

Corridors of Statewide Significance

North Carolina to West Virginia Corridor – U.S. 220

**Prepared by the West Piedmont Planning District
Commission**

May 2013

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Corridors of Statewide Significance

Corridors of Statewide Significance (CoSS), originally introduced as Multimodal Investment Networks (MINS) in VTrans2025, were conceptualized as corridors in which high-priority multimodal projects would be implemented - as opposed to a single-mode response to mobility issues - and where statewide investment was to be focused. MINS, and presently, CoSS are to accommodate all modes of travel and are comprised of vehicular highways (and parallel roads), rail infrastructure, transit services, airports, and port facilities. Additionally, CoSS must connect regions, states, or major activity centers such as cities or large towns; must accommodate a high travel volume; and must provide a unique function to the state and/or address statewide goals.¹

North Carolina to West Virginia Corridor – U.S. 220



¹ Draft – Virginia’s Corridors of Statewide Significance, Chapter 3. Page 25.

Introduction to the North Carolina to West Virginia Corridor - U.S. 220

The North Carolina to West Virginia Corridor, U.S. 220, within the West Piedmont Planning District, extends from the North Carolina border at the District's southern end to Roanoke County at its northern end. The corridor passes through Henry and Franklin counties, as well as the Town of Ridgeway, the City of Martinsville, the Town of Rocky Mount, and the Town of Boones Mill. This section, and those that follow, present a significant amount of information pertaining to this corridor.

- Parallel roadways adjacent to U.S. 220 are included in addition to the main corridor roadway – ex. U.S. 11 in addition to Interstate 81.²
- U.S. 220 extends from Waverly, New York to Rockingham, North Carolina; the corridor is 680 miles in length and is about 183 miles in length in Virginia.
- The Ferrum Express provides transit service between Ferrum College and downtown Roanoke on Thursdays, Fridays, and Saturdays; stops are also made in Rocky Mount.
- Norfolk Southern Railroad operates rail infrastructure between Roanoke and Martinsville which connects with the Heartland and Crescent corridors in Roanoke.
- Blue Ridge Airport is located a few miles west of the corridor in the West Piedmont Planning District.
- The corridor serves logging interests in the state.³
- The corridor serves as a link between Interstates 81 and 64 for freight and passengers and serves as a shortcut between Roanoke and Clifton Forge.⁴

² Commonwealth of Virginia. Corridors of Statewide Significance An Overview. March 16, 2011. Page 7.

³ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: North Carolina to West Virginia Corridor. March 2010. Pages 1-1 – 2-1.

⁴ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: North Carolina to West Virginia Corridor. March 2010. Page 2-6.

Section 1: Freight



- According to VTrans 2035: *Virginia's Long-Range Multimodal Transportation Plan*, published in March 2010, trucking accounted for 77.4 percent of the tonnage of freight hauled along the North Carolina to West Virginia Corridor, and 22.6 percent was transported by rail service. In terms of value of freight, trucking hauled 99.5 percent and rail only hauled 0.5 percent.⁵
- Regarding origin and destination of freight, 89.2 percent was considered through-transport along the corridor, 3.8 percent was inbound into Virginia, 5.1 percent was outbound from Virginia, and 1.8 percent was internal.
- Freight movement along the corridor is expected to increase, as population along the corridor is expected to increase, along with changes in national and international logistics and industry structure which are anticipated to take place. Increased freight movements will demand adequate road and rail capacity to handle these anticipated increases. The proposed Interstate 73 would likely divert a significant amount of truck traffic from the corridor. Norfolk Southern has no current plan to update its rail facilities along this corridor.⁶

⁵ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: North Carolina to West Virginia Corridor. March 2010. Page 2-2.

⁶ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: North Carolina to West Virginia Corridor. March 2010. Page 2-5.

Section 2: Vehicular Traffic (AADT)



Even when accounting for planned roadway expansions and other planned improvements, by 2035, the highway system is expected to degrade. Therefore, localities and the West Piedmont Planning District Commission must identify the areas of worst degradation and plan for improvements accordingly. If Interstate 73 is constructed, it should take some pressure off of the corridor.

In terms of annual average daily traffic (AADT) along the North Carolina to West Virginia Corridor, the City of Martinsville consisted of about 5 percent of weighted AADT, Henry County accounted for nearly 6 percent, and Franklin County consisted of about 6 percent. Regarding total commercial unit trucks along the corridor, the City of Martinsville comprised about 2 percent, Henry County about 10 percent, and Franklin County comprised between 10 and 11 percent.⁷

⁷ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: North Carolina to West Virginia Corridor. March 2010. Page 2-3.

Tables 2.1 – 2.5 below show the AADT for localities within the West Piedmont Planning District through which the North Carolina to West Virginia Corridor passes. These estimates are based on 2010 data from the Virginia Department of Transportation.

