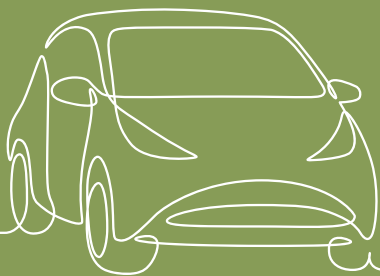


CHAPTER VIII

TRANSPORTATION



TRANSPORTATION

Transportation systems play a critical role in connecting people to employment, education, healthcare, recreation, and other daily destinations while facilitating the safe and efficient movement of goods throughout the community, the region and beyond. A well-connected transportation network strengthens the economy, enhances public safety, and improves overall quality of life.

The transportation element of the Comprehensive Plan evaluates the existing transportation system including traffic circulation, roadways, public transit, pedestrian and bicycle facilities, recreational trails, railway, airports. It identifies current and future needs and establishes goals, objectives and policies to promote safe, connected, accessible and efficient transportation network for all users.

The Town's transportation network is anchored by Interstate 81, U.S. Routes 460, and 11, and State Route 8, which provide regional and local connectivity. The network also includes a system of principal and minor arterials, major and minor collectors, and local streets that provide access to neighborhoods, businesses, schools, parks, and community destinations.

Corridors of Statewide Significance (CoSS)

Virginia has twelve Corridors of Statewide Significance (CoSS), which assist the movement of people and goods between regions in Virginia and to areas outside Virginia. Two of these corridors pass through Christiansburg. Interstate-81, also known as the Crescent Corridor, stretches from Tennessee to New York and serves as a major freight route for trucks and rail, and provides a key passenger travel corridor.

US Route 460, known as the Heartland Corridor (Route 460), extends from Hampton Roads through Petersburg, Lynchburg, and Blacksburg before continuing west into West Virginia and Kentucky. The corridor provides a connection between the Port of Virginia and the Midwest and serves as an important freight corridor. Analysis of crash data provides insight into roadway safety conditions and supports informed decision-making. Ongoing review of crash trends can help identify opportunities to improve safety for all roadway users.

Annual Average Daily Traffic (AADT) on I-81 (NB and SW), US-460 Bypass (EB and WB), Roanoke St at US-460 Bypass ranged from 16,000 to 29,000 vehicles, based on average directional volume of traffic for one day (24-hour period) during the 2025 reporting year.

Roadway Network Quick Facts:

- **138.6 miles** of Roadway
- **16.3 miles** of Corridor of Statewide Significance
- **4.6 miles** of Interstate
- **6.12 miles** of Other Principal Arterial
- **11.6 miles** of Minor Arterial
- **4.4 miles** of Major Collector

VTrans

VTrans is Virginia's statewide transportation plan. It is prepared for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIPI). VTrans establishes the overarching vision and goals for transportation in the Commonwealth and identifies transportation needs and priorities to help achieve those goals. For a transportation project to be eligible for state transportation funding, it must address a need identified in the latest VTrans Needs. Transportation needs identified by VTrans within the Town are shown in the InteractVTrans Map Explorer: vtrans.virginia.gov/interactvtrans/map-explorer

