

**PEARISBURG 2020
TRANSPORTATION PLAN**

**Developed by the
Transportation Planning Division**

Of the

Virginia Department of Transportation

In Cooperation With

The U.S. Department Of Transportation, Federal Highway Administration

&

The Town of Pearisburg

April 2001

This report does not constitute a standard specification, regulation or provide a funding mechanism for the included transportation recommendations.

INTRODUCTION

The Pearisburg 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation (VDOT) and the Town of Pearisburg. The purpose of this study was to evaluate the existing transportation system and future demand in the Town of Pearisburg and to recommend a set of transportation improvements that can best meet existing and future transportation infrastructure needs.

Improved transportation systems are vital to Virginia's and to the local area's economic growth and development. Providing effective, safe, and efficient movement of people and goods is a basic goal of VDOT's transportation program. This guiding principle, together with consideration of environmental issues and local mobility needs, was the basis for the development of this transportation plan.

VDOT will use this plan when evaluating requests from the local governments for specific transportation projects and/or implementing projects that VDOT initiates. This list of recommendations will also be used in the statewide transportation planning process so that the magnitude of transportation needs statewide can be more accurately quantified.

STUDY AREA AND THOROUGHFARE SYSTEM

Pearisburg is located just off US 460 in the mountainous section of southwest Virginia and is approximately 65 miles southwest of the City of Roanoke. The Town of Pearisburg is the county seat and the largest town in Giles County. The Town encompasses an area of approximately 3.2 square miles.

The study area for the Pearisburg 2020 Transportation Plan coincided with the boundary line of the corporate limits. Within this boundary line (commonly called a cordon line), a set of specific roadways was selected and designated as the urban thoroughfares. The subsequent analysis and recommendations were limited to these urban thoroughfares and any new facility locations recommended in this study.

Thoroughfares are defined as facilities that operate as arterials or collector routes. The distinction between functional classifications (arterial, collector, local street) is based on whether the facility primarily serves "through-traffic" or provides direct access to adjacent land. Thoroughfare roadways in cities and towns with populations over 5,000 have an "urban" designation and those in cities and town with populations less than 5,000 are designated "rural".

Roadways not classified by this system, but deemed important by local governments may be identified in the Transportation Plan as "non-thoroughfare" roadways. Typically, these are planned roadways or improvements that will be built, owned, and maintained with funds (public or private) other than VDOT funds.

DEMOGRAPHIC OVERVIEW

Based on the information provided in the Pearisburg Comprehensive Plan 2000, the physical expansion of the Pearisburg limits by annexation has resulted in a notable increase in the population of the Town. This annexation nearly doubled the Town's geographic area and increased the Town's population by approximately 554 residents. Pearisburg's population was estimated at 2,709 in 1999, the year of the boundary line adjustment. The population growth in the Town is estimated to be increasing at a steady rate (from 1996-1998 growth was estimated at 1 percent).

The population of the Town can be described by several characteristics. Between 1980 and 1990 the elderly population as a whole increased 45.3 percent. This segment of the population has specific needs as they retire and live on fixed income. They also create new challenges to the transportation systems of the Town by increasing the need for the provision of paratransit and van services to increase their mobility.

In contrast to the growing elderly population, there was a significant drop in age groups 5-17 (-33.3 percent from 1980-1990). This reflects a growing national trend of decreasing numbers of school age persons. Consequently, there is a reduced need for school buses and there are less new drivers (age 16 and 17) on the roadway network. The majority of the population is age 18-64. This age category has remained stable (-1.7 percent from 1980-1990). Persons in this category constitute the majority of the driving public.

The Pearisburg Comprehensive Plan 2000 states that the Town of Pearisburg had a 1990 civilian labor force of 990 workers. The Celanese Fibers Plant just west of Pearisburg continues to be a major source of employment for the locality. The next two largest employers of Pearisburg residents are the Giles County School System and Giles Memorial Hospital. Collectively, retail trade is also a major source of employment in the Town of Pearisburg. The largest addition to the retail employment sector is the Pearisburg Square shopping center on the east end of town off US 460 Business (Wenonah Avenue).

SUMMARY OF APPROACH AND ANALYSIS METHODS

The development of the transportation plan followed a process that included data collection, review, and analysis. The data collected included information such as traffic counts, police accident reports, roadway geometric inventory data, bridge structural inspection reports, at-grade railroad crossing geometric data, tourism surveys, and goods movement surveys. Review and analysis of this data was combined with a review and analysis of previous transportation and land-use plans and other studies. Furthermore, meetings were held with local staff throughout the study process to gather additional input.