Henry County AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
020335	US	00220	Greensboro Rd	Henry County	3.05	North Carolina State Line	Bus US 220 S, Church St	9800
020334	US	00220	Greensboro Rd	Henry County	0.34	Bus US 220 S, Church St	SCL Ridgeway	10000
020338	US	00220	Greensboro Rd	Town of Ridgeway	0.36	SCL Ridgeway	SR 87 Morehead Ave	10000
020349	US	00220	Greensboro Rd	Town of Ridgeway	0.58	SR 87 Morehead Ave	NCL Ridgeway	19000
020463	US	00220	Greensboro Rd	Henry County	0.03	NCL Ridgeway	Bus US 220 N, Main St	19000
020333	US	00220	Greensboro Rd	Henry County	2.40	Bus US 220 N, Main St	Bus US 220 S, Greensboro Rd	19000
020332	US	00220	William F Stone Hwy	Henry County	3.49	Bus US 220 S, Greensboro Rd	US 58; Bus US 58 A L Philpott Hwy	16000
020331	US	00220	William F Stone Hwy	Henry County	4.00	US 58; Bus US 58 A L Philpott Hwy	44-609 Dillons Fork Rd	16000
020131	US	00220	William F Stone Hwy	Henry County	3.22	44-609 Dillons Fork Rd	SR 57 Appalachian Dr	14000
020310	US	00220	William F Stone Hwy	Henry County	0.77	SR 57 Appalachian Dr	SR 57 Fairystone Pkwy; Bus US 220 Virginia Ave	16000
020330	US	00220	Virginia Ave	Henry County	1.98	SR 57 Fairystone Pkwy; Bus US 220 Virginia Ave	44-669 Murry Hill Lane	16000
020329	US	00220	Virginia Ave	Henry County	3.84	44-669 Murry Hill Lane	Franklin County Line	15000

Table 2.1: Annual Average Daily Traffic in Henry County

Martinsville City AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
651836	US	00220	Memorial Blvd	City of Martinsville	0.71	SCL Martinsville	Starling Ave	21000
651835	US	00220	Memorial Blvd	City of Martinsville	0.25	Starling Avenue	Broad Street	16000
651832	US	00220	Memorial Blvd	City of Martinsville	0.85	Broad Street	Fayette Street	12000
651830	US	00220	Memorial Blvd	City of Martinsville	0.65	Fayette Street	NCL Martinsville	14000

Table 2.2: Annual Average Daily Traffic in the City of Martinsville

Table 2.1 shows the highest AADT along the North Carolina to West Virginia Corridor in Henry County to be located from Ridgeway, in the area of Morehead Avenue (VA 87), to about 3 miles north along the corridor, along three different sections of Greensboro Road (U.S. 220); the AADT recorded for all three sections was 19,000 vehicles per day. The second-highest AADT recorded along the corridor in Henry County, 16,000 vehicles per day, was recorded in several different locations. The first two locations extended from Greensboro Road (U.S. 220) north of Ridgeway to the intersection with U.S. 58, then from U.S. 58 north to Dillons Fork Road (VA 609). The second portion of this corridor within the county that exhibited an AADT of 16,000 vehicles per day extended from the corridor’s intersection with Appalachian Drive (VA 57) north to Murry Hill Lane (VA 669); this segment of the corridor was also divided into two sections.

Within the City of Martinsville, as shown on Table 2.2, the highest AADT was 21,000 vehicles per day and was recorded between the southern Corporate Limit of Martinsville and Starling Avenue. The second-highest AADT in Martinsville, 16,000 vehicles per day, was recorded between Starling Avenue and Broad Street.

Franklin County AADT								
Link ID	Route Prefix	Route Number	Route Alias	Physical Jurisdiction	Link Length	Start Label	End Label	AAADT
020290	US	00220	Virgil H Goode Hwy	Franklin County	1.90	Henry County Line	33-605 Henry Rd	15000
020289	US	00220	Virgil H Goode Hwy	Franklin County	3.96	33-605 Henry Rd	33-718 McNeil Mill Rd	14000
020288	US	00220	Virgil H Goode Hwy	Franklin County	6.70	33-718 McNeil Mill Rd	BUS US 220 S of Rocky Mount	15000
020287	US	00220		Franklin County	2.62	BUS US 220 S of Rocky Mount	SCL Rocky Mount	17000
020450	US	00220		Town of Rocky Mount	0.56	SCL Rocky Mount	SR 40	17000
020286	US	00220		Town of Rocky Mount	1.35	SR 40	BUS US 220 N of Rocky Mount	21000
020160	US	00220		Town of Rocky Mount	0.30	BUS US 220 N of Rocky Mount	NCL Rocky Mount	24000
020159	US	00220		Franklin County	3.43	NCL Rocky Mount	33-697 SOUTH	24000
020493	US	00220	Virgil H Goode Hwy	Franklin County	3.97	33-697 S Wirtz Rd	SCL Boones Mill	21000
020285	US	00220		Town of Boones Mill	1.32	SCL Boones Mill	NCL Boones Mill	24000
020157	US	00220		Franklin County	1.17	NCL Boones Mill	33-613 Naff Rd	26000
020284	US	00220	Franklin Rd; Virgil H Goode Hwy	Franklin County	0.37	33-613 Naff Rd	Roanoke County Line	25000

