

this high growth sector, which is rapidly developing in both the city and the wider metro area. (See Appendix A for more detailed profile of the City and Metro economies.) This finding is important, for the manufacturing and wholesaling / distribution sectors in particular depend on long-distance truck access to broad markets, which can be expanded by I-73. On the other hand, the retail and service sectors in particular depend more on local population accessibility, which can be both positively and negatively affected by I-73 alternatives (as discussed below).

Table 2-4 Employment Trends in Major Industries in Roanoke City & MSA*

Sector	CITY			Rest of the Metro Area		
	1988	1998	% Change	1988	1998	% Change
WHOLESALE TRADE	5,616	4,975	-11.4%	3,163	4,621	46.1%
TRANS, COM, & UTIL	4,543	5,423	19.4%	991	1,466	47.9%
RETAIL TRADE	16,116	16,638	3.2%	8,752	10,561	20.7%
FIRE	4,841	4,805	-0.7%	2,856	5,039	76.4%
SERVICES	16,940	24,851	46.7%	10,041	14,724	46.6%
CONSTRUCTION	4,482	4,493	0.2%	3,440	4,050	17.7%
NON-DURABLE MFG.	4,605	3,498	-24.0%	2,993	4,070	36.0%
DURABLE MFG.	4,881	3,463	-29.1%	7,474	7,905	5.8%
GOVERNMENT	6,997	8,002	14.4%	8,119	9,727	19.8%
AG. FOR. MINING	342	446	62.2%	689	907	31.6%
TOTAL	69,363	76,594	10.6%	48,518	63,070	30.0%

* private sector employment, excluding farm, government and self-employed workers

Source: Virginia Employment Commission; calculations by Economic Development Research Group

❖ 2.3 Industrial Sector

Overall Patterns. Within the city, the newer wholesale distribution, trucking and transportation, and manufacturing facilities are clustered largely in the Roanoke Center for Industry and Technology (RCIT) on the City's east side (off US-460). There is also an older industrial area along Shenandoah Avenue and the Norfolk Southern tracks ("Shaffer's Crossing") west of downtown, which is a target area of the City for industrial redevelopment. The vicinity of both these industrial areas are enterprise zones. In addition, there are relatively new industrial and distribution activities in the vicinity of the airport on the City's north side (off I-581), and an older industrial area by the Roanoke River on the City's south side (east of US-220 and below Elm St.).

I-73 Alternatives. The East Bypass alternative could have the most profound impact on the RCIT. A proposed interchange at US-460, about 3 miles east of the industrial park, would provide a route for access to I-73. While an upgrading of US-460 could indeed function as a spur from an I-73 eastern route to the city, that is not currently being considered as part of the I-73 alternatives analysis. From a regional standpoint, the East Bypass alignment can most easily have a positive impact on development of