Multimodal Transportation

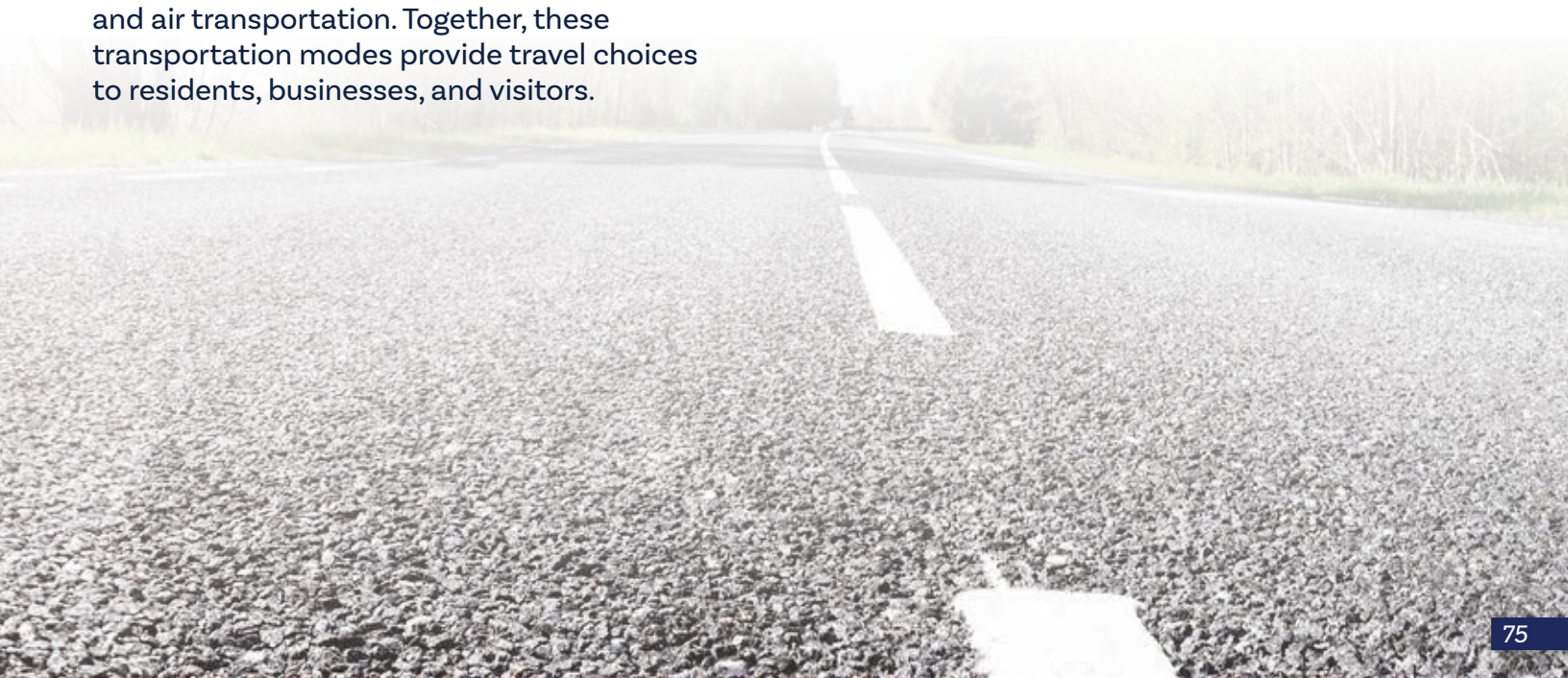
Providing a variety of transportation options is essential to improving mobility, accessibility, and connectivity throughout the community. A multimodal transportation system offers residents and visitors multiple ways to travel in addition to personal automobiles, helping people access employment, education, healthcare, shopping, recreation, and other destinations. Christiansburg is served by a range of transportation options, including public transit, pedestrian and bicycle facilities, passenger and freight rail, taxi services, and air transportation. Together, these transportation modes provide travel choices to residents, businesses, and visitors.

New River Valley Regional Network

The Town is located within the New River Valley Regional Network, one of 15 Regional Networks in Virginia. Regional Networks are based on designated Metropolitan Planning Organizations (MPO) within the Commonwealth. The purpose of Regional Networks is to evaluate intra-regional travel, or travel within a region. Regional Networks were established on December 9, 2015. They are characterized as having at least 50,000 people across the space of at least two jurisdictions. According to the 2017 American Community Survey (ACS) Five-year Estimate, 87 percent of Virginia's population is located within the 15 Regional Networks.