Table 2.3: Annual Average Daily Traffic in Franklin County

Rocky Mount AADT							
Link ID	Route Prefix	Route Number	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
020450	US	00220	Town of Rocky Mount	0.56	SCL Rocky Mount	SR 40	17000
020286	US	00220	Town of Rocky Mount	1.35	SR 40	BUS US 220 N of Rocky Mount	21000
020160	US	00220	Town of Rocky Mount	0.30	BUS US 220 N of Rocky Mount	NCL Rocky Mount	24000

Table 2.4: Annual Average Daily Traffic in Town of Rocky Mount

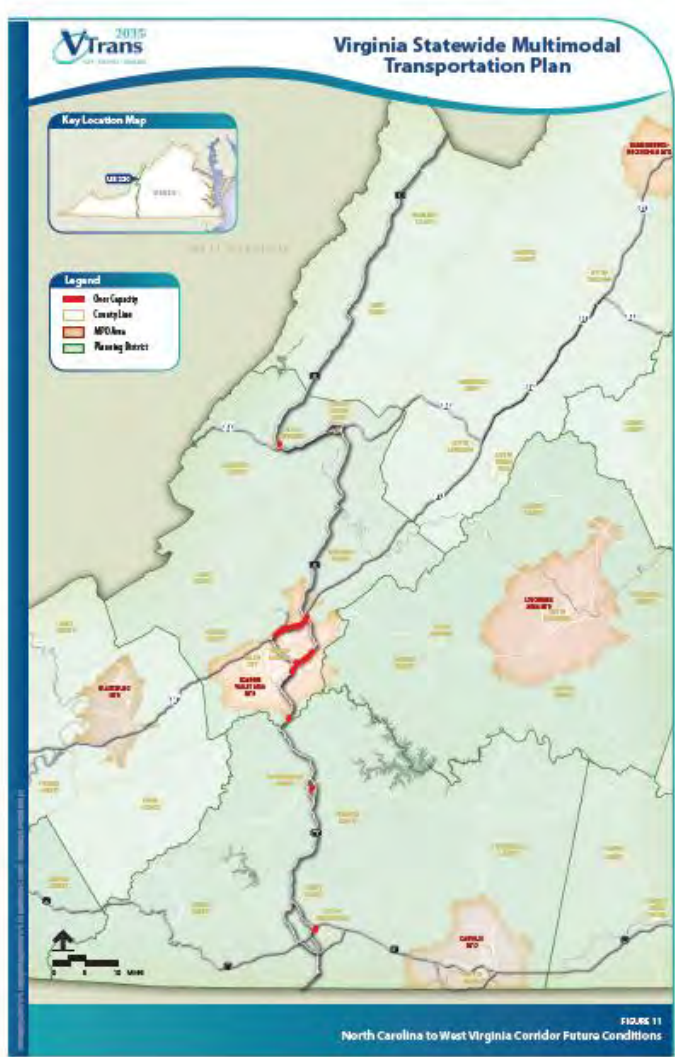
Boones Mill AADT							
Link ID	Route Prefix	Route Number	Physical Jurisdiction	Link Length	Start Label	End Label	AADT
020285	US	00220	Town of Boones Mill	1.32	SCL Boones Mill	NCL Boones Mill	24000

Figure 2.5: Annual Average Daily Traffic in Town of Boones Mill

Tables 2.3, 2.4, and 2.5 provide AADT for various segments of the North Carolina to West Virginia Corridor in Franklin County, Rocky Mount, and Boones Mill. In Franklin County, the segment which had the highest AADT, at 26,000 vehicles per day, extended from the northern Corporate Limit of Boones Mill north to Naff Road (VA 613). The second highest AADT recorded in the county, 25,000 vehicles per day, occurred from Naff Road (VA 613) north to the Roanoke County Line. Another section of the corridor which experienced relatively high levels of AADT included U.S. 220 Business north of Rocky Mount, extending north to Wirtz Road (VA 697) (two sections, as articulated by Tables 2.3 and 2.4), which was recorded at 24,000 vehicles per day (for both sections). Table 2.5 shows AADT for U.S. 220 within the Town of Boones Mill from its southern Corporate Limit to its northern Corporate Limit. The AADT for this corridor segment was 24,000 vehicles per day.

Figure 2.1 illustrates sections of anticipated traffic overcapacity along the North Carolina to West Virginia Corridor. In the West Piedmont Planning District, two areas of potential problems have been identified. The first is located at the junction of U.S. 220 Business and U.S. 58 (Memorial Boulevard South) in the City of Martinsville. The second is located in the Town of Rocky Mount in the vicinity of U.S. 220 Business (Main Street) and Pell Avenue and Franklin Street (VA 40).