TRANSPORTATION RECOMMENDATIONS

Recommendations for the Pearisburg 2020 Transportation Plan are based upon a comprehensive review of the highway capacity, safety, geometry, and other local issues affecting the performance of the transportation system serving the Town. In addition, improvements to the following other modes of transportation have been evaluated: parking, bicycle / pedestrian facilities, intercity rail, intercity bus, air travel, transit, paratransit, taxi, and goods movement. In many instances, a combination of factors led to the listing of the recommendations below.

The recommendations are divided into three phases. Phase One recommendations are base year improvements intended to address the most immediate needs of the Town. Phase Two improvements are interim study year (2010) improvements. Typically these improvements are not needed in the immediate future. However, planning and budgeting for their future implementation may allow them to be in place for the interim study year of 2010. Phase Three improvements are long-term recommendations that do not have an immediate need or short-term need. However, in the long-term, as traffic grows and existing facilities age, their importance will become more apparent.

PHASE ONE: BASE YEAR (2001) RECOMMENDATIONS

- Improve the intersection of Mt. Lake Avenue and VA 100 (Main Street) to eliminate a safety concern that carries into the VA 100 (Main Street) / US 460 Business (Wenonah Avenue) intersection. At the Mt. Lake / VA 100 (Main Street) intersection, vehicles are continuing through the striped southbound exclusive left-turn lane to turn left at the VA 100 (Main Street) / US 460 Business (Wenonah Avenue) intersection. It is recommended that a "Left-Turn Only" sign be installed above the southbound left-turn lane and that barrier striping be added in the left southbound lane just beyond the intersection to discourage this illegal through movement. The total cost of this improvement would be \$1,500.
- Improve safety at the intersection of VA 100 (Main Street) and US 460 Business (Wenonah Avenue, just north of Johnson Avenue), by removing the island and adding raised medians. Concerns have been raised over turning movements making the northbound left-turn to westbound VA 100 (Main Street). It appears that drivers are confused by the placement of the island on VA 100 (Main Street), and are driving in the opposing traffic lane after making the westbound left-turn. The total cost for this improvement is estimated at \$50,000.

PHASE TWO: INTERIM YEAR (2010) RECOMMENDATIONS

- Reconstruct US 460 Business (Wenonah Avenue) to urban 4-lane standards from the old eastern corporate limits of Pearisburg to the existing eastern corporate limits. This improvement would include adding curb, gutter and sidewalks to the roadway. The total length for this improvement is 0.63 miles and the total cost would be \$ 1,005,480.

PHASE THREE: STUDY YEAR (2020) RECOMMENDATIONS

- Widen and reconstruct Curve Road to urban 2-lane standards from US 460 Business (Wenonah Avenue) to Mt. Lake Avenue. This improvement would be approximately 0.10 miles in length and would require approximately 30 feet of pavement width. The cost for this improvement would be \$632,800.
- Reconstruct Curve Road to urban 2-lane standards from Mt. Lake Avenue to Craig Avenue. This improvement would be approximately 0.30 miles in length and would require approximately 30 feet of pavement width. The total cost for this improvement would be \$1,423,800.
- Widen and reconstruct Curve Road to urban 2-lane standards from Craig Avenue to Pinewood Drive. This improvement would be approximately 0.50 miles long and would require approximately 30 feet of pavement width. The total cost for this improvement would be \$2,373,000.
- Widen and reconstruct Curve Road to urban 2-lane standards from Pinewood Drive to the northern corporate limits of Pearisburg. The total length for this improvement would be 0.14 miles. This section of roadway would be improved from its current width of 16 feet to an approximately 30 foot typical section. This improvement would cost \$664,440.

OTHER RECOMMENDATIONS

Parking

There is no lack of parking for the local businesses and residents in the Town of Pearisburg. On-street parking is limited on the major arterial routes (US 460 Business and VA 100) but most major business have adequate off-street parking space available. No additional parking facilities are recommended at this time.

Bicycle/Pedestrian

Although bicycles may be ridden on all streets and highways within Pearisburg, there are no routes or paths designed specifically for bicycles on the thoroughfare system. The New River Valley Planning District Commission has developed a proposed regional bicycle route plan that includes routes along the thoroughfare system but has not been approved by the Town of Pearisburg.

