


| Transportation Area Name | Comment | The information presented on the website was clear and easy to understand. | Please indicate your level of support for the transportation improvement area. |
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| Access to East of Railroad | Why not consider replacing the NS crossing with a bridge? Would greatly improve safety and aid in future housing development! May receive funding from Smart Scale or Economic Development EDA grants? | Agree | Agree |
| Access to East of Railroad | I think M, N, and O would be great if that were something that could actually happen | Agree | Agree |
| Access to East of Railroad | Agree on the option N to build bridge between North end of Bonsack Rd and existing Glade Creek Road. This will eliminate the railroad crossing. | Agree | Strongly agree |
| Access to East of Railroad | Good | Agree | Strongly agree |
| Blue Hills to East Ruritan | Has potential. May have citizen opposition. | Strongly agree | Agree |
| Blue Hills to East Ruritan | Road A - Trail Drive is already very narrow and the left turn from Blue View Drive onto West Ruritan is difficult to see oncoming traffic due to grade and vegetation. Increasing traffic on these roads should include improvements to these roads. Road B - I support this plan. Road C - The Valley Gateway Blvd traffic signal is already very busy and often backs up into the West Ruritan light during evening commutes. Increasing traffic through this signal needs to be carefully studied. These two intersections are very close together and I do not support increasing the complexity of that intersection as it is designed now. | Strongly agree | Neutral |
| Blue Hills to East Ruritan | Roads A, B, and C seem helpful. | Agree | Agree |
| Blue Hills to East Ruritan | I think all three options would be realistic improvements for the corridor. I believe that B and C options could have more direct impact of the neighborhood off of 460 but could be very beneficial for better connectivity in that area to avoid congestion. | Agree | Agree |
| Blue Hills to East Ruritan | Good | Agree | Strongly agree |

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| Blue Hills to East Ruritan | <p>If Option A takes place, please keep in mind that Trail Dr should be widened. It is a 1.5 lane road at best, and adding more traffic to Trail could be dangerous. Additionally, visibilty from Blue View turning onto W Ruitan is poor due to the hill AND the overgrown property at Blue View and W Ruitan. Care would have to be taken here when also increasing the traffic at this interesection. Otherwise as a resident living off of W Ruitan I highly support option A. This would allow us easy access to the businesses on and around Blue Hills Dr without having to go through the lights on Challenger.</p> <p>I have no major opinions for or against options B or C. I think I saw an option that if C happened, then you'd be able to use the light at C to cross Challenger into the Kroger shopping area. I think this would be a great way to keep some of the traffic off of Challenger. However... the light at Kroger is already not synced with the light at W Ruitan, and can cause quite the backup at the light with Chick Fil A during peak traffic times. I believe this rubber band affect is part of what causes so many accidents at that intersection. Care would need to be taken when adding to the light cycle another turn option to the intersection. This also seems to go against the VDOT plans for up and down 460 to limit cross traffic/left turns at lights.</p> | Agree | Agree |
| Blue Hills to East Ruritan | <p>Their should not be any more traffic on this road. This road  is way too small for this kind of traffic !! Who ever wants to put this plan into place has not been here to walk the area. Just have the traffic turn left coming out of the cleaner's parking lot onto 460 West. Their is a right hand turn lane there all ready . Just bring it down to Trail Drive. Then you have your road into the Industrial Park.</p> | Strongly disagree | Strongly disagree |
| Blue Hills to East Ruritan | Strongly agree | Strongly agree | Strongly agree |
| Blue Hills to East Ruritan | 460 needs more lanes, off topic but true. | Agree | Agree |
| Carson Road | Has potential but could be citizen concerns. Carson does need safety improvements. | Strongly agree | Agree |
| Carson Road | I prefer the option 1 that includes access to Glade Creek greenway and potential park. | Strongly agree | Agree |
| Carson Road | I am 100% on board with Option 1, to include the roundabout and greenway system. I am a runner and have to drive at a minimum over to Tinker Creek to pick up the greenway system and have no option to run in and around my neighborhood due to Carson Road not being pedestrian friendly. This would be a welcome change, and I guarantee you that the number of people that would use this would make it completely worth the expense. | Agree | Strongly agree |

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| Carson Road | I do not support any walking trail access through Carson Road area. Residents of this area chose to live here because of the privacy. The last thing we want is the bums that now spend all day on every corner at the intersections at King Street and Walmart having easier access to walk to and around our neighborhoods. We already had a string of robberies over last summer by people who do not live in this neighborhood. The increase in crime in this area is going to drive out good, hardworking, productive citizens. Many neighbors are already talking about moving to Botetourt. We do not want to live in the city, and this plan...along with the new Sheets on King St is going to impact our quiet neighborhood in a negative way. It is already dangerous making a right hand turn onto Carson Rd when leaving Kroger. Although the new road to connect Carson directly to Kroger would be great...having turning vehicles from Carson onto the new road would be dangerous to those making the sharp right turn onto Carson and then having to abruptly stop for turning vehicles heading to Kroger on Carson. | Agree | Disagree |
| Carson Road | We as residents in this area do not want a greenway, roundabout or more traffic in our neighborhood due to increased theft, suspicious persons in and around our neighborhood! No Thank You! | Disagree | Strongly disagree |
| Carson Road | Would love to see a park on carson with no greenery or any parks near by this is an amazing idea as a neighbor right off carson i strongly agree with this plan and the road improvements i think many could benefit from this | Strongly agree | Strongly agree |
| Carson Road | I live off of Carson road and a park and greenway would be fantastic to have access too. | Agree | Strongly agree |
| Carson Road | The proposed park and greenway would essentially be in my backyard. We enjoy the seclusion, privacy, and safety that comes along with it. There is been an increase in panhandling and homeless activity on Orange Avenue in recent years. Myself and our neighbors strongly feel that bringing this park and greenway would provide an area for these activities to spread, therefore jeopardizing the safety that many people in our neighborhood enjoy. While a park would theoretically be enjoyable for our children, I do not feel that it would be worth it, at the expense of jeopardizing the security and safety that we currently have. | Strongly agree | Strongly disagree |
| Carson Road | All of these options provide access and reasons for MORE traffic on Carson road. I have lived here for over 20 years and while traffic has increased it is never congested nor have their been numerous wrecks or tragedies due to the cars cutting through. This is a HUGE waste of taxpayer money that will only cause more safety concerns for the homeowners in this area. Please think of the homeowners FIRST. | Strongly disagree | Strongly disagree |
| Carson Road | Bike paths and pedestrian paths seem to add to the chaos of Carson. I like the roundabouts to slow traffic down and access from Carson to the Kroger center. I like the idea of a park too that is nearby but the bike path and pedestrian paths concern me for how hectic traffic can be as well as safety of the surrounding neighborhoods when it comes to unwanted traffic. | Agree | Neutral |