Figure 2.1:
Map
highlighting
anticipated
areas of
congestion
along the
North Carolina
to West
Virginia
Corridor – U.S.
220



In terms of accidents along the North Carolina to West Virginia Corridor within the region, the greatest concentration of accidents was in northern Franklin County, between Roanoke County and Rocky Mount. There was a total of five high-crash locations at regular intervals along this segment of the corridor. Also in Franklin County, another high-crash location was U.S. 220 about midway between the Henry County Line and the Town of Rocky Mount. In Henry County, one accident trouble spot was U.S. 220 in the vicinity of Oak Level. Another area of concern was the corridor’s junction with U.S. 220 Business (Virginia Avenue) at Bassett Forks. Further south in Henry County, high-crash locations included the U.S. 220 Bypass at its junction with U.S. 58 west of Martinsville and the junction of the corridor with the U.S. 58 Bypass south of Martinsville. A cluster of two high-crash locations along the corridor was located just north of the North Carolina State Line, south of the Town of Ridgeway. Many localities have identified crossovers, the large number of driveways and entrances, lack of turn lanes, and general lack of access management as sources of safety concerns. Figure 2.2 illustrates high crash locations

along the corridor. Additionally, the mountainous and curvy nature of U.S. 220 contributes to the likelihood of vehicular crashes.⁸

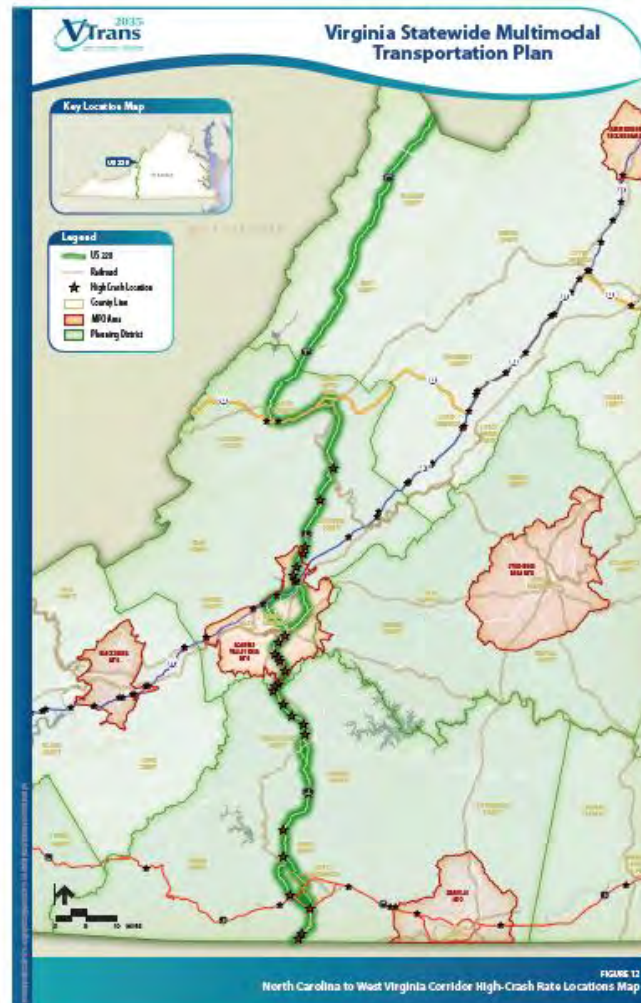


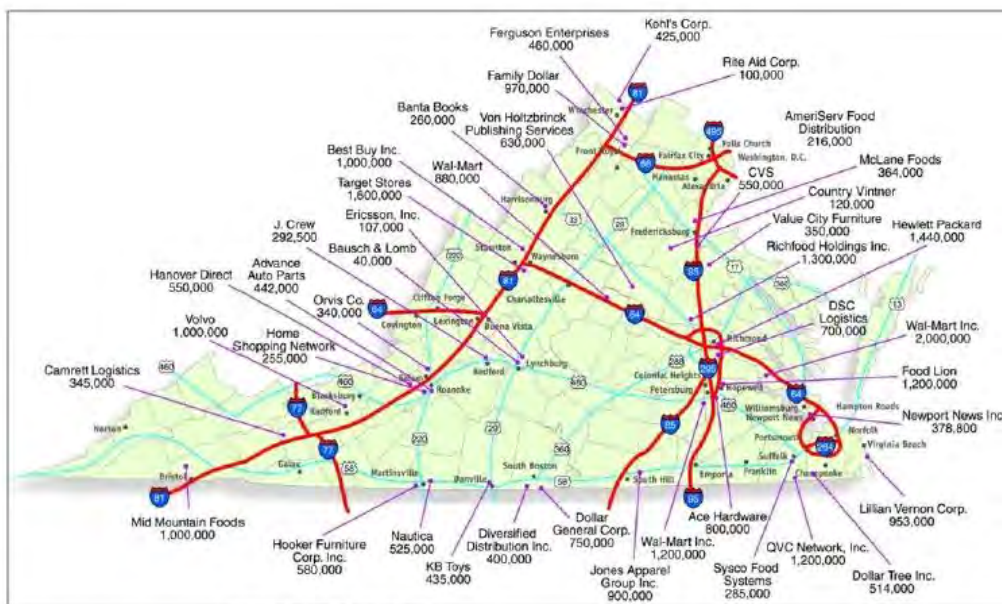
Figure 2.2: Map highlighting high-crash locations along the North Carolina to West Virginia Corridor – U.S. 220

⁸ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Page 2-13, 2-14.