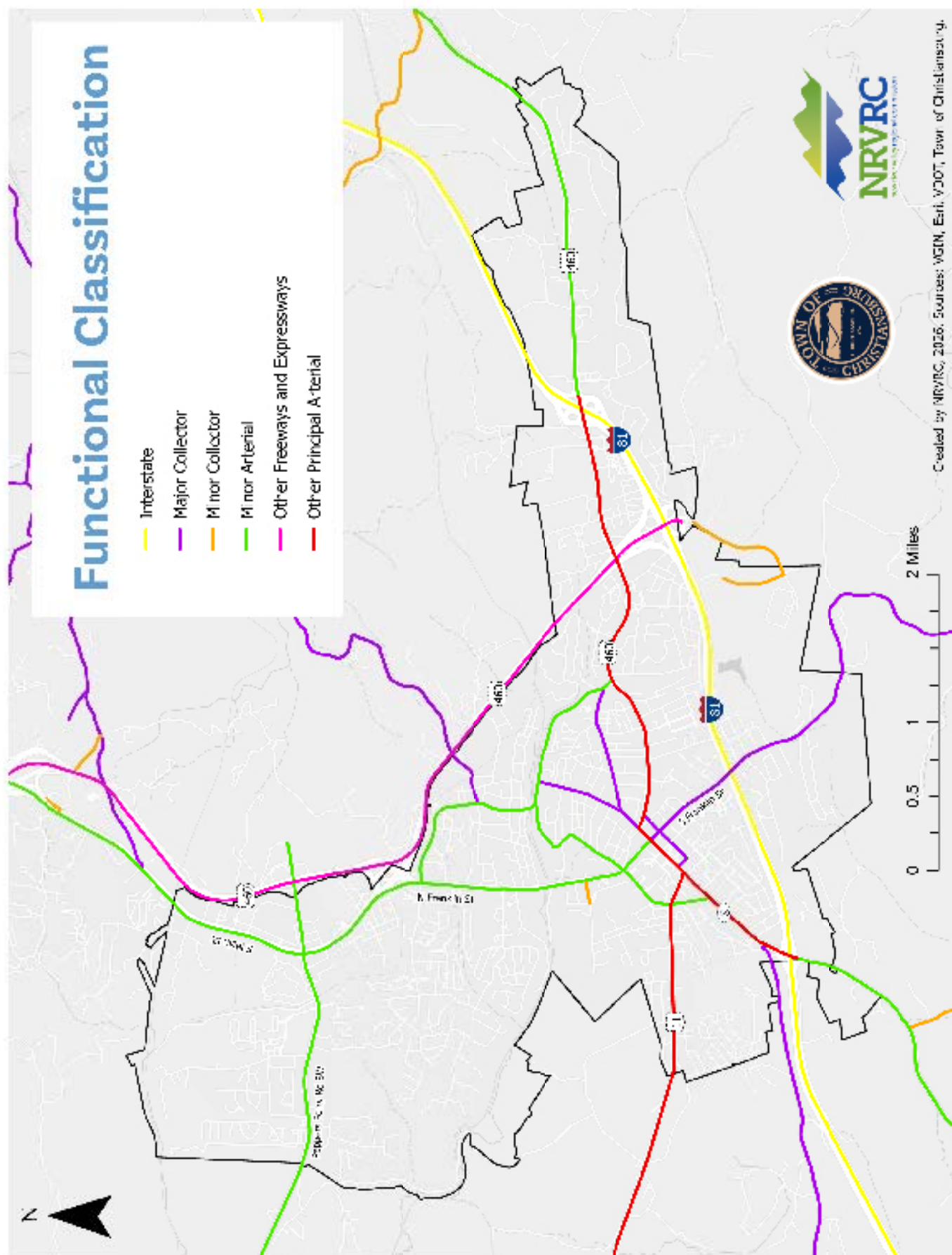
Commuting Patterns

Based on 2023 commuting pattern analysis, approximately 10,700 workers commute into Christiansburg for employment, while approximately 8,300 employed residents commute outside the Town for work. Approximately 2,600 workers both live and work in Christiansburg, reflecting the Town's role as both an employment center and a residential community.



Functional Classification

- Interstate
- Major Collector
- Minor Collector
- Minor Arterial
- Other Freeways and Expressways
- Other Principal Arterial



Created by NRVRC, 2026. Sources: VGIN, Esri, VDOT, Town of Christiansburg.

Public Transit

Public transit plays an important role in connecting Christiansburg residents, employees, students, and visitors to employment, education, healthcare, shopping, recreation, and other community destinations while providing access to regional and intercity transportation services. Together, the Town's public transportation providers expand mobility and travel options beyond the Town, strengthen regional connectivity, and provide convenient alternatives to personal vehicle travel.

Blacksburg Transit (BT), a department of the Town of Blacksburg, provides public transportation connecting Christiansburg with Blacksburg while also serving destinations within Christiansburg. Services available to Christiansburg residents and visitors include deviated fixed-route service through the Explorer Blue and Green routes, the Go Anywhere demand-response service, and the Two Town Trolley, a fixed-route which provides direct transit service between Christiansburg, Blacksburg, and Virginia Tech.

Blacksburg Transit continues to evaluate transit services and infrastructure to address changing travel patterns and future growth. Current planning efforts include enhancing bus stops and passenger amenities, improving transit facilities, strengthening connections between transit, pedestrian, and bicycle networks, and evaluating opportunities to improve commuter service between Christiansburg and Blacksburg.