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| Carson Road | Carson Rd should not be used as a through way, King St already provides that access and should be considered for improvement before Carson Rd. Carson Rd is more of a neighborhood. | Disagree | Strongly disagree |
| Carson Road | Improvements to Carson road would be welcomed with open arms. Seems like there's way too much traffic on this road for its size. Easy access to Kroger would be greatly appreciated, as well. | Agree | Strongly agree |
| Carson Road | Please leave Carson Road as a neighborhood. The below "improvements" only build Carson Road as a thoroughfare to Vinton. | Strongly disagree | Strongly disagree |
| Carson Road | I live on Carson Road at the entrance to Mountain Meadow Estates. I pay property taxes on more of my property than I can use. Too much traffic on Carson now, known as the Bonsack Bypass. Will my property on Carson Road be taken by eminent domain if the widening plans go through without my consent? Will Roanoke County erect noise reducing fencing like those on the interstates? What's to keep a speeding vehicle leaving the road and hitting my home? I didn't cause this problem. I just want to live a quiet life with my wonderful neighbors. | Strongly disagree | Strongly disagree |
| Carson Road | I want the County to leave Carson Road alone. There currently is no safety issue on this road other than the folks who think it is the Daytona Speedway. I don't think that a residential access road needs to be used to reduce traffic on Rt 460. I live off of Carson Rd and do not want an increase in traffic on this road; nor do I want the inconvenience of a lengthy construction project that will reduce the flow on the road I use daily to get to and from my home. | Neutral | Strongly disagree |
| Carson Road | Realigning Carson (Point P) seems very difficult to do without disrupting the landscape and houses already along it. Though to be honest, some of those houses/trailers/farms are unpleasant to the eye and I would be happy to see them gone if it resulted in higher property values I personally would prefer that Carson does not become a high volume cut through due to the amount of deer, lack of speed monitoring by law enforcement, and presence of many residential neighborhoods with very active foot/family/pet traffic. The cut though (Point J, I, G, and H) to reach the Kroger and CVS is absolutely necessary. It is next to impossible to make that left from Carson out onto challenger heading toward 581. Having access to a new park/greenway would raise property values but I can't support turning Carson into a high traffic alternative to Challenger. Fix Challenger and its lights or make Gus Nicks-King St-Walnut Ave the better cut through since they are already higher volume. The new Sheetz at King street will need roads to be reworked anyways. Heck a cut through from 13st SE to Norfolk Ave or Wise Ave across tinker creek might be good too. I have no problems with the roundabout either if it slows people down but I don't think it will have much of an effect for the road as a whole. | Agree | Neutral |
| Carson Road | <p>Kroger access from Carson will result in heavy traffic cutting into Carson to avoid red lights. This will make it harder for residents to get hom off 460.</p> <p>The greenway and park would be nice but a roundabout is just encouraging more people cutting through Carson.</p> | Neutral | Strongly agree |

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| Carson Road | I think this sounds great. Much needed improvements and great recreation access. As long as the neighborhoods along Carson Rd are kept at their natural beauty onlooking the mountains and parkway. Safety, privacy, and natural beauty along Carson Rd. preserved | Agree | Strongly agree |
| Carson Road | I am for the option including new park, greenway, roundabout, and access to Kroger from Carson Rd | Agree | Strongly agree |
| Carson Road | Carson Rd could stand to be a little wider but should not be improved just for the sake of a cut thru to Rke City. | Agree | Disagree |
| Carson Road | <p>To whom it may concern,</p> <p>As a citizen (and taxpayer) who will be impacted by the proposed Route 460 Land Use and Connectivity Study/realignment/widening of Carson Rd. I would like to have several questions/concerns addressed by the county.</p> <ol style="list-style-type: none"> 1. What is the proposed timeline for this project? 2. When is this project projected to begin? 3. How will this impact taxes? I am very interested in the answer to this question seeing as our property taxes have increased every year since we moved to this area. 4. What is the proposed percentage of 460/Challenger Ave. traffic that would be diverted to Carson Rd? While I appreciate the need to improve throughput and reduce accidents along the 460/Challenger corridor I am not in favor of increasing traffic along Carson/Belle. Currently, even though people tend to speed along that stretch of road the amount of traffic is fairly light on an average day. 5. Will Carson/belle remain closed to tractor trailers and large trucks? Allowing Tractor trailers etc. access would significantly impact safety along Carson/Belle. I would vehemently oppose opening Carson/Belle to allow large trucks. 6. How do you propose to address the safety of the residents that have homes along Carson/Belle? The speed of traffic will increase once it exits the roundabout. That along with increased traffic negatively impacts the safety of homeowners/residents in that area. 7. Pedestrian and bike paths are needed, and I am not opposed to the addition. 8. I would not oppose the greenway or a small parking lot for access to the greenway. I would oppose a park. 9. I support the addition of the road connecting Carson to the Kroger shopping center however, what is the plan to mitigate the increase in traffic turning onto Carson from this addition? Additional motorists will use this as a convenient detour plus, you will still have traffic turning from 460. 10. Is there additional connectivity between 460 and Carson/Belle planned? 11. How is this project being coordinated with Roanoke City since this will affect residents along Belle? <p>On the Roanoke County VA/Route 460 Land Use and Connectivity Study/Carson Road site the happiness and convenience of the motorist is the main focus. Little is said about the residents of Carson Rd. and associated</p> | Disagree | Neutral |

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| Carson Road | RoCo is guilty of developing this section of 460 for revenue. RoCo is guilty of creating the congestion on 460 and now is looking for an "answer" by making changes to Carson Road. All of this is being done at detriment and safety of the subdivisions in this area AND the homes that run adjacent to Carson Road. These changes will only create more traffic on Carson which means more speeding, accidents and crime. Taking land for this project will drive our house values down as no one wants to raise children in a thorough fare area. If you are looking for improvements, please stop developing an already busy 460 corridor. Your doings don't leave justification for taking away from my safety, my privacy, my home value. There has NEVER been a back up of traffic that would justify a roundabout. There are parks in Huntridge, Berkleys bottom and Goode that all of our area utilizes. Its like the park was put in there to diminish the blow of the increase in traffic that will incur. Also, why would you want to put a park there and make changes to the road that will lead to in that will only increase traffic? Hopefully, by now, you will understand your changes all support your selfishness - lets help relieve 460 congestion by running more cars through this area and oh by the way, lets give them a park as something to pacify the changes. DO BETTER ROANOKE COUNTY | Strongly disagree | Strongly disagree |
| Carson Road | Regardless of which option is chosen, there certainly is the need for improving that road! | Agree | Strongly agree |
| Carson Road | Carson Rd is way too curvy and dangerous for the amount of traffic that it receives. I strongly recommend the plan with the roundabout. | Neutral | Strongly agree |
| Carson Road | I like option 1 | Agree | Agree |
| Carson Road | Not opposed to road J that connects Carson to Kroger. The rest of the plan I dislike. | Agree | Disagree |
| Carson Road | Any improvement to carson will only increase traffic problems, and devalue properties near the affected areas. Speed bumps would help more than anything, and no one that lives on carson is pushing for greenway access or a park. Also, alot of houses sit higher up off the road and any proposed widening would require alot of hillsides to be cut out. Are retaining walls going to be put up to protect against errosion and will the county accept liability for potential property damage due to errosion? | Disagree | Strongly disagree |
| Carson Road | Option 1 road J. Both sound awesome! | Strongly agree | Strongly agree |
| Carson Road | Option 2 | Agree | Agree |
| Carson Road | Maps were hard to interpret, fuzzy when enlarged. | Strongly disagree | Strongly disagree |
| Carson Road | Just install a signal light at Carson and King St | Strongly disagree | Strongly disagree |

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| Carson Road | <p>As a resident in the Glade Creek neighborhood on Carson Rd option one negates the needs of the area. Option one includes a roundabout in the King Street junction. This is not a viable option due to the upcoming increase in traffic after the Sheetz and new housing development are completed. Roundabouts are not conducive to the area, a stop light would be better at the intersection.</p> <p>Both of the options provided show access to Kroger from Carson but the location for the access is too close to Challenger Ave. Considering the current traffic and potential new traffic this will cause a bottleneck on both sides of Carson and endanger traffic turning in from Challenger as well as turning into Kroger. The access to Kroger should be further back on Carson. School busses already have a difficult time in this area.</p> <p>The primary concerns of residents in this area is the dangerous intersections on both ends of Carson as well as the width of the roads. In neither of these options is there a sufficient turning lane onto Carson from Challenger. Currently if you intend to take a left turn onto Challenger from Carson you are in for a lengthy wait. In several areas of Carson there is a steep terrain, blind turns and a single lane bridge. The lanes are insufficient in width to allow a car and bus to pass in several of the turns; add the cyclists and pedestrians and is an accident waiting to happen.</p> | Agree | Strongly agree |
| Carson Road | <p>I travel Carson Rd a lot, and yes it is a narrow road and a one lane bridge, but this is an out of control project. Simply replacing the bridge with a new and wider bridge will help a lot. Widening Carson Rd from 460 to the bridge will also help, but will take out the entire front yards of a number of homes. The roundabout is simply ridiculous there, and again will destroy a farm and a number of homes right at that location. The farm owner is a lawyer, so you know this will end up in court. The home values at both ends of Carson street will also go down. There are more expensive homes at the opposite end of Carson from 460, and this will make these neighborhoods more congested. As a construction person who deals with earth moving all of the time, the entrance to Kroger itself will be an expensive project. This is an over priced, land grabbing, not thought out well project that will cost millions of dollars and not solve the problems was intended for. It will most likely end up in court over eminent domain and fair market values for properties. The project will end up cost a least 20% to 40% than estimated. Bad idea, with even worse consequences for the neighborhoods and homeowners in the area. Rethink this project.</p> | Agree | Strongly disagree |
| Carson Road | Great improvement to the area very well needed | Strongly agree | Strongly agree |
| Carson Road | We need more places for activities in our area great job | Strongly agree | Strongly agree |
| Carson Road | <p>The maps are very difficult to read to the point that they are next to useless, particularly when it comes to the exact placement of the round about. You cannot enlarge them to see where exactly the roundabout would be placed and whose property the access roads would go through. Also, this is a rather vague survey. I support improvement of Carson Road, but I prefer the non-roundabout, non-park option as opposed to putting in a round about, parking lot and park.</p> | Disagree | Agree |

