should develop transportation corridors and transportation improvements with Autonomous Vehicle technology in mind. Local companies who specialize in vehicle parts and truck manufacturing in Pulaski County are leading technological advances and research in this emerging trend.

Growth Areas

Growth Areas are defined by Section 15.2-2223.1 of the Code of Virginia as areas designated by a locality that is (i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development.

Growth Areas are sufficient to meet projected residential and commercial growth in the locality for at least 10 to 20 years and will allow for development at a density of at least four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per developable acre, and a floor area ratio of at least 0.4 per acre for commercial development, or any proportional combination thereof.

The Virginia Code also stipulates that growth areas, intended to comply with Virginia Code Section 15.2-2223, incorporate principles of traditional neighborhood design (TND). The principles include:

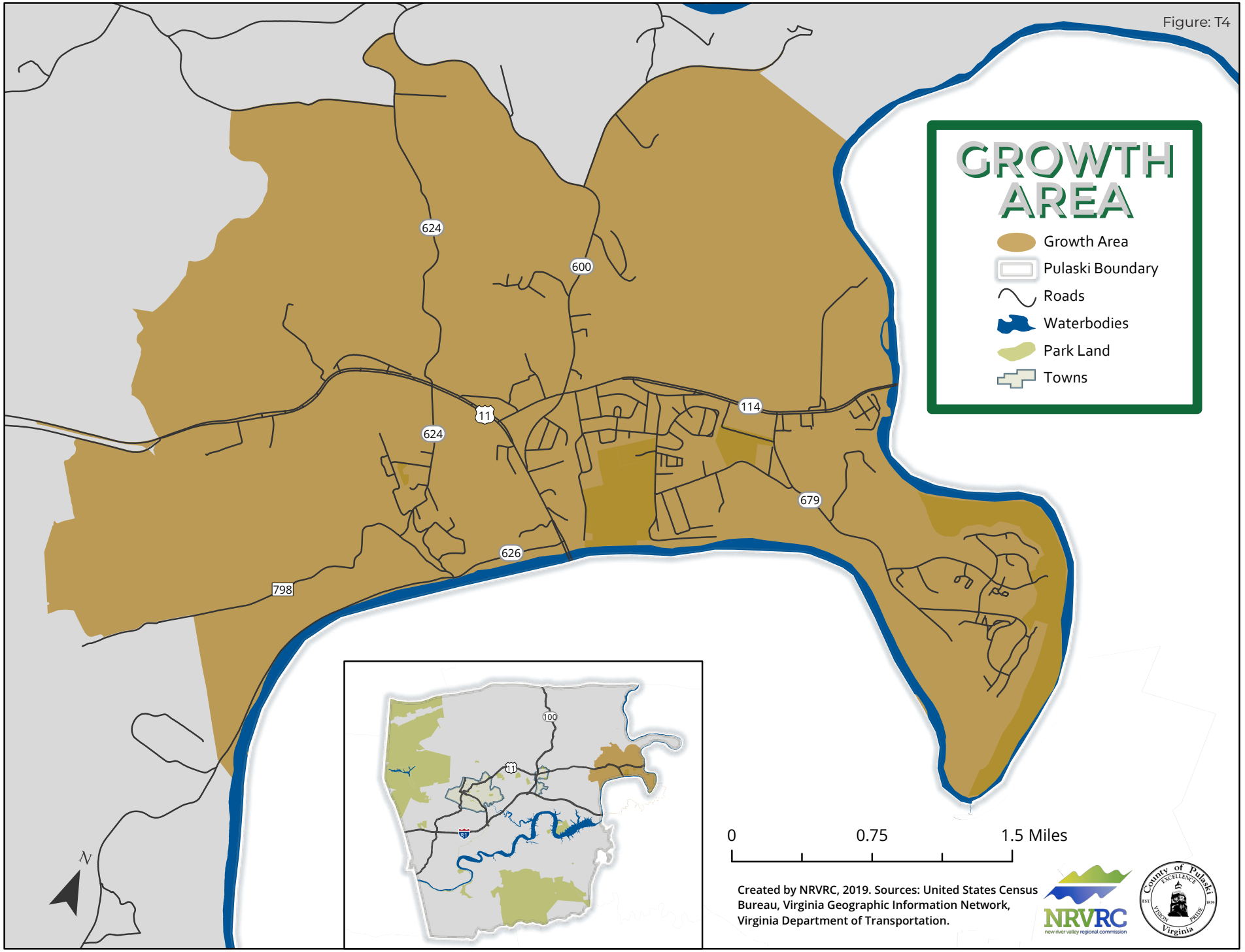
- Pedestrian-friendly road design
- Interconnection of new local streets with existing local streets and roads
- Connectivity of road and pedestrian networks
- Preservation of natural areas
- Mixed-use neighborhoods, including mixed housing types, with affordable housing to meet projected family income distributions of future residential growth
- Reduction of front and side yard building setbacks, and (vii) reduction of subdivision street widths and turning radii at subdivision street intersections