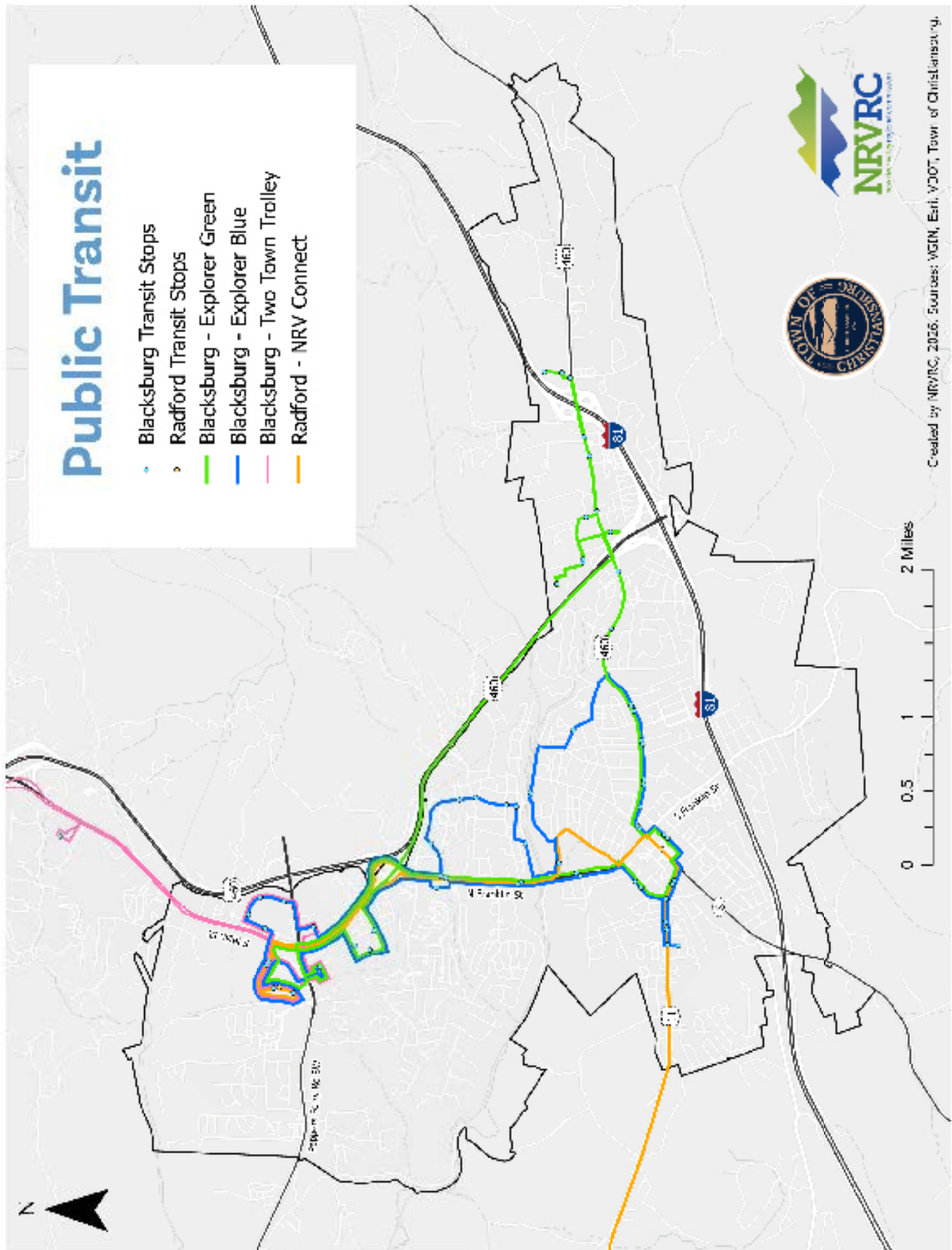
The Transit Strategic Plan also identifies opportunities for improved neighborhood transit service, more efficient commuter connections, and potential transfer hubs to better serve future demand as funding and resources become available.

Opportunities also exist to improve regional transit connectivity between Christiansburg and Blacksburg through expanded neighborhood transit service, strategically located transfer facilities that provide convenient connections to the Transit Center in Blacksburg, and improvements that reduce commuter travel times while enhancing the efficiency of regional transit service.



Public Transit

- Blacksburg Transit Stops
- Radford Transit Stops
- Blacksburg - Explorer Green
- Blacksburg - Explorer Blue
- Blacksburg - Two Town Trolley
- Radford - NRV Connect



Created by NRVRC, 2026. Sources: VDOT, Esri, VDOT, Town of Christiansburg.

Radford Transit provides regional transit service between Radford and Christiansburg through the NRV Connect routes. Service also provides connections to Blacksburg Transit, allowing passengers to travel throughout the New River Valley using coordinated transit services. During the academic year, expanded service includes additional routes and late-night connections that improve regional mobility and strengthen transit connectivity between Radford, Christiansburg, and Blacksburg. Valley Metro, operated by the Greater Roanoke Transit Company, provides the Smart Way bus service connecting the New River Valley with the Roanoke Valley. The Smart Way serves Christiansburg, Blacksburg, Salem, and Roanoke, providing access to the Roanoke-Blacksburg Regional Airport, downtown Roanoke, and the Roanoke Amtrak Station.

Virginia Breeze, operated by Megabus connects the New River Valley with destinations including Washington, D.C., Dulles International Airport, and other communities throughout Virginia and the Northeast. Public transportation providers serving Christiansburg offer accessible transportation options for individuals with disabilities and older adults.

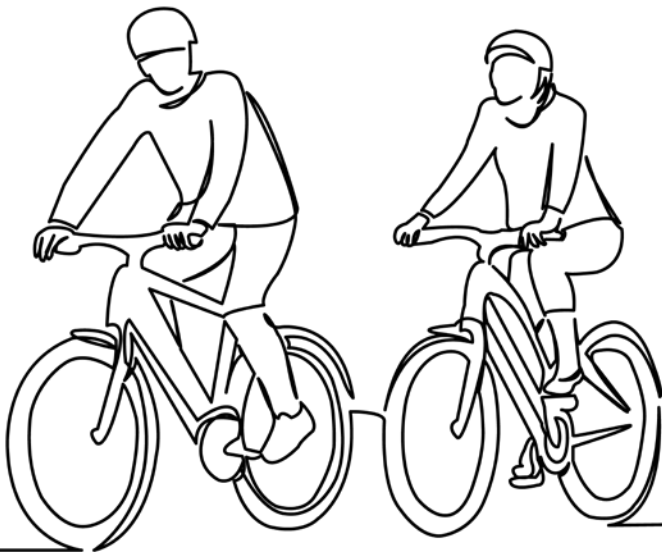
Transit services are generally compliant with the Americans with Disabilities Act (ADA), providing accessible vehicles and transportation options to meet a variety of mobility needs.