Sidewalks are considered an important part of the transportation system for the Town of Pearisburg. The Town has a yearly budget for installing new sidewalks and requires new subdivision developments to include the installation of sidewalks. Existing sidewalks are replaced and repaired as needed subject to funding availability. Several roadway improvements in this plan include the provision of sidewalks for transporting citizens safely and efficiently. The Appalachian Trail Conference (ATC) is planning to relocate the Appalachian Trail to the west of the existing alignment between Route 793 and US 460. The ATC is considering maintaining the existing trail for local access.

Intercity Rail, Bus and Air Travel

Currently, there is no passenger rail service, bus service, or air service located in, or directly adjacent to, the Town of Pearisburg. The nearest passenger bus service is available from Greyhound Bus Lines in Christiansburg, VA (approximately 30 miles east) and Pulaski, VA (approximately 30 miles south). Air travel is available commercially at the Roanoke Regional Airport near Roanoke, Virginia, which is located approximately 65 miles east of Pearisburg. In addition, the New River Valley Airport located near Dublin (approximately 20 miles south) and the Virginia Tech Airport in Blacksburg (approximately 24 miles to the east), provide general aviation services to the New River Valley. There is currently no passenger rail service located in Southwest Virginia. Because of the lack of intercity rail, bus, or air travel in the vicinity of Pearisburg, no improvements are recommended at this time.

Transit, Paratransit, and Taxi

Pearisburg Cab Service and Lupo's Taxi Service (located in Narrows) provide public transportation to the citizens of Pearisburg. The Senior Center, through the RSVP program, and the Giles County Volunteer Coalition provide paratransit services to the senior citizens of the Town. Provision of additional services is not recommended at this time.

Goods Movement

Roadway freight shipment to the Town of Pearisburg is provided mainly through the access points off of US 460 and by way of VA 100. Roadway improvements to VA 100 in Giles County, from Cloyd's Mountain to the Pulaski County line, will likely result in additional truck traffic through the Town of Pearisburg. The anticipated growth in truck traffic and total vehicular traffic in general was considered in the development of the recommendations to the thoroughfare system. The recommended improvements to Curve Road will provide a safer passage for truck traffic to areas served by this facility. No other roadway deficiencies were identified that would adversely impede the movement of goods within the Town of Pearisburg.

LOCAL PROJECTS¹

The following local roadways have been identified for improvement by the Town of Pearisburg. Although outside the jurisdiction of the VDOT thoroughfare roadway system, they are listed to provide continuity and consistency between local plans and VDOT plans.

PHASE ONE: BASE YEAR (2001) RECOMMENDATIONS

There were no local short-term improvements identified for the Town of Pearisburg

PHASE TWO: INTERIM YEAR (2010) RECOMMENDATIONS

- Reconstruct Hale Street from US 460 Business (Wenonah Avenue) to Valley View Drive to eliminate blind spots. The reconstructed typical section would include two travel lanes and would be 20 feet wide. The total length of this improvement would be 0.24 miles.

PHASE THREE: STUDY YEAR (2020) RECOMMENDATIONS

- Extend Horsley Drive from its current terminus to Curve Road. This new roadway extension would include two travel lanes with a 20 foot-wide typical section. The total length of this improvement would be 0.78 miles.
- Improve the geometry of Gale Road from US 460 Business (Wenonah Avenue) to its existing terminus by reconstructing the road to eliminate existing blind spots. The total length of this improvement would be 0.54 miles.
- Extend Gale Road from its existing terminus to Woodland Drive. This improvement would be 0.42 miles in length and would include two travel lanes with a 20 foot-wide typical section.

ENVIRONMENTAL OVERVIEW

An initial environmental overview was not conducted for the Pearisburg thoroughfare roadway recommendations. At the planning stage, it is prudent to reserve for environmental overview those recommendations involving roadway widening or new facilities. However, all recommendations should be evaluated, well prior to implementation, for impacts to the environment as more and more proposed implementation details become available. Local projects included in this plan are for information purposes only and are not necessarily supported by VDOT. Therefore, they were not reviewed for environmental impacts as part of this plan.

¹ Local recommendations are included for information purposes only and are not necessarily supported by VDOT.

LOCAL COORDINATION AND CITIZEN PARTICIPATION

The development of the Pearisburg 2020 Transportation Plan included several coordination meetings with local staff members from the Town and included a public meeting held with VDOT representatives, Town officials, and residents from Pearisburg.

The coordination meetings consisted of a kick-off meeting, an existing conditions meeting, and a draft recommendations meeting. The kick-off meeting, held in November 1999, enabled the project team to discuss with local staff the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. The second meeting (existing conditions), held in August 2000, allowed the project team to present the results of baseline and horizon year traffic analysis and also allowed local staff to communicate desired transportation needs. Finally, at the draft recommendations meeting, held in January 2001, the project team presented and discussed with Town officials the draft 2020 Transportation Plan recommendations. The Town staff provided input that was then used to draft the final recommendations.