In order to accommodate future development, encourage mixed-use development and the efficient provision of public infrastructure, it is beneficial for the County to guide growth by designating growth areas. The County has proposed that the Fairlawn Growth Area be created which consists of Fairlawn and the surrounding areas. The boundary for this growth area is shown in Figure 3.

Fairlawn is a very dynamic area consisting of a variety of uses including residential homes, historical neighborhoods, commercial and industrial buildings, and employment centers. It is bounded by Montgomery County to the east and City of Radford to the south (vicinity map). Fairlawn is located only 11 miles from the main campus of Virginia Tech. Major commercial activities are located along Route 11 (Lee Highway) and the Rt. 114 (Peppers Ferry Rd.) corridor. There are also vacant parcels and underutilized land for future growth potential. Mobility in this area is auto-oriented and currently lacks bike and pedestrian connectivity.

Fairlawn has high potential for new development and redevelopment due to several factors. Since 2010, several businesses have sprouted along the US Route 11 corridor, including retail stores, restaurants, and fueling stations. There are multiple projects taking place in Pulaski County and around the region that are expected to grow the population and commercial activities. Due to its direct access to VA 114 and Route 11 and close proximity to existing infrastructure and amenities, Fairlawn is well positioned to handle the increased mobility and traffic in the area.

Figure: T4



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

Community Priorities & Issues

Community Feedback

Some of the community concerns with regards to transportation needs that were identified through the community survey include:

Congestion:

1. Certain areas such as the intersection of Cougar Trail road and Bob White Boulevard are identified by the community as areas with traffic congestion. Particularly during Pulaski County school release hours and shift changes at Volvo.

Safety, Mobility and Maintenance:

1. Road maintenance in areas such as Snowville and Hiwassee during winter season
2. Pothole throughout the County
3. Mobility for seniors - pedestrian friendly for walking to shop, services and cultural resources
4. Explore public transportation options for rural areas
5. Accessibility for people off all abilities
6. Traffic signal synchronization
7. Intersection of Ruebush Rd. and Rt. 11