Section 3: Major Distribution Centers



Major distribution centers in the West Piedmont Planning District, located along the North Carolina to West Virginia Corridor, are located in the Martinsville area; [this includes](#) Nautica. Other distribution centers are located in the Roanoke area and include Advance Auto Parts, Orvis Company, Home Shopping Network, and Hanover Direct. Figure 3.1 below illustrates the locations of major distribution centers along the corridor.⁹



(Source: Statewide Freight Study)

Figure 3.1: Major distribution centers in Virginia

⁹ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: North Carolina to West Virginia Corridor. March 2010. Page 2-4.

Section 4: Population Projections

Population projections show a small increase in population by the year 2035 for the West Piedmont Planning District. The Virginia Employment Commission (VEC) model predicts a 2035 population for the region of 260,317, whereas the NPA Data Associates model projects the population to be 258,456. According to an NPA Data Associates population density projection map to 2035 contained within the VTrans 2035 Virginia Statewide Multimodal Transportation Plan, growth of the West Piedmont Planning District is expected to be 5.1 percent, or 258,456. Along the North Carolina to West Virginia Corridor, the Central Shenandoah Planning District is the region anticipated to experience the largest population density growth, expected to grow by 18.9 percent by 2035. According to the 2010 Census, the population of the West Piedmont Planning District was 249,182. Figure 4.1 below depicts the projected population density along the corridor in 2035.¹⁰

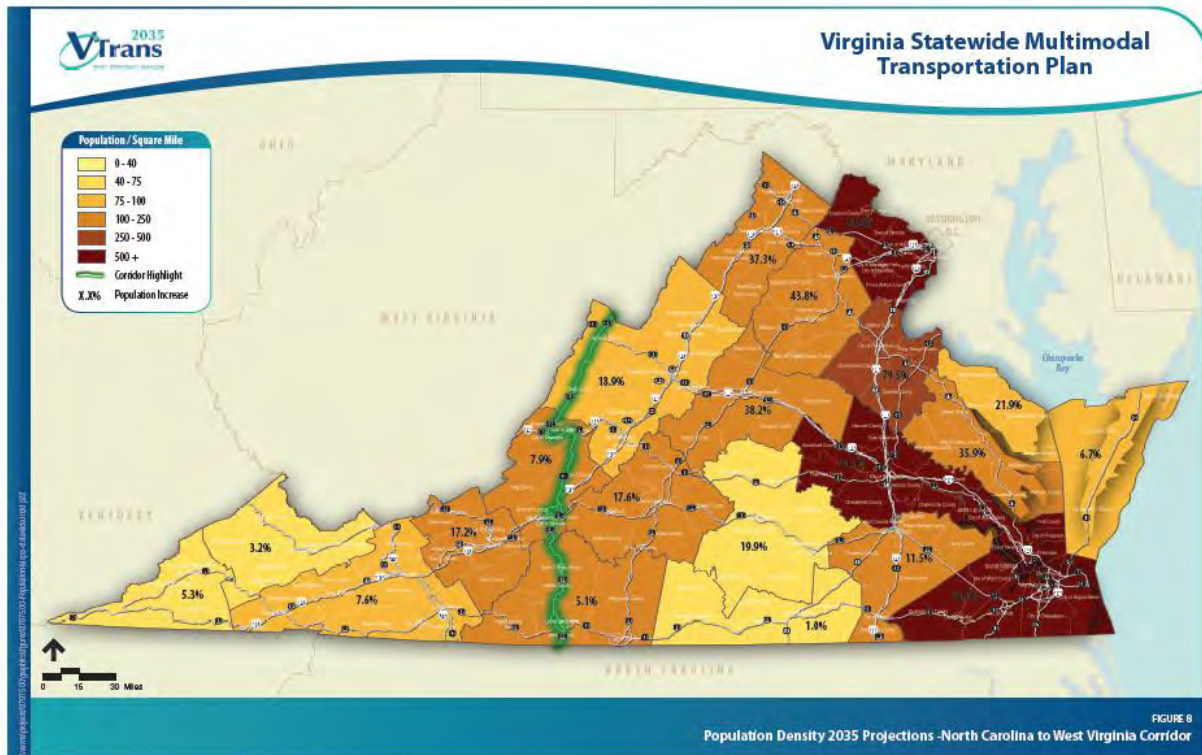


Figure 4.1: The VTrans population projection for 2035 illustrates anticipated population density changes in 2035 by planning district. Expected population changes in 2035 for planning districts located along the North Carolina to West Virginia Corridor are varied, with the Central Shenandoah Planning District increasing the most, at 18.9 percent, and the West Piedmont Planning District increasing the least, at 5.1 percent.

¹⁰ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 2-6, 2 – 7.

It is anticipated that there will be an increase in the 65 and over age group for the West Piedmont Planning District, with this cohort accounting for over 20 percent of the region's population in 2020 and 2030. Of the three planning districts through which the corridor extends, the West Piedmont Planning District is expected to have the highest share of the age 65 and over population in 2020 and 2030.¹¹ The projections in Figure 4.2 below, generated by the Virginia Transportation Research Council, illustrates the age 65 and over population by planning district for 2010, 2020, and 2030.