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| Carson Road | Love the sidewalks and greenway! | Agree | Strongly agree |
| Carson Road | Carson Road is a fully residential area, and by making any of these changes you are endangering the families that live here. There is no reason to bring more traffic through the area - it is RESIDENTIAL the entire length of the road and would reduce safety for families that live here. Taking away property from people who love this area and have chosen to live here because of its location, adding more traffic, years of construction, and closing off roads is absurd. We don't want a park here - there are plenty in the area with easy access, and this will only become a secluded area for criminal activity. We did not ask for this - we love our home just the way it is! We have chosen to live here because it's somewhat secluded yet still close to what we need. Bringing more traffic and any of these changes will ruin everything we love about our homes. I ask that you take the hundreds of families that live her into consideration! So many kids playing on streets/driveways in our neighborhoods, families taking walks, and neighbors gathering. Making this more of a "thoroughfare" will reduce the safety & ruin our neighborhoods. This is not a solution because there is not an issue to begin with on Carson road! | Neutral | Strongly disagree |
| Carson Road | This is very visually difficult to interpret. I think Option 1 is good but hard to determine based on the visuals presented. It is nice that they are trying to increase connectivity with active modes of transportation - bike and pedestrians and usage of greenways. | Neutral | Neutral |
| Carson Road | Good | Agree | Strongly agree |
| Carson Road | Disagree with access to Kroger from Carson Road; Bad topography, Bad crossing of creek, Added pressure to Residential areas and less likely to obey speed limit. Disagree with expansion of Carson Road; Disagree with the roundabout; Disagree with the extension from roundabout to parking of greenway; Disagree to greenway west of Railroad tracks, (destroys protected farming operation which is the most "Green" use of property, More dangerous with liability of crossing RR); Maps and disclosure of the notice of public community meetings fail to adequate inform of the massive changes proposed. Comments in open forum such as not taking property is outright inaccurate and at most a lie. | Strongly disagree | Strongly disagree |

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| Carson Road | <p>I live on Carson Rd. with my wife and young child and we currently lack access to the Kroger shopping center that is in any way pedestrian or bike friendly. In addition the neighborhoods on and along Carson are not connected by any bike or pedestrian friendly infrastructure. We have close neighbors we like to visit and find ourselves driving more than we would like due to no sidewalks or bike lanes on Carson Rd. The proposal with a roundabout and park with greenway access is the only way to do this right. Otherwise we are increasing traffic flow without a slowdown, and providing amazing greenway infrastructure with no access point to those it could benefit the most. The road does need to be widened, and bike lanes would be a most welcome addition. The bike lanes do not serve runners, parents with strollers, dog-walkers, etc so I also want sidewalks on Carson in addition to the bike lanes, at least to access the potential park and greenway. Greenway access, a local park, and bike friendly infrastructure would be surefire ways for us to increase our home value as well. The five cities featured as platinum level bike friendly cities by the League of American Bicyclists carry home values well above the national average.</p> <p>https://www.bikeleague.org/content/new-platinum-new-gold-bicycle-friendly-communities. I have been an avid bike commuter and rider for years and Roanoke's current infrastructure and potential were a key factor that attracted us to the area. My only chief concern is that traffic flow would increase on Carson, though the potential for alternative travel far outweighs this concern for me. Regarding the bike lanes protecting the lanes via a small barricade or a buffer is a wonderful way to increase usage by those concerned that riding on the road may be too risky. Here is a link with a few examples. https://ggwash.org/view/71253/arlington-tests-the-future-of-protected-bikeways If I can provide any additional feedback or help in any way I would be happy to.</p> <p>Thank you!</p> | Strongly agree | Strongly agree |
| Carson Road | <p>Transparency on the part of Roanoke County would go a long way. The flyer specifically states exploring changes to 460, yet never even mentions Carson Rd or Bonsack Rd. Making changes to turn lanes and traffic on 460 may upset or inconvenience some people, but it's not nearly as impactful as taking land from a private citizen. What you are proposing is not a simple shift in traffic. You would be leaving me with ruined property, tearing down the house of at least one (if not more) of my neighbors, and taking farmland from another. On top of that, traffic (and speed) would increase, thus negating your proposed plan to make the road "safer". And no, a roundabout is not the magic solution to slower traffic. People will speed before and after it, so it only serves to slow traffic for the approximate 5 seconds that a car is actually in it. So, in a move of transparency, please publish the specific impacts to the property owners of Carson Rd when you send out your next flyer or have your next open house. Put it in black and white and then see how much support you get for these "improvements" to Carson Rd.</p> | Disagree | Strongly disagree |

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| Carson Road | <p>Carson Road and Bonsack are incredible gems for this area, but there's something missing. We have the Blue Ridge Parkway in our backyard, yet we can't access it without 460. We have a grocery store, restaurants, modern conveniences, yet we can't access that easily either without 460 or King St (which is only getting busier & busier). Truly, living in this area, we are completely car dependent. We cannot safely walk to our neighbors house on Belle Ave or Carson Road; if we cannot safely walk, we definitely cannot safely run. That being said, I most certainly do not feel comfortable biking, with my family, to Vinton, downtown Roanoke, or the Blue Ridge Parkway. Cars, cars, cars. The infrastructure here is completely and 100% car dependent.</p> <p>As an avid cyclist, who has, at my peak, commuted over 5,000miles in three months by bicycle, I hope my input is well-received. Any improvements you make to Carson will be better than it is. That's a fact. Option 1 is the only option that provides greenway access. We cannot miss out on this greenway access point. Addressing Carson Road is vital to a healthy, growing infrastructure. This road has been used as a cut through for years, and I think out of the two, Option 1 with a park and greenway access is vital for building and supporting the health and vitality of our community.</p> <p>Adding bike lanes is simply not enough. If I'm biking with my family, those glorified shoulders, bike lanes to some, are not going to keep me or my family safe from the ever-increasing distracted driver. If we add bike lanes, we would need them protected. Let's role model this progressive, sustainable model here. An excellent example of this is shown by a project in Fort Collins, CO: https://www.fcgov.com/bicycling/west-mulberry-street-improvements. A poor example of this is shown by the replacement of the Swing Bridge in Surf City, NC. I can't find a link, but they protected the pedestrian lanes, but put the cyclists on the road with the drivers, and the cyclists never use it. It doesn't feel safe! They should have protected cyclists AND pedestrians/runners/those with strollers, etc. , and I appreciate you collaborating with the locals. If you're looking to build and support the health and vitality of a community, one must invest.</p> <p>I think a roundabout is a great idea, but will it solve the problem? As someone who has lived for years in Europe and Australia, roundabouts function differently here in the United States. I think they are great, but will it solve the problem? Are there other ways, perhaps in addition, where we can mitigate the increased traffic (and not those flashing speedometers, etc. as it only seems to make people go faster to see how fast their going).</p> <p>Let's think about life without a car. How do you get places? How can you promote your health and the time spent bonding on a walk, run, or bike ride together.</p> <p>Also, are you aware we're building an (Lewis Gale perhaps) Urgent Care alongside a Chick-Fil-A? The lines to the infamous restaurant already cause delays on 460. Are people thinking about how to address this potential concern. Just wanted to vocalize it here. That and the development building on King Street. That road is also used as a cut-through, and I can see it becoming even worse as time goes on and more people move here.</p> <p>Thank you for taking the time to collaborate a build a better future together. I'm beyond grateful for the opportunity to provide feedback.</p> | Agree | Strongly agree |
| Carson Road | Definitely Option1 w/a new park. | Strongly agree | Strongly agree |
| Carson Road | Option 1 would be better | Strongly agree | Strongly agree |
| Carson Road | Absolutely love this idea! | Strongly agree | Strongly agree |
| East Ruritan to Walmart | Has potential. | Strongly agree | Agree |
| East Ruritan to Walmart | I believe there is a significant grade change from the Lowes Parking lot to existing Huntridge Rd. - how will this be handled with Road "F"? | Neutral | Neutral |
| East Ruritan to Walmart | All options seem great. | Agree | Agree |
| East Ruritan to Walmart | I think all 3 options are good and would be beneficial both for those in the adjacent neighborhood and people wanting to get to the shopping center without getting on 460. | Agree | Agree |