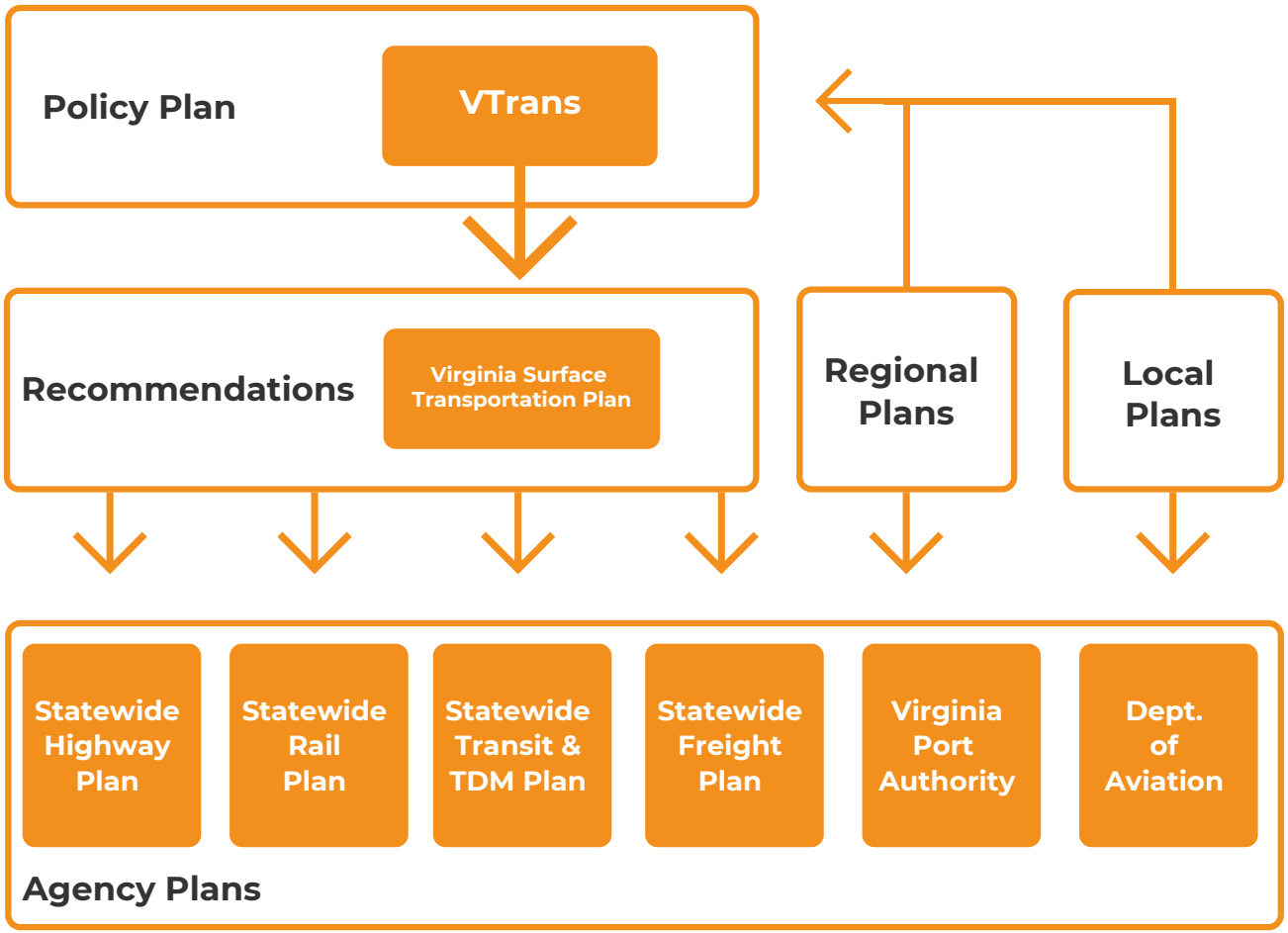
Key Takeaways from Transportation Focus Group Meeting

- Robust transportation network to support the economy
- Consistency with regional and state-wide plans
- Identify areas where there are or have the potential to have greater concentrations of people
- Connectivity and access to link people to job centers
- Identify land use strategies that promote and capitalize from development near rail infrastructure
- Signage and wayfinding improvements
- Coordination with towns and neighboring jurisdictions
- Opportunities for the County to position itself to ensure that County maximizes its advantage for funding
- Increase multimodal options

Transportation Coordination

Regional & State Plans

Transportation planning in Pulaski County is carried out by the Virginia Department of Transportation (VDOT), New River Valley Metropolitan Organization (NRVMPO), New River Valley Regional Commission (NRVRC) and Pulaski County. Local planning priorities and needs are first identified and formulated, which are then considered in the regional plans and programs. Virginia's statewide multimodal transportation plan, VTrans, and other State Agency plans consider the various local and regional plans and programs and coordinate planning through programs, technical assistance and funding.



Transportation Needs

The existing conditions of the transportation system in the County were analyzed and are presented in this chapter to help identify current and future needs and opportunities, and to guide the future transportation development. This helps the County to prepare strategies on ensuring that the transportation network can accommodate existing and future demand for transportation.

A growing senior population in the County will create a demand in transportation services that allow personal, medical and recreation trips. This requires transportation policies and programs that will address and enhance senior transportation services and mobility.

Young drivers accounted for 5.4% (12.1 million drivers) of the total licensed drivers in the United States in 2017, a 9% decrease from the 13.3 million young drivers in 2008. The travel modes of younger populations are changing, while shifts in travel patterns and demands due to emerging technologies such as autonomous vehicles are also imminent. New strategies are needed to address these trends.

