

aggressively facilitate redevelopment of unused and underutilized commercial and industrial properties in those areas.

(B) Travel Times and Market Potentials – While Roanoke is currently a major center for trucking distribution, that market is generally oriented to the I-81 corridor. A completed I-73 (under any of the proposed Roanoke area alignments) would provide enhanced access to suppliers and markets along the Michigan-Ohio-West Virginia-North Carolina corridor. It would shave over 1 ½ hours of travel time from Roanoke to Ohio and nearly 1 hour of travel time to North Carolina, thus expanding delivery access to/from those areas.

Table 2-1. Travel Time Changes Associated with I-73 Alternatives

Access to Roanoke from:	Travel Time Now	New Travel Time with I-73	Time Savings
Michigan (Flint)	10.7 hours	9.0 hours	101 minutes
Ohio (Toledo)	8.7 hours	6.9 hours	108 minutes
Greensboro, NC	2.4 hours	1.7 hours	41 minutes
Raleigh, NC	3.8 hours	2.8 hours	56 minutes

Source: VDOT Traffic and Transportation Technical Memorandum, draft, 1999

(C) Pass-by Traffic for Traveler-Serving Businesses – The volume of traffic traveling on a road directly affects its supportable level of activity for gas stations, restaurants, hotels and other traveler-serving businesses, as well as potential market size for recreation and tourism destinations. In particular, traffic volumes on the City’s central I-581/US-220 corridor would increase with the Central Alignment and decrease slightly with the two bypass alignments. (See Appendix C for additional data.)

Table 2-2. Percent Change in Traffic Volume (2020)*

Location	1-East	2-Central-East	3-Central-West	4-West
Interstate 581				
4) I-581 South of I-81	9%	18%	18%	-2%
5) I-581 North of US-460	-3%	17%	17%	-2%
6) I-581 US-460(Orange) to VA-11	-3%	17%	17%	-2%
7) I-581 VA-11 to VA-24(Elm)	-3%	17%	17%	-2%
US-220				
8) US-220 VA-24(Elm) to Wonju	0%	-61%	45%	-3%
9) US-220(Wonju) to VA-419 (Franklin)	4%	-48%	27%	-4%

* compared to the Year 2020 “No Build” scenario

Source: VDOT Traffic and Transportation Technical Memorandum, draft, 1999

(D) Congestion Effects on Downtown Access – Increasing traffic delays can limit accessibility to downtown areas and other central locations, discouraging growth of local visitors and also discouraging future business investment in those areas. Severe congestion is already forecast to occur in the I-581 corridor by the year 2020 under “No Build” conditions, and the various alternatives can serve to either worsen or