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| East Ruritan to Walmart | good | Agree | Strongly agree |
| East Ruritan to Walmart | This road will go right by my back yard, of course I don't want it! | Agree | Strongly disagree |
| East Ruritan to Walmart | I purchased this house two years ago knowing that nobody could build on the empty lot beside my house because of land issues. I really do not want a road going directly beside my house please reconsider. huntridge rd is busy enough we do not need more traffic coming from Lowe's or Walmart or Applebee's or sonic it would make it very dangerous for the children on the street. If you're not aware A lot of people speed up and down this road, | Strongly agree | Strongly disagree |
| East Ruritan to Walmart | I believe the way of the map will put more traffic on Huntridge Rd . We have enough traffic now . This includes speeders and accidents. Cars going up and down do not go 25 MPH. They come down Huntridge knocking over mailboxes, spinning around and going down the culvert, flipping upside down and hitting the main electrical box (this had to be replaced) and hitting the floor porch of neighbor.NO MORE traffic is needed. Build a bridge over Huntridge Rd with no turns to connect another 1000 families from East and West Ruritan to come thur the neighborhood. | Neutral | Strongly disagree |
| East Ruritan to Walmart | I do not agree with this proposal, we have enough traffic on Huntridge Rd has it is, we don't need anymore. I think what needs to be done is to have a stop light put in. you have stop lights at CVS and then again at Kroger why can there not be one put at the Huntridge subdivision. | Neutral | Strongly disagree |
| East Ruritan to Walmart | <p>This is not the smartest plan that the county has had.</p> <p>The neighborhood know why the county is proposing. No one will buy the property because there is no access to it. The county is just after the tax revenue from the future businesses. This neighborhood is the largest in Roanoke yet the county wants to add more traffic to it. There is already a problem with traffic in this neighborhood and you very rarely see an officer drive by. I cannot think of the last time radar was set up.</p> <p>Huntridge Road is basically a drag strip. Under the county plan who will have to stop where the roads intersect on Huntridge Road?</p> <p>What is the plans for the piece of property behind the Lewis Gale Clinic? There is an underground well and a required storm runoff pond for the clinic.</p> <p>The county plan is to run traffic into the Lowes parking lot. Will tractor trailers be able to use this road? If not what is the plan to enforce it ? Some days you have to multiple lights to get out on 460. That will be a major backup in the parking lot.</p> <p>Another part of the plan is to block the median on 460 where you can't turn left on 460 and head west. the county plan is to have to turn right and make a U turn at Country Corner or at Carson Rd. Talk about unsafe. There are more accidents at those two crossovers that the one at Hunt Ridge Road. The best idea would be put up a traffic light. I wouldn't be any closer between a light at Huntridge Road than it is between West Ruritan Road and the light at Krogers.</p> <p>I surely the county rethinks this idea and scraps it. It will just be more headaches and troubles for this area.</p> | Disagree | Strongly disagree |

| Transportation Area Name | Comment | The information presented on the website was clear and easy to understand. | Please indicate your level of support for the transportation improvement area. |
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| East Ruritan to Walmart | as a home owner on 5300 Setter Road, the propose road runs right by my house, which will no doubt increase traffic and decrease the quality of living | Neutral | Strongly disagree |
| East Ruritan to Walmart | We are highly concerned as to the use of U turns to allow us to go east from East Ruritan Road by U turning at Carson Road or for those coming out of Bonsack Road to U turn in front of Country Corner. 50 more houses are to be built at the back of Wedgewood starting in June and bringing 50-100 more vehicles in and out of East Ruritan. U turns will be causing cars to slow down and the turning lanes are fairly short for such a large number of vehicles. Country Corner median does not even have a turning lane. The police do not slow down the traffic, speed limits do not slow them down but a stop light at East Ruritan would stop the cars speeding from Walmart stop light and also from Kroger stop light. I know you are only concerned with traffic flow on 460 but way too many people live in these neighbors to safely get in or out and the wrecks at both Kroger's and Country Corner have proven that, and wrecks slow down the flow of traffic more than stop lights. | Agree | Neutral |
| East Ruritan to Walmart | <p>As a property owner living on Setter Road, I have a number of questions that were addressed on the map. First, how close to my residence will the road run? Will there be a physical barrier or wall between residential and commercial properties? How will the road impact property values and restate taxes? I am retired and on a fix income.</p> <p>Secondly, the proposed land use is a buffer between 460 and my street. How will the addition of this road and subsequent land use impact the noise levels in my neighborhood? Currently, the area is exceedingly quite. Who will be responsible for cleaning up the trash and inevitable debris that will collect?</p> <p>Third, was an environmental impact conducted? Currently, this area is a natural habit for numerous species of animals including red fox, owls, possums, squirrels, skunk, rabbits, hawk, raccoon and of course deer.</p> <p>Fourth, for what purpose will the land be used? If commercial, residential neighborhoods need to be protected from environmental, noise and light pollution.</p> | Strongly disagree | Strongly disagree |
| East Ruritan to Walmart | First of all, Britaney is narrow and not suitable for heavy traffic. To widen road, you will have cut into my yard as well as my neighbors. This could case my property to decline. A large number of my neighbors are retirees. We do not need heavy traffic up and down our streets. Widen 460 for excess traffic as it should have been done years ago. By doing this you are not solving the congestion of traffic you are just funneling the traffic into neighborhoods. You would not want this traffic in front of your home. Who ever came up with this idea should be ashamed of themselves. | Disagree | Strongly disagree |

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| East Ruritan to Walmart | Overall, I'm all for increasing route options that keep traffic off of Challenger Ave. This route would not specifically impact me as I don't live in that direct area, but it is a route that I would use (specifically Option F from E Ruritan to Lowes) should it be built. | Agree | Agree |
| East Ruritan to Walmart | These are quiet neighborhoods. I don't suggest ruining that by adding roads to peoples property. | Neutral | Strongly disagree |
| East Ruritan to Walmart | Use 460. | Neutral | Strongly disagree |
| East Ruritan to Walmart | Dumb idea. | Strongly disagree | Strongly disagree |
| East Ruritan to Walmart | Who in their right mind would think of this? | Strongly disagree | Strongly disagree |
| East Ruritan to Walmart | BAD IDEA!!!!!!!!!!!!!! | Neutral | Strongly disagree |
| East Ruritan to Walmart | I have lived on Setter Rd for 37 years. It is a peaceful neighbor hood. The road you propose will not help the residents in Huntridge. It just makes more traffic in and out and people coming down our streets. It is already hard to get out with just the people in our neighborhood. Not to mention road noise when you tear down the wooded area behind our houses. And if you build any businesses there it will take away from the value of our homes. This is a nightmare waiting to happen. This will not alleviate 460 traffic. | Disagree | Strongly disagree |
| East Ruritan to Walmart | I have lived in Huntridge for 30 years. One of the things we love about the area is the relaxed atmosphere, which this road will destroy. The area under consideration provides a buffer from the noise and traffic of US 460, as well as being a haven for many types of wildlife. It is unconscionable that this will be devastated just so someone could build something else here. We do not need any more car washes, grocery stores, gas stations, convenience stores, restaurants (fast food or otherwise), coffee shops, banks, medical centers or strip malls. My family and I deeply oppose this disastrous project. This will turn backyards and side streets into thoroughfares without decreasing the traffic on 460 one iota. I see no benefit to the residents of this neighborhood from this project, and calling it an "improvement" is almost insulting. Once again, I go on record in the strongest terms possible as saying I oppose this project. | Agree | Strongly disagree |