Residents and visitors desire to have a variety of travel options. Businesses need to have alternate transportation modes to meet the needs of their customers and employees. Enhancing and developing multimodal systems will lead to improvements in mobility within the County and accommodate new demands generated by tourism, and new residential, commercial and industrial developments.

Large portions of Pulaski County are still rural where agriculture remains an important activity. It is essential to maintain and improve connections from farms to markets.

The challenge in more sparsely populated communities is extending public transportation to the underserved and special needs population. The County can consider coordinating with partner agencies in improving connections between modes.

County residents have also expressed that lack of maintenance and potholes on many roads within the two Towns and in the County are important issues and potential safety hazards. Other feedback from the community are: heavy traffic on certain roadways, lack of bike signage, pedestrian and bicyclist safety, lack of traffic lights at busy intersections, synchronization of traffic lights, and lack of sidewalks in areas such on Route 11, Route 100 and Peppers Ferry in Fairlawn, and around schools.

Vehicle crash analysis was performed which identifies a few areas that need further studies to determine potential safety deficiencies.

County and VDOT can continue to work together to identify needed maintenance on the local roads. Redesigning roadways to accommodate sidewalks and bike facilities as part of roadway maintenance or upgrades will also benefit both residents and visitors.

Transportation Needs

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. To the right is a list of some of the projects that are active in the Statewide Six-Year Improvement Programs (SYIP). A full of projects can be found in the appendix.

Transportation Projects Currently Excluded from SYIP

The County maintains an active list of transportation needs that are documented in local and regional plans, but not necessarily funded. The projects are listed the Appendix, of which the notable ones are:

1. Hatcher Road/RTE. 11 Intersection (Revenue Sharing FY21-22): Realign Hatcher Road to connect to RTE. 11, Add traffic signalization. Cost Estimate - $8,405,018

2. New River Pedestrian Trail Connector (Transportation Alternatives FY 21-22): Conversion of an abandoned railroad corridor to a 10' wide paved shared-use path. Cost Estimate - $2,009,286

3. RTE. 11 Traffic Improvements – Fairlawn (Planned Smart Scale FY22-23, Smart Scale FY20-21 and FY18-19): Addition of left turn tapper lane at the intersection of 4. Rte. 11 and Rte. 114, and a right turn tapper lane into the Kroger/Rural King Shopping Center along with other improvements. Cost Estimate - $5,837,676

4.RTE. 99/I-81 Intersection Improvements – Exit 94 (Planned Smart Scale FY22-23):
Reconstruct the existing partial cloverleaf interchange as a diamond interchange. Cost Estimate - $48,000,000

Project Number	Name/Description
T22986	I-81 Extend acceleration lane exit 89
56900	I-81 Southbound bridge replacement over the New River
101264	Roundhouse Rd. / RTE. 11 Intersection improvement / turn lanes
104183	RTE. 100 (STR. 14513 AND 14515) - Bridge rehab / replace
112705	RTE. 114 turn lane
101007	RTE. F047 over Peak Cree (STR. 14442) - bridge replacement
110959	RTE. 609 - Resurface non-hardsurfaced road
110365	RTE. 687 - Resurface unpaved road
109947	Box culvert extension
110448	RTE. 693 Safety improvements
115605	RTE. 709 Surface treat non-hardsurfaced roadway
107300	Riverlawn Court Trail
110318	RTE. 729 - Grade, drain, stabilize and surface treat unpaved road