Bicycle, Pedestrian, & Trail Facilities

Bicycle and pedestrian systems are a vital component of the Town's multimodal transportation network. These facilities provide residents and visitors with safe and convenient options for commuting, recreation, exercise, and access to employment, schools, parks, shopping, and other community destinations.

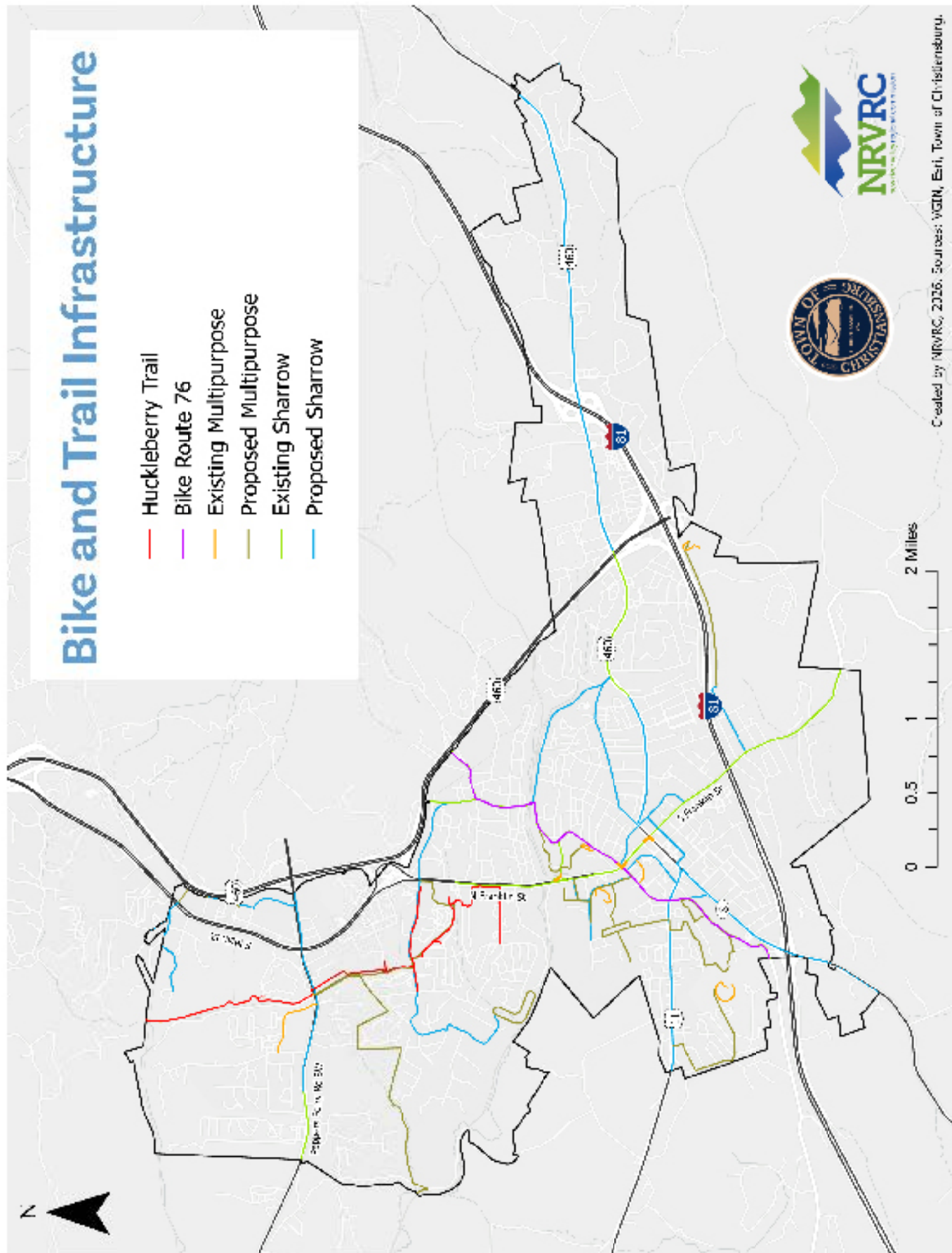
Two of the Town's most significant bicycle and pedestrian facilities are the Huckleberry Trail and U.S. Bicycle Route 76 (TransAmerica Bicycle Route). The Huckleberry Trail is a nine-mile paved trail that connects Christiansburg to neighboring Blacksburg. The Huckleberry Trail has several convenient access points in Christiansburg, including the Christiansburg Recreation Center and the New River Valley Mall. The trail crosses the road to Warm Hearth Village, as well as Hightop and Merrimac Roads. The Town of Christiansburg is continuing to expand the Huckleberry Trail toward downtown. The most recent phase, Phase IID, was completed and extends the trail to the Food Lion Shopping Center on North Franklin Street.