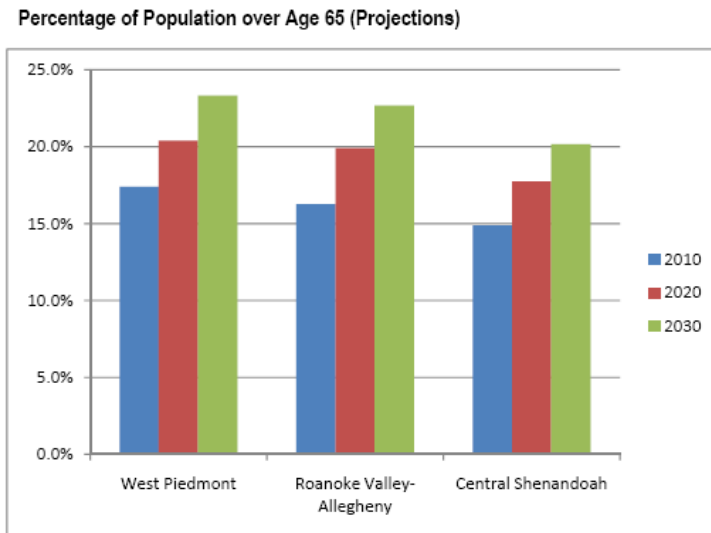


Figure 4.2: Population projection over age 65

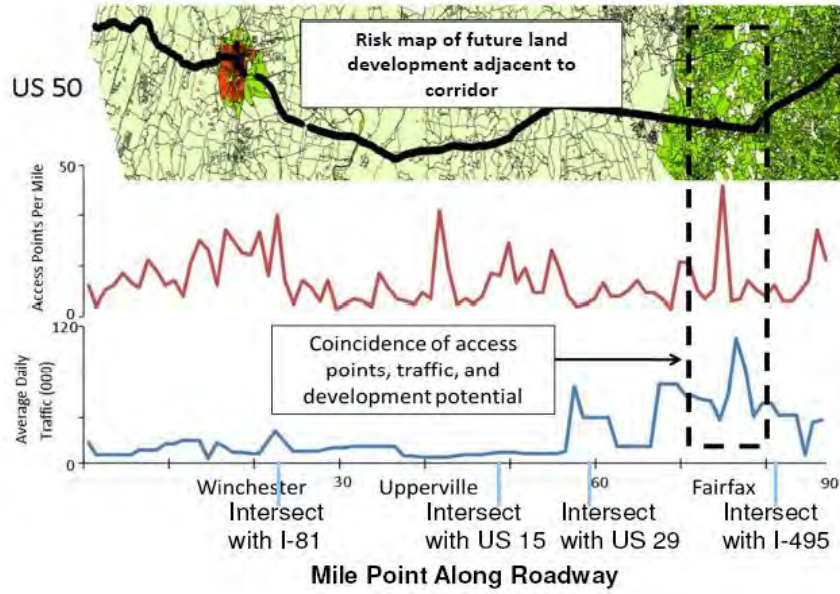
¹¹ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 2-9, 2 - 10.

Section 5: Land Use



Figures 5.1 and 5.2 pertain to vehicle access points per mile, as well as average daily traffic located along various segments of the North Carolina to West Virginia Corridor. The University of Virginia Center for Risk Management of Engineering Systems performed a Corridor Trace Analysis study using a graph-like format to identify vehicle access points per mile and average daily traffic in sections of corridors throughout the Commonwealth. Figure 5.1 illustrates how the products of the study articulate data pertaining to the corridors, using U.S. 50 as an example. Figure 5.2 is a Corridor Trace Analysis of the North Carolina to West Virginia Corridor. The figure illustrates the approximate number of vehicle access points per mile and average daily traffic of each segment of the corridor, including the West Piedmont Planning District, by the corridor's mileage from beginning to end. The Corridor Trace Analysis for the region showed vehicle access points per mile to be variable, but generally not significantly greater than ten. The average daily traffic in the region was fairly stable at just over 10,000 vehicles per day, except for some variability at the region's south end.¹²

¹² University of Virginia Center for Risk Management of Engineering Systems. Low Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Pages 29, 34.



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Figure 5.1: Overview of Corridor Trace Analysis to determine Access Points per Mile and Average Daily Traffic

North Carolina to West Virginia Corridor (US 220)

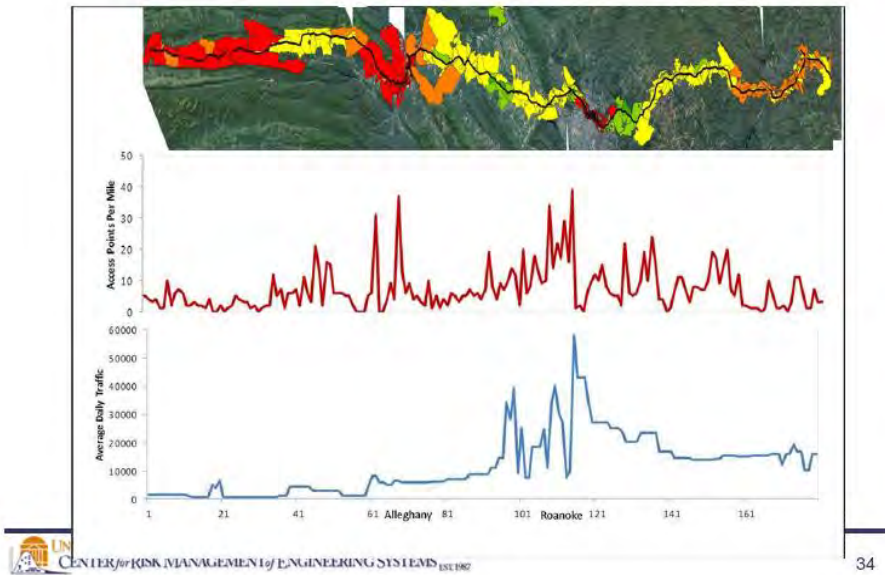


Figure 5.2: Corridor Trace Analysis of the North Carolina to West Virginia Corridor – U.S. 220