Goals, Objectives, Policies and Strategies

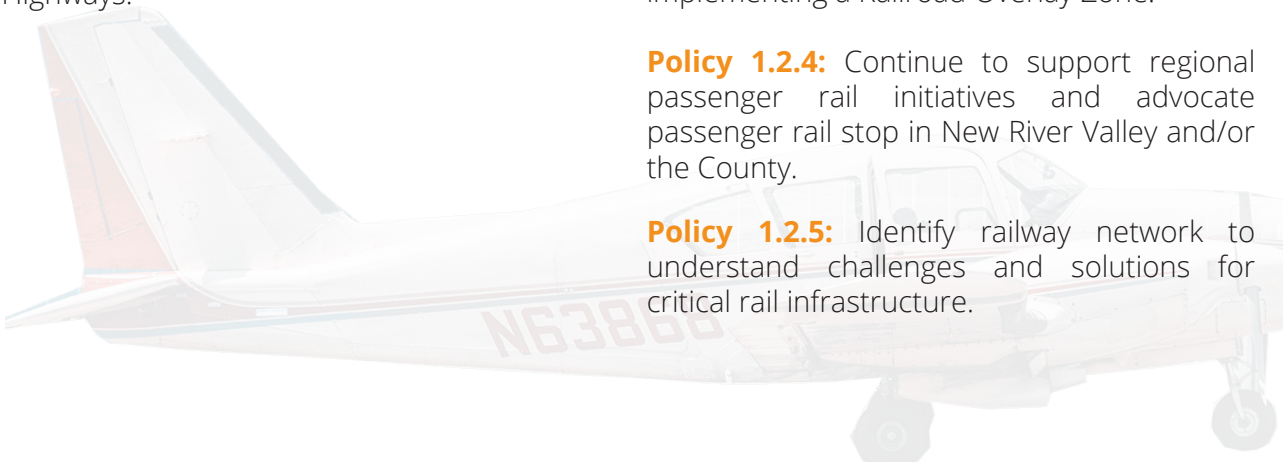
Goal 1: Provide a transporation network that supports a diverse and competitive economy.

Objective 1.1: Create a transportation system that serves existing and anticipated travel demands.

Policy 1.1.1: To facilitate traffic flow, consider limiting access points to avoid excessive numbers of entrances on major corridors.

Policy 1.1.2: Study and plan for economic development corridors that serve industrial parks and large freight generators.

Policy 1.1.3: Update subdivision standards that promote road development for VDOT road inclusion to reflect road standards necessary for VDOT inclusion into the State System of Highways.



Objective 1.2: Support transportation improvements to provide national and international connectivity.

Policy 1.2.1: Evaluate critical freight network intersections and align them with best design standards.

Policy 1.2.2: Improve and maintain regional railroad connectivity to economic centers.

Policy 1.2.3: Develop land use strategies that consider development near rail infrastructure and protect corridors from encroachment.

Strategy 1.2.3.1: Explore the feasibility of implementing a Railroad Overlay Zone.

Policy 1.2.4: Continue to support regional passenger rail initiatives and advocate passenger rail stop in New River Valley and/or the County.

Policy 1.2.5: Identify railway network to understand challenges and solutions for critical rail infrastructure.

Objective 1.3: Address the existing and future needs of the New River Valley Airport.

Policy 1.3.1: Support the New River Valley Airport Commission in efforts to maintain the airport facility, particularly pavement, airfield lighting, and facility maintenance

Policy 1.3.2: The New River Valley Airport Commission should update the airport's master plan to accommodate future growth and aviation needs of Pulaski County. Ideas include airport expansion, strengthening of the airport's runway, and construction of additional aircraft hangars. Efforts that position the airport for state and federal funding.

Strategy 1.3.2.1: The Airport Master Plan shall be incorporated into the Comprehensive Plan.

Policy 1.3.2: Pursue opportunities for the growth and expansion of aviation related businesses both on the airfield and within the community, including pursuing joint opportunities with the adjoining New River Valley Commerce Park and other industrial facilities within the County. Consider private partnership.

Goals, Objectives, Policies and Strategies

Goal 2: Improve transportation connectivity for efficient access to jobs, services, activity centers, and distribution hubs.

Objective 2.1: Enhance the links and connectivity of the transportation system throughout the county, across and between modes for both people and freight.

Policy 2.1.1: Support efforts for inclusion of private roads (which meet VDOT standards) into the state road system when possible.

Policy 2.1.2: Partner with Pulaski Area Transit to explore public and private transit options, particularly with respect to disadvantaged populations within the County, including, but not limited to elderly, handicapped, low-income, and unemployed.

Policy 2.1.3: Work with Pulaski Area Transit to identify new population and employment growth areas ideal for public transit service connections.