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| East Ruritan to Walmart | <p>I have reviewed the all the plans provided. While I'm interested in all, my main concern is this new road that crosses over Huntridge Rd. I've lived on Huntridge since the neighborhood was just five streets. When we purchased we were told all that could be built behind us was apartments or townhomes. They opened our nice little subdivision to the Orchards and the developments kept growing. We are the largest neighborhood in Roanoke with a portion being in Botetourt Co. The traffic on our street is ridiculous. We have constant issues with speeding and numerous wrecks. The first three homes on the right as you enter the neighbor hood are especially susceptible to the traffic issues. Our house has been hit twice, my neighbors house to left has been hit. Our decorative borders to our driveways have been destroyed numerous times. We have had cars roll over in our yard, catch fire, destroy the utility boxes, damage property, and the list goes on. We have replaced our mailbox so many times we used to keep a spare in the garage. When the county change the zoning and decided to allow Walmart amd Lowes to build, the people of the area filled Bonsack Baptist withstanding room area saying NO. But we were told it was a done deal. On our part, the three neighbors, it's been a nightmare. It's been a battle with noise, lights, tractor trailers idling overnight, dumpster trash pick ups, etc... As of today, we are still battling the light issue that shines in our house all night long!! The county did not give us a buffer zone. Now you want to connect another huge neighborhood and give them access to our neighborhood roads. Our neighborhood will be used as the route to 604 (alt.220) so all that traffic will be funneled through Huntridge Rd.. On the reverse, this will be a way to bypass the intersection at 604/ 460 and become a through way for 604 traffic. Along with the depreciation of value to every home you place this new road next too. The additional volume of traffic in the neighborhoods of Huntridge, The Orchards, etc. I'm tired of our neighbor hood being sacrificed. A more viable and long-term solution would be to widen 460 to three lanes all the way to the intersection of 604/460 or beyond. The current plan looks like very disruptive, short term, and expensive fix. I would expect better.</p> | Neutral | Strongly disagree |
| East Ruritan to Walmart | <p>People are not going to Walmart & Lowes when the congestion is at its worse, they are going to work! If I wanted to live on a road like Huntridge I would have bought there.</p> <p>Your proposal is one of desperation and to say you are doing something which this one proposal will do nothing to solved the counties problem. If this goes through I will move but it want be Roanoke County and I'm sure I am not the only one. For this proposal why don"t you just come thru Plantation Grove from East Ruritan. Less road to build, I know of several ways to cut thru there, why was that not looked at?????</p> | Agree | Strongly disagree |

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| East Ruritan to Walmart | <p>There is no need to apologize to the Ruritan neighborhood for the abysmal traffic situation you have caused with Chick Fil A and the Emergency Room that isn't even open, by punishing the Huntrdige/Setter Road people who have all been there long before Walmart existed. Instead of spending my tax dollars on a road that will do no good, why don't you instead add a traffic light somewhere. There is no need for you to add a road behind the house I grew up in, or add one beside my mother's house connecting to Setter Rd. This is just ridiculous.</p> | Neutral | Strongly disagree |
| East Ruritan to Walmart | <p>I strongly object to the construction of this road. I really do not understand how this is going to alleviate any traffic congestion problems on Route 460. If you want to cut down on traffic, STOP DEVELOPING THE LAND ALONG ROUTE 460! More development will bring more traffic. I feel that the construction of this road will diminish the quality of life I enjoy in Roanoke County. I live on Setter Road (have lived here for 30 years) in the Huntridge subdivision. The land that you plan on destroying to construct this road is a forested parcel which provides a natural buffer to the noise of the traffic on Route 460. This land is also a habitat for many wild creatures which have been pushed from their habitats again and again as the development has marched up Route 460. This parcel is one of only a few remaining forested areas along 460. LET IT BE!</p> <p>I also worry about the increased traffic this proposed road will bring into my neighborhood. One section of the road (Section D) leads right into Britaney Rd. which is in the heart of our subdivision. The F Section of the road crosses Huntridge Rd. on its way to Lowe's parking lot. Huntridge Rd. is a very bust thoroughfare--the main road into the subdivision. The last thing Huntridge Rd. needs is another busy intersection.</p> <p>Let's be honest. The real reason Roanoke County wants a road here is so that a business or businesses can develop that vacant land. If the county provides the road, the potential business will have a much cheaper construction cost. I understand that Roanoke County needs tax revenue to fund our schools and to provide the excellent services we county residents enjoy. We do not need another car wash, bank, gas station, convenience store, grocery store, big box store, etc. We moved here because it is county--not city. Please allow us to maintain the wonderful quality of life we now enjoy in our Roanoke County!</p> | Agree | Strongly disagree |
| East Ruritan to Walmart | <p>My Wife and I have lived here since 1985 and loved every minute. Now we are going to have to live with a road running virtually through our back yard. This is going to a disaster for not only me, but all the residents on Setter Road. If the traffic wasn't bad enough already, now you're trying to make it more congested, to say nothing of the extra noise it will create. This will also ruin our property value after all these years of keeping our property in extra nice shape. This is ridiculous and should be stopped before it creates some of the biggest messes and and problems this beautiful area has ever known. FIND ANOTHER WAY!!!!</p> | Agree | Strongly disagree |