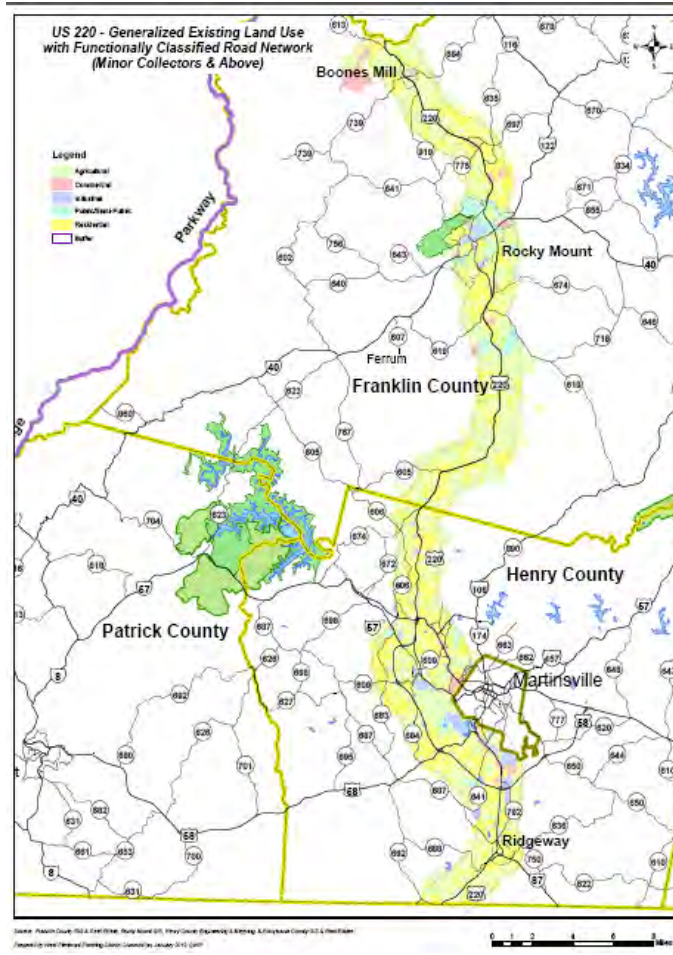
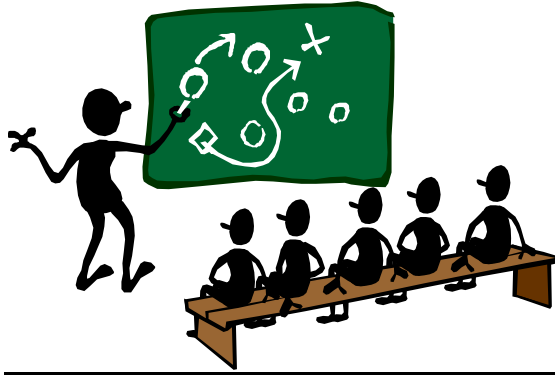


Figure 5.3: Generalized land use and Functionally Classified Road Network along the North Carolina to West Virginia Corridor – U.S. 220

Figure 5.3 illustrates existing land uses along the North Carolina to West Virginia Corridor in the West Piedmont Planning District. The most common land uses are residential and agricultural. Other land uses include industrial, public/semi-public, and commercial and are located intermittently throughout the corridor, but mostly in the vicinity of the region’s population centers.

Section 6: Corridor Strategies



As a component of VTrans 2035, a North Carolina to West Virginia Corridor Strategies vs. Functions Matrix was developed, shown as Figure 6.1 below. This matrix presents a number of strategies developed for the corridor, then compares the strength of each strategy to one of three functions – *Link between I-81 and I-64/Connection to West Virginia*, *Scenic Route/Tourism*, and *Logging/Freight Route*.