Policy 2.1.4: Partner with Pulaski Area Transit to ensure that higher-volume public transit stops are handicapped accessible and connect with surrounding bicycle and pedestrian infrastructure within a half-mile radius.

Policy 2.1.5: Partner with Ride Solutions of the New River Valley to explore and deploy transportation demand management strategies, including, but not limited to park and ride lot enhancement and ride sharing services.

Policy 2.1.6: Support multijurisdictional transportation connections, including, but not limited to passenger rail, the Valley-to-Valley trail initiative, and regional transit connections.

Policy 2.1.7: Encourage the installation of alternative transportation measures within VDOT right-of-way. Incorporate new measures as part of roadway maintenance and new construction when feasible.

Policy 2.1.8: Consider updating the Central Pulaski Transportation and Land Use Plan and prioritize key transportation projects that target population growth areas throughout the County.

Policy 2.1.9: Improve sidewalk connectivity between schools, employment centers and residential neighborhoods.

Policy 2.1.10: Develop a map to illustrate existing sidewalks and bike paths within the County. Highlight future priority areas to connect residents to school, jobs, shopping areas and recreation areas via pedestrian and bike corridors.

Policy 2.1.11: Conduct a survey of employers to better understand the County's needs for workforce transportation.

Goal 3: Provide a safe transportation system for passengers and goods on all travel modes.

Objective 3.1: Address geometric deficiencies and improve safety along higher-volume local corridors.

Policy 3.1.1: Seek funding to improve and maintain roads by using HSIP funding opportunities.

Policy 3.1.2: Partner with the Virginia Department of Transportation and local Sheriff's office to identify and prioritize safety improvements with potential reduce injuries and fatalities throughout the County.

Policy 3.1.3: Conduct in depth review of the transportation issues identified by the community.

Goals, Objectives, Policies and Strategies

Goal 4: Maintain the existing transportation system and leverage technology to optimize infrastructure.

Objective 4.1: Align roadway improvements with transportation programs funding.

Policy 4.1.1: Support intragency cooperation to improve corridors that connect localities.

Policy 4.1.2: Prioritize list of County projects that correlate with state and federal transportation plans and programs such as Rural Long-Range Transportation Plan, VTrans, Six Year Improvement Program etc.

Policy 4.1.3: Develop a wayfinding/signage plan. Partner with the Towns of Pulaski and Dublin, New River Community College, New River Trail State Park and Claytor Lake State Park, the Veteran's Cemetery, Virginia Department of Transportation, and the Pulaski Chamber of Commerce and others to develop a community wayfinding plan.

Objective 4.2: Use technology to optimize infrastructure capacity.

Policy 4.2.1: Communicate with GPS direction providers to ensure route accuracy and prevent the use of certain secondary roads.

Policy 4.2.2: Partner with the Virginia Tech Transportation Institute to support autonomous vehicle technology research – particularly to explore how the technology can benefit the County's rural and suburban areas.

Policy 4.2.3: Understand potential future needs of technology driven transportation and incorporate the needs in future planning.

Goals, Objectives, Policies and Strategies

Goal 5: Support local economies and healthy lifestyles that provide travel options.

Objective 5.1: Support transportation improvements that enhance recreation opportunities, promote tourism and improve the County's quality of life.

Policy 5.1.1: Facilitate and encourage events that use the transportation infrastructure including but not limited to trails, rural byways, and waterways.

Policy 5.1.2: Partner with the Department of Game and Inland Fisheries to identify and establish boat access facilities that accommodate a wide-range of users along the New River.

Policy 5.1.3: Continue to partnership with local, regional, and state entities to ensure linkages between modes of transportation and alternative transportation.

Objective 5.2: Protect air quality in the County.

Policy 5.2.1: Encourage the purchase of high efficiency low emission gas, diesel hybrid, or renewable energy powered vehicles to reduce emissions and lower operating costs.

Policy 5.2.2: Consider air quality in future land use and transportation projects.

Objective 5.3: Encourage growth in existing population nodes in designated growth areas.

Policy 5.3.1: The County should review and designate Urban Development Areas to increase competitiveness for state funded transportation programs in high growth areas.

Policy 5.3.2: Carefully evaluate transportation needs and challenges in land use policy.

Policy 5.3.3: Incentivize wise transportation planning for new development projects.