After the series of coordination meetings, a public meeting was held at the Pearisburg Municipal Building on April 10, 2001. The purpose of this meeting was to present the recommendations to Town officials, citizens, and other interested parties, to receive comments on the plan, and to allow the Town council to consider adopting the plan.

PLAN ADOPTION

The Pearisburg Town Council approved the Pearisburg 2020 Transportation Plan on April 10, 2001.

ADDITIONAL INFORMATION

More details on the development of the Pearisburg 2020 Transportation Plan and the study recommendations are available in the Pearisburg 2020 Transportation Plan Technical Report and the Pearisburg 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Pearisburg.htm>. Copies of the Technical Report are located at the Pearisburg Town Library or are available at the Pearisburg Municipal Building. They are also available from the VDOT Transportation Planning Division at the central office in Richmond, Virginia, from the VDOT Salem District office in Salem, Virginia, and from the VDOT Residency office in Christiansburg, Virginia.

Projects included in the Virginia Transportation Development Plan (VTDP) are not part of this recommendations package. The VTDP can be reviewed online at <http://www.vdot.state.va.us/proj/projects.html>. VTDP projects in the Town of Pearisburg are found by selecting Volume I, then selecting 'Urban System' under the Salem District.

Information on VTDP projects for the Town of Pearisburg can also be obtained by contacting the VDOT Resident Engineer at the Christiansburg Residency office in Christiansburg, Virginia, (540) 381-7200.

PEARISBURG TRANSPORTATION RECOMMENDATIONS²

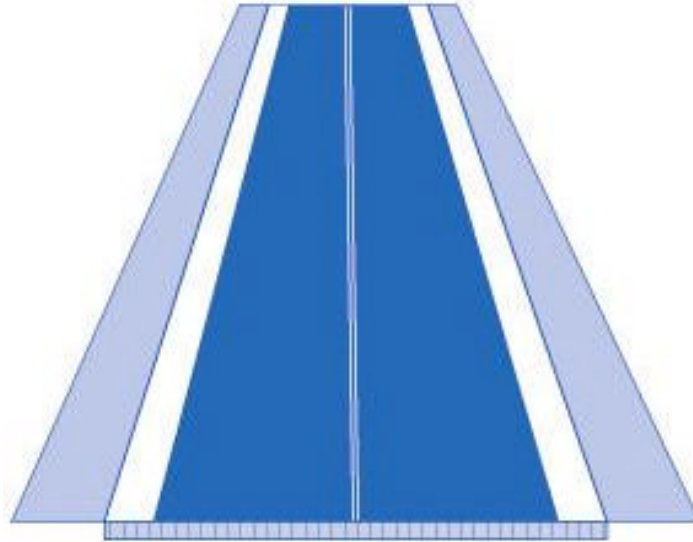
| Route # | Route Name | From | To | Road Segment Length (Miles) | Recommendation | Cost (Yr 2000\$) | Existing Typical Section (Width) | Recom. Typical Section (Width) | Average Daily Traffic (ADT) | | |
|------------|--------------------------|--------------------------|--------------------------|-----------------------------|--|------------------|----------------------------------|--------------------------------|-----------------------------|-----------|-----------|
| | | | | | | | | | Year 2000 | Year 2010 | Year 2020 |
| US 460 BUS | Wenonah Ave | Old ECL Pearisburg | ECL Pearisburg | 0.63 | Year 2010 Reconstruct to include curb, gutter and sidewalk | 1,005,480 | R4D (44') | U4D (44') | 7,460 | 9,900 | 12,000 |
| | Curve Rd | US 460 BUS (Wenonah Ave) | Mt. Lake Ave | 0.10 | Year 2020 Reconstruct to Urban 2-lane Standards | 632,800 | R2 (18') | U2 (30') | 1,310 | 1,500 | 1,600 |
| | Curve Rd | Mt. Lake Ave | Craig Ave | 0.30 | Year 2020 Reconstruct to Urban 2-lane Standards | 1,423,800 | R2 (24') | U2 (30') | 1,300 | 1,400 | 1,600 |
| | Curve Rd | Craig Ave | Pinewood Dr | 0.50 | Year 2020 Reconstruct to Urban 2-lane Standards | 2,373,000 | R2 (16') | U2 (30') | 1,290 | 1,400 | 1,600 |
| | Curve Rd | Pinewood Dr | NCL Pearisburg | 0.14 | Year 2020 Reconstruct to Urban 2-lane Standards | 664,440 | R2 (16') | U2 (30') | 1,050 | 1,200 | 1,300 |
| | Intersection Improvement | VA 100 (Main St) | Mt. Lake Ave | N/A | Year 2001 Restripe Center Turn-Lane and Add Signage | 1,500 | N/A | N/A | N/A | N/A | N/A |
| | Intersection Improvement | VA 100 (Main St) | US 460 BUS (Wenonah Ave) | N/A | Year 2001 Remove Island and Add Raised Medians | 50,000 | N/A | N/A | N/A | N/A | N/A |
| Total | | | | | | 6,151,020 | | | | | |