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| East Ruritan to Walmart | No reason for this. When Walmart and Lowes moved in, access via Huntridge was a hard no. And access to Setter Rd would destroy the value of the two homes it would run between, increase traffic for the whole neighborhood. Poor planning on your part should not result in wrecking our neighborhoods. | Strongly disagree | Strongly disagree |
| East Ruritan to Walmart | This should not be done. You will allow people to drive 40 miles an hour where our kids play and get school bus. | Neutral | Strongly disagree |
| East Ruritan to Walmart | This will not help eliminate the problem with traffic on 460. The traffic to the Walmart is not just from the neighborhood. Many of the people who visit the area are not from this neighborhood. Many people walk their dogs through this area and children ride their bikes. The extra traffic will impede our way of life. Please consider alternatives as this will have a huge effect on our neighborhood and minimal effect on the problem with 460. | Neutral | Strongly disagree |
| East Ruritan to Walmart | <p>The need for traffic improvements along the 460 corridor are virtually undeniable. Unfortunately, this entire study is often misguided at best and downright harmful at worst. I will focus on the East Ruritan Road to Walmart route, but this feedback generally applies to the entire study. Here are only a few of myriad issues with the ideas submitted in the proposed transportation improvement study:</p> <ol style="list-style-type: none"> 1) This study addresses the symptoms, NOT the root cause of the problem. As noted in the study purpose, the goal is to “reduce congestion and improve safety.” Hence, the root cause is too much vehicular traffic, with insufficient infrastructure on 460 to handle the traffic volume. This study - particularly the E. Ruritan Rd. to Walmart route - does not address increasing infrastructure capacity on 460. 2) Fails to reduce traffic in a meaningful way. Most of this study diverts traffic into residential subdivisions. Traffic going to Roanoke via 460 through Bonsack (e.g., people that do not live in Bonsack, commercial drivers, and visiting shoppers to Walmart/Lowe’s will still traverse 460 daily. While I do not have exact numbers on hand, I am supremely confident that a majority of drivers fall into this category. Virtually NONE of the study proposals addresses this in a meaningful way. 3) Will REDUCE safety of Residents and Drivers, not enhance it. This study - particularly the E. Ruritan Rd. to Walmart route – will make the residential area less safe. This is contradictory to the stated project purpose. Adding a new road that invites additional through traffic adds proportionally more traffic volume than the current daily average for Huntridge and the neighboring area. Many of these roads are narrow and not built to handle much traffic. In fact, some roads are so narrow that two cars can’t easily pass each other without one pulling over to the grass. The volume that the County aspires to divert with this project cannot be handled by many of the neighborhood roads. Currently there are more walkers and dogs on some of these roads than cars. 4) Detrimental to Local Wildlife. This proposal would jeopardize the safety of drivers and wildlife by increasing the likelihood of deer/vehicular collisions. Due to close proximity to the Reed Mountain Preserve, many types of wildlife have migratory patterns they use daily that run through the E. Ruritan Rd. to Walmart route. This will destroy habitats, as well as endanger drivers’ property and lives by introducing increased vehicular traffic to areas with a large number of deer and other wildlife - even bears - that live at and commute around the Reed Mountain Preserve. Hence, this proposal fails to enhance public safety by endangering wildlife and putting driver lives and property at risk. 5) Decreases Quality of Life. With more vehicular traffic purposefully diverted into a quiet residential subdivision will dramatically decrease the ability of people to jog through the neighborhood, walk dogs, let kids play, ride bikes, and more. These are the things that made people want to move into the Bonsack area. This proposal does NOT add value to quality of life. 6) Roanoke County Policies made the traffic and safety problems WORSE yet provided few solutions. Despite the knowledge that zoning and economic development policies would likely increase traffic, there were few recommendations over the years to address the anticipated activity over time. 7) This proposed study spreads misery, as opposed to solving the problem. Another example of Roanoke County policies creating problems is seen in the Chik-fil-a and upcoming Lewis Gale Emergency Room intersection. That traffic has been a massive problem to the citizens around Ruritan Rd. Local planning decisions did immense harm to the 460 area and was a massive blow to the quality of life for Ruritan Rd. area residents. Both of these institutions are a HUGE benefit for the County in many ways. Unfortunately, both entities were poorly located due to inadequate planning. Both entities should have been built here, but in different locations. To address the self-inflicted wound of traffic bottlenecks, the County wants to spread similar misery into Huntridge by providing Ruritan Rd. area residents access to Walmart. Sounds great in theory but will fail in practice. The socio-economic demographics for Walmart shoppers do not align with the demographics for Ruritan Rd. and Huntridge residents. Do residents shop there? Of course. Often enough to have a statistically significant impact on 460 traffic? No! Instead, the proposed route will add traffic to a residential area enough to decrease quality of life, reduce public safety, and negatively impact wildlife, but NOT enough to significantly reduce vehicular traffic congestion along 460. <p>In conclusion, I applaud Roanoke County taking steps to “reduce congestion and improve safety” along the 460 corridor and am happy to work with the County to be part of the solution.</p> | Strongly agree | Strongly disagree |

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| East Ruritan to Walmart | <p>First of all, I have been "kicked off" this attempt to give feedback several times by my own iPad so I hope I can get this typed within 15 minutes as it is now 11:45 PM on May 31 and I realize that midnight is the deadline. If late, Please consider that I am not the most technology savvy person!</p> <p>I totally disagree with this plan that you have to disrupt our entire quiet neighborhood of Huntridge. Just because you all disrupted the West Ruritan neighborhood traffic flow and future noise levels when the new LGH ER opens should not mean that they have to disrupt ours. We have a standalone LewisGale clinic at the entrance to Huntridge and we have an urgent care facility in the nearby Valley Gateway strip mall. We also have ambulance service and paramedic services from the Station 12 Botetourt County Fire Department on Route 604. They are easily readily available to this neighborhood within a matter of minutes. Trust me, I am well aware of this because I've had to use their services several times as have several of my neighbors. I believe that we are pretty well covered for emergency services. A Neighborhood is NOT the place for an ER with noisy ambulances coming in and out 24 hours a day!! Perhaps, in retrospect, you may now see that these problems with the West Ruritan area could've been avoided. You already have an LGH ER at Tanglewood but that did not involve being part of a subdivision area. You had already allowed a Chick-fil-A to be built on the opposite corner which causes many traffic issues at busy times of the day. Again, this has terribly inconvenienced residents of the West Ruritan area. When I think of where our other Chick-fil-A restaurants are in the Roanoke Valley, I believe you find them in business/retail areas. It appears to me that you're addressing some of the symptoms rather than the root cause of the situation. There are more cars and there will continue to be more cars as time goes on.</p> <p>I fail to see where it may be a little more difficult for some of these county residents to get to the Bonsack Walmart should be a reason to disrupt existing neighborhoods and spend a lot more money generated by our county taxes. The majority of the Bonsack Walmart shoppers are probably not even from the Huntridge or the East and West Ruritan subdivisions but from Botetourt County, Montvale, Blue Ridge, Stewartsville and Vinton areas. So are you simply trying to appease them because you've totally disrupted their quiet neighborhood and, at the same time, totally disrupt another quiet neighborhood and spend millions of our tax revenues doing so?? Not very good planning in my eyes!!</p> <p>We designed and built our "dream house" on Britaney Road and moved here in December, 1984. We raised three children here. They all received excellent educations in Roanoke County schools and graduated from William Byrd. Two of them live out of state due to their jobs and one lives here in Roanoke County. I wouldn't want to live in any other part of the Roanoke Valley. And now you say you want to make Britaney Road a major thoroughfare To make it easier for some people to shop at Walmart? That makes no sense whatsoever!! You're going to spend millions of dollars developing a piece of wooded and hilly piece of land behind our neighbors' homes that will destroy a natural sound barrier from 460?? None of these actions show any sense of responsibility to the residents of this neighborhood!! Our streets are narrow and certainly not equipped for heavy traffic. We have children and grandchildren who play in the neighborhood and this would certainly endanger their lives.</p> <p>I don't believe that you would find anyone in the Roanoke Valley and even nearby Bedford County who would deny that route 460 E. need to be wider!! Unfortunately, there are very few areas in which this can be done because businesses are so close to the road. Perhaps it would be possible to add some turn lanes to replace some of the medians (and some of the local vagrants begging for money!)</p> <p>Please go back to the drawing board and put some more heads together and see if you can come up with some better ideas than these. We should be able to have a voice in how our tax dollars are spent. We should not be at the mercy of some folks who have listened to some complaints from a neighborhood whose lives have been adversely affected by some decisions of the Board of Supervisors who, in turn, decide to ruin a nearby subdivision!! ALL SO SOME FOLKS CAN SHOP AT WALMART????? RIGHT !!! WHO ARE YOU KIDDING??? It seems like it would be simpler to just put another traffic light at East Ruritan Road. What's one more between Walmart and Chick-fil-A? This would not be nearly as expensive as the plan you all are considering!</p> <p>Thank you for your time. I realize I got this at a little late but I hope it does not fall onto deaf ears. ☹</p> | Disagree | Strongly disagree |
| East Ruritan to Walmart | I do not understand why you would want to take this quiet, family friendly neighbor and reroute traffic through it just to make it easier to get to Walmart. Shame on you! | Neutral | Strongly disagree |
| East Ruritan to Walmart | Love the approach. I also notice more controlled crossover which would really help. | Strongly agree | Strongly agree |
| East Ruritan to Walmart | Love this change. | Agree | Strongly agree |
| Future Land Use Opportunities | Do not support Core on 460 where Transition now exists. | Agree | Neutral |
| Future Land Use Opportunities | Good | Agree | Strongly agree |
| Future Land Use Opportunities | ADA rest stops must be added, and new property managers must be encouraged to accept Section 8 so that people with disabilities have equal opportunities for housing. | Agree | Neutral |