The next phase, Phase III, is currently in design and will extend the trail from the Food Lion Shopping Center to Christiansburg High School on Independence Boulevard. U.S. Bicycle Route 76 enters Christiansburg along Ellett Road (State Route 723), follows Cambria Street NE, Depot Street, and College Street, and exits the Town via Mud Pike Road (State Route 666). The Town maintains other trails such as the Downtown Trail which is approximately 1,000 feet and provides connection between College Street and Depot Street connecting the Downtown Park, National Guard Armory, Christiansburg Fire Department, Christiansburg Rescue Squad, and the Christiansburg branch of the Montgomery- Floyd Regional Library.



Bike and Trail Infrastructure

- Huckleberry Trail
- Bike Route 76
- Existing Multipurpose
- Proposed Multipurpose
- Existing Sharrow
- Proposed Sharrow



Created by NRVRC, 2026. Sources: VGIN, Eri, Town of Christiansburg.

Railway

Freight rail service is provided by Norfolk Southern Railway that run through Christiansburg in an east/west direction. While there is currently no passenger rail service within the Town, passenger rail is expected to return through the New River Valley Passenger Rail Project. In the Summer of 2024, The Virginia Passenger Rail Authority (VPRA) signed a new agreement with Norfolk Southern to gain passenger rail access to Christiansburg on the main line or N-Line. The project will restore passenger rail service to the historic Cambria Yard, which served rail passengers from 1904 to 1979 with service anticipated to begin in 2027. The Project includes construction of a high-level platform, canopy, parking lot, siding track, and layover facility. The Virginia General Assembly established The New River Valley Station Authority in 2021 to lead the construction and maintenance of the station building project. Norfolk Southern is responsible for the design and construction of all other aspects of the building project not related to the station.

Airport

There are no airports within Christiansburg corporate limits, but there are a few airports in surrounding areas. The Roanoke-Blacksburg Regional Airport, located approximately 35 miles northeast of the Town, is served by multiple commercial airlines. The Virginia Tech Montgomery Executive Airport, located approximately three miles north of Christiansburg, is governed by an Airport Authority whose members represent Montgomery County, the Towns of Christiansburg and Blacksburg, and Virginia Tech. The airport primarily serves corporate and private clientele. The New River Valley Airport, located approximately 20 miles west of Christiansburg, supports primarily freight for industries and is jointly owned and operated by the New River Valley Airport Commission, comprised of the following localities: the Towns of Christiansburg, Dublin, and Pulaski; Pulaski County; Montgomery County; Giles County; and the City of Radford.

Public Parking

Public parking in Christiansburg is provided through on-street parking in the Downtown and Cambria areas, parking serving Town Hall, the Police Department, the Montgomery-Floyd Regional Library, parks, and other public facilities, as well as two VDOT Park-and-Ride facilities located at Interstate 81 Exits 114 and 118. These facilities support access to Cambria and downtown businesses, public services, community destinations, ridesharing, and regional transit connections. As downtown continues to evolve, evaluating opportunities for additional public parking may help support businesses and redevelopment in areas where off-street parking is limited.

Ride Sharing

RIDE Solutions is a regional ridesharing program connecting commuters and businesses to transportation options in the New River Valley, Roanoke Valley, Alleghany Highlands, Central Virginia, and West Piedmont regions. The program provides carpool matching services, information about electric car charging stations, park and ride locations, bicycle and pedestrian routes, and public transit options.

Public Park-and-Ride Lots

The Virginia Department of Transportation (VDOT) maintains park-and-ride lots throughout the Commonwealth to encourage ridesharing and provide convenient access to public transportation. Christiansburg is served by two park-and-ride lots located at Interstate 81 Exits 114 and 118. The Exit 118 facility accommodates approximately 270 vehicles and provides direct connections to regional transit services, along with passenger shelters and lighting. The Exit 114 facility includes approximately 80 parking spaces, a bus shelter, bicycle racks, lighting, sidewalks, and a crosswalk to support multimodal travel. Additional information on park-and-ride facilities is available through the Virginia Department of Transportation (VDOT) website.

New River Valley Metropolitan Planning Organization (NRV MPO)

The New River Valley Metropolitan Planning Organization (MPO) is one of 15 MPOs in the Commonwealth of Virginia and one of 450 MPOs across America. It is a transportation policymaking organization that serves the Towns of Blacksburg and Christiansburg, Radford City and the urbanized areas of Montgomery and Pulaski Counties. The New River Valley MPO was originally established following the 2000 Decennial Census and was expanded to include Radford and Pulaski County due to Census 2010 population increases. MPOs are established based on population reported by the US Census Bureau every ten years. Areas that have a population of 50,000 or greater are required to establish an MPO. The MPO coordinates and prioritizes the long-range transportation policies and projects of the service area. The NRV MPO 2050 LRTP was adopted on November 6, 2025, as a result of this coordination.