² Only thoroughfare roadways with recommendations are shown. For a complete listing of thoroughfare roadways, please refer to the Pearisburg 2020 Transportation Plan Technical Report or the Pearisburg 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Pearisburg.htm>.

TYPICAL SECTIONS

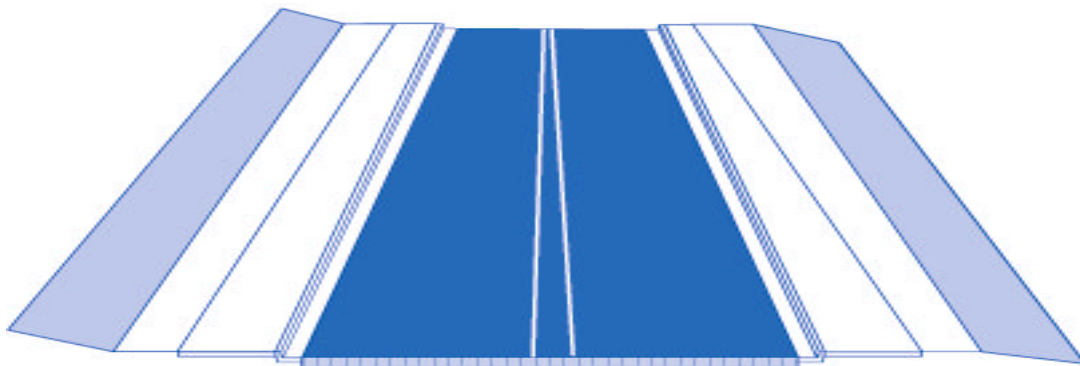
R2

Rural two-lane roadway with standard shoulders and ditches



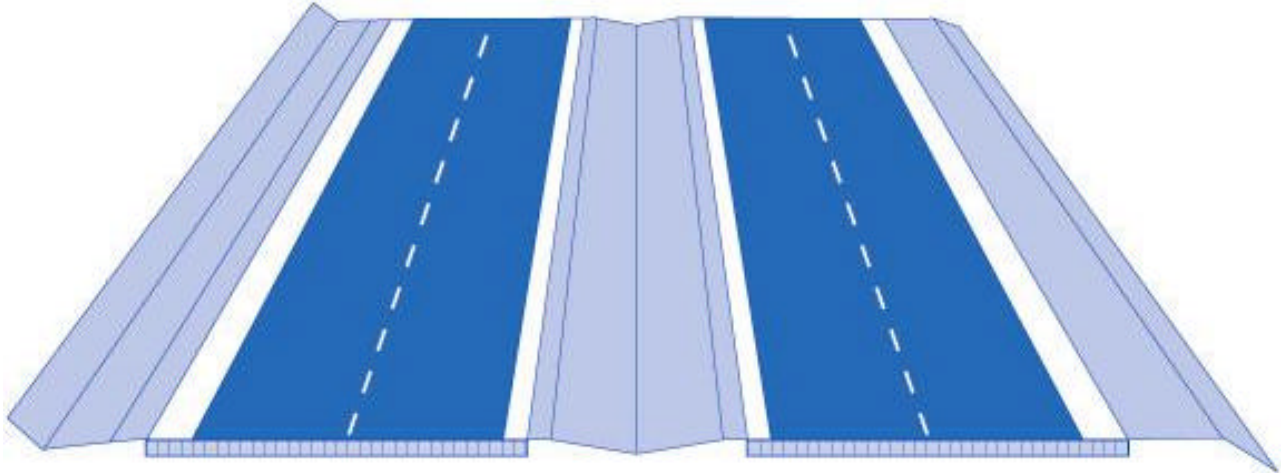
U2

Urban two-lane roadway with curb and gutter



R4D

Rural four-lane divided roadway with standard shoulders and ditches



U4D

Urban four-lane divided roadway with curb and gutter