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| Future Land Use Opportunities | I love bringing more business to Bonsack. But please, please, please WIDEN 460 before you do ANY of this other stuff. The traffic is horrible as it is. Trying to get to Vinton or 581 is a nightmare. Cut-throughs in neighborhoods, bike lanes, and restrictive barriers to prevent left hand turns at intersections are not going to fix the current problem, much less the problem of additional traffic with additional businesses. Rather than a 4 lane road, please make it a 6 (or even plan for farther in the future and make it an 8) lane road before you bring more houses and more business. | Disagree | Neutral |
| Future Land Use Opportunities | This corridor has issues, alot due to poor planning in years past. And am glad it is being looked at. But if the issue is traffic, this will not fix the issues. If you restrict left hand turns from side roads, the people will go up and make uturns which will cause more crashes. If safety is the idea for any 4 lane highway first thing that is needed it to prohibit left hand turns unless there is a deceleration lane in place. Second if traffic lights are close together, synchronize the traffic lights. This area the signage at the Walmart/Lowes area which would help people that think they are turning onto Alt 220 and then jump back out onto the left lane causing crashes. US 460 west bound before you reach Alt 220 needs to be graded down several feet to give a better line of sight to the light. Alt 220 to west 460 needs a light not a yield sign, people are looking back over their shoulders to see if they can pull out and as soon as they do the light at Walmart is red, another crash. Country Corner store parking lot which has people backing out into the traffic is a major issue and the cars using that crossover. VDOT needs to finish the Alt 220 that was build many decades ago with the idea of taking this to 220 south below Clearbrook. Which would help the traffic thru the city. It is sad the last road project in Roanoke was Peters creek road extention and even that project wasnt completed as they promised. | Agree | Disagree |

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| Future Land Use Opportunities | <p>I strongly disagree with your plan for future land use opportunities. I live on Setter Road in the Huntridge subdivision. The land you have designated for "potential core use" is one of the last natural, forested parcels on the westbound side of Route 460. The land in question provides a natural buffer for the traffic noise from Route 460. One of the things I love about my neighborhood--we have all of the convenience of living close to a main highway without all of the noise. We moved to Roanoke County to get away from the hustle and bustle and development of the city. Now you are planning to take this away from us!</p> <p>I realize that another business or businesses on this vacant parcel would provide more tax revenue to Roanoke County. And I know that tax revenue funds our schools and all of the excellent services we have in Roanoke County. Do we have to develop every empty piece of land to do that? We don't need another car wash, bank, gas station, grocery store, convenience store, restaurant, big box store, etc. I agree that there is a traffic problem on Route 460. However, I don't see how more development is going to solve that problem. I think it will only make traffic worse. My quiet neighborhood will be exposed to all of the noise from Route 460 and all of the heat emanating from the asphalt of new roads and new development. There goes my quality of life! Please reconsider this land use plan. Let's keep Roanoke County a county. Don't try to make it into an urban area!</p> | Neutral | Strongly disagree |
| Future Land Use Opportunities | <p>On the future land use map, I think that Carson Road should be the boundary between Core Land Use and Transitional Land Use. Nothing toward Bedford from Carson Road should be core on the Old Bonsack side of Challenger Ave. I think that the side of Challenger Avenue where Walmart and Lowes are already makes sense to develop more Core businesses. I would like to see more good restaurants! Chick-Fil-A has been incredibly popular since its opening. However, I live in Little Tree Acres and am completely opposed to any Core Land Use along Bonsack Road. Little Tree Acres and Old Bonsack are quiet, residential places with very low traffic. Land values and quality of life would be greatly diminished in Little Tree Acres and Old Bonsack if Core Land Use came in! Little Tree Acres is a wonderful and unique residential neighborhood. Core land use is completely out of character near it. Thank you.</p> | Agree | Disagree |
| Future Land Use Opportunities | <p>This involves my house and I'm just now finding out about this. I would have more to say but today is the last day for the survey and I haven't had a chance to look in more detail.</p> | Neutral | Strongly disagree |
| Future Land Use Opportunities | <p>What ever is finally decided on needs to be both viable for transportation, the community and also have a boost to the economic outlook of the area. Additionally, these surveys are very informative, not only for you, but for the community to voice opinions and ideas. lastly, while any improvement is good to challenger (460), could the county do a oak grove like project with the city to improve the entirety of the highway, to accommodate the influx of traffic throughout Roanoke?</p> | Neutral | Neutral |

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| Future Land Use Opportunities | I am a Ro County resident, very interested in good economic development balanced with residential excellence (ie I claim no expertise but live and shop in a great community and have an idea proposal at then end that i think is worth considering). I am not in favor of changing designations from "Transitional" to "Core" east of Carson Rd. Increased commercial development appears detrimental to the benefits of the new intersection plans at 220 Alt/360 which is intended to move traffic more quickly and safely through the area. Additional small business especially along the Bonsack Rd side of 460, without proper deceleration space along the road casues slowdowns and accidents - Country Corner being a good example of a dangerous intersection with numerous accidents with no decel lanes. On the Bonsack side of the road the land is narrow and steep not ideal for development. However, flat land with wider space is possibly available in the Bonsack opposite the Walmart/Lowes traffic light. If VDOT and Ro County connected the traffic light at Walmart/Lowe's across the street into Bonsack the land appears to have more value for commercial development (more tax revenue) w/o the safety issues due to a new traffic light. Note - I'd also consider closing both left turns (West toward Roanoke City) out of Bonsack road onto 460 and force all left hand traffic to the new traffic light a Walmart. Additionally, i'd consider eliminating both current left hand turns from 460 east into Bonsack (crossing 460 west) and force that traffic to use the new add on part of the Walmart/460 traffic light. I'm asking Jason Peters about this tomorrow and he will know more than I but i hope we can improve the area for current residence as well as those moving to and shopping in the Bonsack area. thank you | Agree | Strongly disagree |
| Glade Creek Road Option | The current crossings are very dangerous. My two teenagers were hit by a train and almost killed while trying to cross these tracks. The bridges over the tracks are long over due and should be a top priority for the safety of the people that live is these neighborhoods. | Strongly agree | Strongly agree |
| Greenways and Paths | I strongly prefer Option 1. | Strongly agree | Strongly agree |
| Greenways and Paths | Option 1 seems way more practical. | Agree | Agree |
| Greenways and Paths | Love the idea of a greenway and improved Carson Rd along with better access to shopping and dining | Agree | Strongly agree |
| Greenways and Paths | I can't see the graphics. Make them clickable as .pdf files or some other format that allows viewers to zoom in and see the details. I'm serious. I can't see anything in the graphics. I work on a medium-sized laptop screen. This is a very poorly designed way to obtain citizen feedback. | Strongly disagree | Neutral |
| Greenways and Paths | Option 1 | Agree | Agree |
| Greenways and Paths | Either options would provide a great greenway experience. Option 1 may provide more access from bordering neighborhoods but the two railroad crossings could be problematic. | Agree | Strongly agree |
| Greenways and Paths | Greenways much needed in this area | Neutral | Strongly agree |