Transportation Planning, Funding, & Maintenance

Transportation improvements in Christiansburg are accomplished through coordination among the Town, the Virginia Department of Transportation (VDOT), the New River Valley Metropolitan Planning Organization (NRV MPO), and other regional partners. Funding, maintenance responsibilities, capital planning, and development review all contribute to the planning, operation, and long-term maintenance of the Town's transportation system.

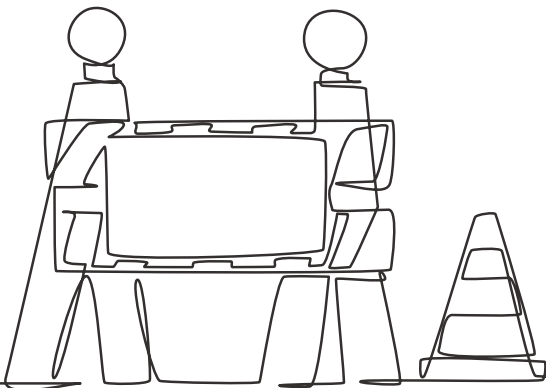
Virginia Department of Transportation (VDOT)

Direct Maintenance of State-Owned Facilities.

VDOT maintains three distinct components of the transportation network within Christiansburg, which is North Franklin Street (from Cambria Street north to the town limits), Interstate 81, as it passes through town, and US 460 Bypass. This direct maintenance relieves the Town of responsibility for these specific facilities, which include some of the highest-traffic and highest-priority corridors in the area.

Maintenance Payments. For the remainder of the Town's street network, which is maintained locally rather than by VDOT, the Town receives annual maintenance payments from VDOT per state statute, calculated based on the number of lane miles of Town-maintained roadway within Christiansburg. These payments help offset the cost of the Town maintaining its own streets.

Grant and Funding Programs. VDOT administers several funding mechanisms the Town can use to support transportation infrastructure, most notably the Locally Administered Projects (LAP) Grant program. Through LAP, the Town manages state and federally funded projects using local staff and processes, while VDOT provides oversight and funding, allowing Christiansburg to leverage local funds to build transportation infrastructure it might not otherwise be able to afford. Other VDOT programs available to the Town for similar purposes include Revenue Sharing (matching local funds for construction, maintenance, or improvement projects), SMART SCALE (a statewide, data-driven prioritization process for larger capital projects), the Transportation Alternatives (TA) Set-Aside (funding pedestrian, bicycle, and other non-traditional transportation projects), the Highway Safety Improvement Program (HSIP), which targets funding toward safety-focused projects, and State of Good Repair (SGR), which targets funding toward rehabilitation of aging pavement and structurally deficient bridges on the state highway system.



Technical Assistance and Standards. VDOT also provides engineering standards, design guidance, and technical review for Town projects that occur on state-maintained roads or that use state or federal funding, helping ensure locally administered projects meet applicable safety and design requirements.

Planning Coordination. VDOT coordinates with the Town on long-range transportation planning, including alignment with the Six-Year Improvement Program (SYIP) and the Town's Comprehensive Plan, to help ensure local growth and transportation investments are planned in tandem with state and regional priorities.

Public Works Department's Role

The Public Works Department's primary responsibility is the ongoing maintenance of the Town's transportation infrastructure, including the streets, sidewalks, signage, and related assets that fall under Town (rather than VDOT) jurisdiction. This includes day-to-day upkeep, repairs, and preservation of the existing roadway network to keep it safe and functional. Public Works also contributes to the Town's Capital Improvement Plan (CIP) by identifying maintenance needs, infrastructure conditions, and asset replacement priorities that inform which transportation projects are proposed and prioritized for capital funding.

Engineering Department's Role

The Engineering Department is primarily focused on the forward-looking, developmental side of transportation, including capital project development (planning, designing, and delivering new or improved transportation infrastructure) and securing external funding to support those projects, most notably through pursuit and administration of VDOT LAP grants. The Engineering Department plays a lead role in shaping the transportation components of the Town's Capital Improvement Plan, translating community needs and growth projections into scoped, funded projects, sequencing those projects within the CIP timeline, and coordinating with VDOT funding cycles to align grant awards with the Town's capital planning process.

Safe Routes to School

The Virginia Department of Transportation administers the federally funded Safe Routes to School Program (SRTS) program, which use a comprehensive approach to make school routes safe for children to walk and bicycle. VDOT funds Safe Routes to School (SRTS) projects through Virginia's Transportation Alternatives (TA) Program, which includes both infrastructure and non-infrastructure eligible activities. The Town continues to expand its sidewalks and shared-use path network to improve pedestrian access to schools. Future transportation improvements will continue to consider incorporating safe walking and bicycling routes to schools consistent with VDOT's Safe Routes to School program, which promotes infrastructure such as sidewalks, shared-use paths, crosswalks, traffic calming, and bicycle facilities.