Strategies	Functions		
	Link between I-81 and I-64/ Connection to West Virginia	Scenic Route/Tourism	Logging/Freight Route
Complete construction of Interstate 73 between I-581 in Roanoke and the North Carolina border, separating through traffic from local traffic along the corridor.	●	⊙	●
Increase safety along the North Carolina to West Virginia Corridor by addressing high crash areas and making necessary improvements, including the addition of turn lanes and the closing and/or improvement of crossovers along the roadway.	●	●	●
Improve transit in rural areas along the North Carolina to West Virginia Corridor by offering increased demand response services and services for the elderly and disabled.	○		
Improve access management.	●	●	●
Implement Intelligent Transportation Systems (ITS) throughout the North Carolina to West Virginia Corridor as appropriate.	●	○	●

● Strong Correlation
 ○ Medium Correlation
 ⊙ Some Correlation

Figure 6.1: Strategy matrix for the North Carolina to West Virginia Corridor – U.S. 220

Strategies specific to the North Carolina to West Virginia Corridor

- Construct Interstate 73 between Interstate 581 in Roanoke and the North Carolina border.
 - The interstate will be a faster and safer alternative for freight and passenger traffic than the North Carolina to West Virginia Corridor.
- Address high crash rates along the corridor and make necessary improvements to increase safety.
 - Add turn lanes and consolidate entrances.
 - Identify other areas along the corridor that exhibit safety deficiencies, conduct roadway safety audits for these, and develop and implement recommendations.
- Improve rural transit by offering additional demand-response service, and services to benefit the elderly and disabled.
 - Most local comprehensive plans call for increased modal options, less reliance on single-occupant vehicles, and demand-response service to be provided to more rural areas.
- Improve access management.
 - Lack of turn lanes, especially left-turn lanes.
 - Consolidate entrances, cluster new development, and add turn lanes at consolidated entrances.
- Implement intelligent transportation systems (ITS) along the corridor (and Interstate 73) where appropriate.
 - Would include message signs for drivers
 - Air facilities should consider available navigational aid systems.
 - Other ITS initiatives.¹³

¹³ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 3-2 – 3-4.

Section 7: VTrans 2035 Goals:

VTrans 2035 has advanced six goals intended to enhance the North Carolina to West Virginia Corridor. These goals, listed below, are correlated to a number of strategies, as listed in Figure 7.1. Like Figure 6.1, this matrix shows the correlation between the goals and the strategies listed.

Strategies	Goals					
	Safety and Security	System Maintenance and Preservation	Mobility, Connectivity, and Accessibility	Environmental Stewardship	Economic Vitality	Coordination of Transportation and Land Use
Complete construction of Interstate 73 between I-581 in Roanoke and the North Carolina border, separating through traffic from local traffic along the corridor.	●	●	●	○	○	○
Increase safety along the North Carolina to West Virginia Corridor by addressing high crash areas and making necessary improvements, including the addition of turn lanes and the closing and/or improvement of crossovers along the roadway.	●	●	○			○
Improve transit in rural areas along the North Carolina to West Virginia Corridor by offering increased demand response services and services for the elderly and disabled.	○	○	○	●	○	○
Improve access management.	●	●	○			●
Implement Intelligent Transportation Systems (ITS) throughout the North Carolina to West Virginia Corridor as appropriate.	●	●	○	○		

● Strong Correlation
 ○ Medium Correlation
 ○ Some Correlation

Figure 7.1: Suggested goals to enhance the North Carolina to West Virginia Corridor – U.S. 220

Suggested goals to enhance the North Carolina to West Virginia Corridor

- Safety and Security.
- System Maintenance and Preservation.
- Mobility, Connectivity, and Accessibility.
- Environmental Stewardship.
- Economic Vitality.

- Coordination of Transportation and Land Use.¹⁴

Section 8: Strategies from other Plans

Below is a variety of recommendations from several plans that are pertinent to the efficient development of the North Carolina to West Virginia Corridor.

- Increase transportation demand management (TDM).¹⁵
- If possible, integrate a transit strategy with park and ride facilities.¹⁶
- For future development, consider management of access point densities to promote safety, mobility, and economic development. Consider proffers to ensure compensation for land development impact to sections of the adjacent corridor. Investigate site selection and setback distance initially toward areas of land development ranking which are high, which have high access point densities, and which comprise high volumes of traffic.¹⁷
- MPOs and localities should focus planning efforts on areas with a coexistence of features, high land development rankings, high access point densities, and high volumes of traffic.¹⁸

Section 9: Conclusion:

The information presented above discusses many aspects of the North Carolina to West Virginia, U.S. 220 Corridor, ranging from freight movement to land uses, among many others. The communities through which this corridor passes are dependent upon its effective development for their prosperity and the well-being of their citizens. The effective development of this corridor will depend not on one entity, but rather, collaboration among various interests including counties, independent cities, MPOs, planning district commissions, the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT), and others. This corridor – and others like it - provides a unique function to the communities and the people it serves, as well as the Commonwealth of Virginia; its future development will determine how efficiently and safely it functions, as well as how effectively it serves local communities, including the degree of business investment that occurs within them.

¹⁴ Commonwealth Transportation Board. Virginia's Long-Range Multi-Modal Transportation Plan. Corridors of Statewide Significance: Seminole Corridor. March 2010. Pages 3-4 – 3-5.

¹⁵ Draft – Virginia's Corridors of Statewide Significance, Chapter 3. Page 28.

¹⁶ Virginia Department of Transportation. VTrans 2035 Multimodal Advisory Committee. August 12, 2009. Page 3.

¹⁷ University of Virginia Center for Risk Management of Engineering Systems. Land Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Page 74.

¹⁸ University of Virginia Center for Risk Management of Engineering Systems. Land Risk Management for Virginia Corridors of Statewide Significance. March 23, 2012. Page 73.