| Transportation Area Name | Comment | The information presented on the website was clear and easy to understand. | Please indicate your level of support for the transportation improvement area. |
|--------------------------|--|--|--|
| Greenways and Paths | I live in the Little Tree Acres neighborhood. I lean toward not wanting a greenway in my area at all as it encourages more foot traffic into quiet residential areas. Also, I think that this area is remote enough that safety would be a factor. Women would not want to be walking alone in such a remote area. However, if it had to be built, I definitely prefer OPTION 2 where almost all of the greenway would be on the far (South) side of the railroad tracks away from the yards of most residents. Thank you. | Agree | Disagree |
| Greenways and Paths | I love the train along Bonsack but I'd rather loose the train than add a greenway in my back yard. I'm an avid biker and runner and appreciate all that Ro has done with greenways, However, 1st we are in a rural area of Ro and Bot Counties with less need for green space than most in The Roanoke Valley...put the money elsewhere in the county that needs more greenspace/greenways...second, growing up in a community that added a greenway I've learn of some negative effects like higher crime for homes/robberies along the greenway as well as muggings/rapes... along the greenway. Much of this area is very remote and help from neighbors is not always close by...and the train will mask any noise from anyone breaking into a home or people in distress along the greenway ...before i could support this I'd want to know what Ro County resources will fund our police to keep the area safe. Also - keeping people away from the railroad track is needed for safety. Will a greenway encourage people to hang out along a busy railroad track? No greenway is my vote - if it must happen then put it on far side of the railroad track and consider proper fencing along the greenway to protect children playing along the greenway from the trains and to keep thieves etc out of the Bonsack community.. ☹ | Agree | Strongly disagree |
| Greenways and Paths | Definitely option 1 with the Carson Road park | Strongly agree | Strongly agree |
| Greenways and Paths | Any access to recreation is superb. | Agree | Strongly agree |
| Old Bonsack | As a Planning Commissioner for this area, I've had a number of folks from Little Tree Acres reach out to me about this proposal. In particular, several living along Red Barn Lane. I do believe this plan would significantly disrupt the rural and tranquil nature these folks enjoy and it would create a cut through condition as an alternate to Route 460 congestion. It has been suggested to me to look at extending Old Bonsack Road, as a frontage road of sorts, and connecting to Carson Road. Granted, this would cause some issues with the close proximity of this intersection with Route 460. Nonetheless, I suspect many from this neighborhood will voice their opposition to this approach and I do understand why they would do so. | Agree | Strongly disagree |
| Old Bonsack | There is a need for an optional way to get out of Bonsack. | Agree | Strongly agree |

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| Old Bonsack | I am the owner of red barn lane. I also own land on adjacent to this on the roads your outlined as L and K. These are private roads in a a quiet neighborhood. I own 4 parcels which would be affected by this plan. In creating this roadway you will be disrupting a peaceful private neighborhood community with homes intentionally placed on acreage of land. You would have to run these roads through my and my neighbors yards and remove barns. garages and concrete structures or put the roadway very close to these structures. The benefit of this bypass does not outweigh the disruption and upheaval it will cause, | Neutral | Strongly disagree |
| Old Bonsack | This proposal is extremely intrusive on the owners of the current properties that this plan intends to steal. I fail to see the benefit of destroying the homestead of approximately 10 families for the meager benefit of roughly 40 other properties. I don't believe this will have any real effect in reducing traffic in the studied area. Furthermore, this Bonsack /460 area does not seem to be the treacherous area on Challenger Ave. There seems to be weekly accidents from the Blue Hills intersection to the Valley Gateway light. The Chick-Fil-A intersection is extremely hazardous. Perhaps Timmons group could study how that area affects traffic into Bonsack. Consider eliminating left turns from 460 in a similar fashion to busy New Jersey thoroughfares. | Neutral | Strongly disagree |
| Old Bonsack | Essentially you are wanting to cut our property (5.42 acres) into half. By doing this we will be having to cross a two-lane road cutting through our property to access the other side to mow and maintain the property. As well there are two buildings that we use that again we will have to cross a two-lane road cutting through out property to get to. I'm not sure you have looked at this property or others because just our property and three other neighbors you are cutting the road through are on huge hillsides. So now not only will we have a road cutting through our property, but it will cause run off from where you cut through for the road and cause a huge drop off for us as well. I'm not thinking anyone has even looked at what you're doing other than from the air. I doubt anyone who was on the committee for this idea wouldn't want in their back yard what you're wanting to do to ours and all the neighbors. | Agree | Strongly disagree |
| Old Bonsack | I do not want to see travel being rerouted from 460 to Bonsack Road and Red Barn Lane. My property connects to Red Barn Lane and it is a private road maintained by the residents. The neighborhood is not a thoroughfare. It is a nice neighborhood where people are able to walk and enjoy using golf carts for some residents. Bringing more traffic through this neighborhood is not going to alleviate traffic on 460. A stop light at the end of Bonsack Road would help slow down traffic that speeds through the 45 mph section that goes past WalMart. The big traffic trailers that downshift the hill heading to Walmart need to be slowed down also. | Disagree | Strongly disagree |

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| Old Bonsack | As a resident whose property contacts the existing private road (Red Barn Lane) I am NOT in favor of expanding the road. We do not need additional traffic coming into old Bonsack...we already have drivers bypassing the traffic lights for Lowes/WalMart and the 220 interchange and speeding down Bonsack Rd. The idea of tying Red Barn lane into Carson Rd (which has twists and turns and a one lane bridge) is idiotic to me. The comment made that "residents would be able to sub-divide their property" is equally insulting. The reason we bought property here (26 years ago) was that it gave us some space to enjoy, a quality of life, as opposed to living in a crowded subdivision. Your suggested changes to old Bonsack will NOT alleviate traffic congestion on 460 but will directly impact 22 landowners and the other 72 residents who call this quiet neighborhood home. Please reconsider. | Agree | Strongly disagree |
| Old Bonsack | Much needed road improvements for safe and efficient travel | Agree | Strongly agree |
| Old Bonsack | I live in the Little Tree Acres neighborhood and do NOT want the roads K or L. Please remove K and L. We like that our neighborhood is not very accessible. I do not mind having to go up to the upper intersection to turn left on 460 toward town. That is okay. | Strongly agree | Strongly disagree |
| Old Bonsack | Roads K and L seem like they would be beneficial. | Agree | Agree |
| Old Bonsack | good | Agree | Strongly agree |
| Old Bonsack | The extension of Red Barn Lane through our neighbors' private property to connect to Carson Road is not a good idea for many reasons. Right now, our neighborhood is not a thru area. The roads end up in a dead end or a private road, lending to our neighborhood's safe and calm area for children to play and our enjoyment of a rural environment. Adding the extension of Red Barn Lane through to Carson Road would cause many more vehicles to cruise through our neighborhood and would make it much more unsafe for our kids and would expose our neighborhood to more crime, as it would be much more accessible to the general public. Please do not extend Red Barn Lane through to Carson Road. Thank you | Agree | Strongly disagree |
| Old Bonsack | Please do not bring connect a very busy road (Carson) through the Little Tree Acres neighborhood. Very often cars are using Carson as a time saver to stay off 460 and they speed. As a runner along 460 (Bonsack to Kroger) I have frequently observed drivers "run through" the stop sign entering 460. Speeding drivers coming into Little Tree Acres does not sound like an effective "improvement." Please consider eliminating K and L through Little Tree Acres from the plan. | Agree | Strongly disagree |
| Old Bonsack | Good idea! | Strongly agree | Strongly agree |

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| Old Bonsack | I'm not 100% clear on this potential land use map. We do not want to see more commerce on 460 that will interrupt Old Bonsack. Specifically, there is a neighboring plot of land beside us on Bonsack Rd that is for sale. (we are 4496) with potential 460 frontage. We do not want this to be rezoned as commercial. It would ruin the property value and historic appeal of the neighborhood. I would like more information on these proposed plans. | Strongly disagree | Strongly disagree |
| Old Bonsack | Not sure. Not familiar with this area. | Agree | Neutral |
| Valley Gateway | Cost concerns are a factor. Whom pays ? | Strongly agree | Neutral |
| Valley Gateway | Roads H and G would be helpful in opening opportunities while minimizing the impact on the 460 corridor. | Strongly agree | Strongly agree |
| Valley Gateway | Do it. Please. This plus the Kroger cut through to Carson would be so much more practical. If only Mexico Way wasn't wasted on that church. | Agree | Strongly agree |
| Valley Gateway | I think it is hard to visualize these concepts. I believe that redirecting the traffic off of 460 is a good idea for minimizing congestion but it will just be putting that off onto these new roads. In causing congestion on these offset roads could negatively impact the industrial plants - tractor trailers with high car traffic. | Neutral | Neutral |
| Valley Gateway | Make 460 speed limit through higher like Lynchburg to reduce less traffic that particular area is awful with traffic and not only that make it 3 lane highway instead of two | Agree | Agree |
| Valley Gateway | Love the idea | Strongly agree | Strongly agree |
| Valley Gateway | Has potential. Not sure how much it would help the majority of 460 traffic though. 460 just needs more lanes. | Agree | Agree |