Transportation Projects

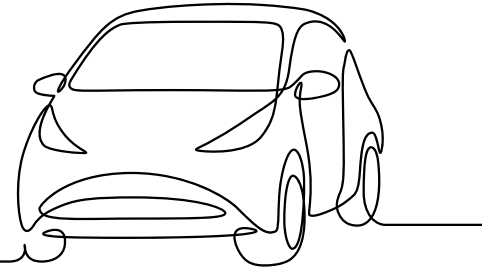
The Virginia Department of Transportation (VDOT) Six Year Improvement Plan includes several transportation projects within Town of Christiansburg. Some of these projects are as follows:

- 1.** S. Franklin to First St., Pedestrian. Improvements
- 2.** Roanoke St. to Depot St., Pedestrian Accommodations
- 3.** Roanoke St. to 1st St., Pedestrian Accommodations
- 4.** Roanoke St., Crossing and Sidewalk
- 5.** N. Franklin to Wades, Ped. Improvements
- 6.** North Franklin, Sidewalk
- 7.** Smart22 - I-81/Route 8 (Exit 114), Park & Ride Lot
- 8.** I-81-B Exit 118, EV Charging Station Installation
- 9.** Smart22 - N. Franklin Street - Depot Street Intersection
- 10.** Sgr23LB - Rte 111 Over Walnut Branch (Str. 22525) Bridge Replacement
- 11.** Pipeline23 Rte 460 Bus (07), Falling Branch Road TO: Tower Road
- 12.** #Ittf26 - Kits Control And Detection Route 460b.
FROM: Intersection of 460B and Professional Park Dr
TO: Intersection of 460B and Farmview Road
- 13.** #Smart24 - Route 460 Bus & Route 114 Safety Improvements
- 14.** #Sgr25lp Christiansburg Peppers Ferry Rd Primary Ext (3815)
- 15.** #Hb2.Fy17 Intersection Improv - N. Franklin St/Cambria St
- 16.** #Smart24 - N Franklin - Elm To Depot - Lighting Improvements
- 17.** Hickok Street Improvements
- 18.** Cambria Trail
- 19.** North Franklin Sidewalk - Elm to Mill
- 20.** Roanoke St Sidewalk In-Fill
- 21.** Stafford Dr Signal At Pepper's Ferry Rd

TRANSPORTATION

Goals, Objectives, & Policies:

Goal T.1: Enhance the road network to ensure safety, efficiency, and reliability for all users, while enhancing accessibility for residents and fostering economic prosperity.



Road Network

Objective T.1.1:

Maintain and optimize the road network to prioritize safety, efficiency, and reliability for all users.

Policy T.1.1.1:

Continue to collaborate with the Virginia Department of Transportation (VDOT), the New River Valley Metropolitan Planning Organization (MPO), neighboring jurisdictions, and other regional partners to evaluate and address transportation challenges, including congestion and safety concerns, and to coordinate regional transportation initiatives.

Policy T.1.1.2:

Use traffic studies to identify high-traffic areas and prioritize upgrades that improve safety, reduce delays, and strengthen long-term network resilience.

Policy T.1.1.3:

Continue investing in preventative maintenance and responsive repairs to support reliable transportation infrastructure.

Policy T.1.1.4:

Maintain and replace bridges within the Town to ensure safe and efficient travel.

Policy T.1.1.5:

Improve stormwater infrastructure along Town-maintained roads to reduce flooding and protect water quality.

Policy T.1.1.6:

Regularly review crash data and public concerns to identify opportunities to improve transportation safety.

Policy T.1.1.7:

Explore targeted intersection improvements based on traffic flow analysis.

Policy T.1.1.8:

Encourage roadway designs that manage speeds, reduce conflict points, and support multiple travel options.

Policy T.1.1.9:

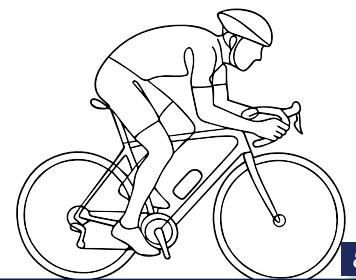
Develop new corridor connections while discouraging cut-through traffic in residential areas.

Policy T.1.1.10:

Require new developments to improve street grid connections and facilitate emergency access.

Policy T.1.1.11:

Develop and maintain a Capital Improvement Program (CIP) to guide street improvement projects and address evolving transportation needs.



Policy T.1.1.12:

Leverage local resources to secure state and federal funding for transportation capital, maintenance, and operations.

Policy T.1.1.13:

Increase parking availability in key areas such as Downtown and Cambria, integrating pedestrian and transit-friendly infrastructure.

Alternative Transportation & Multimodal Access

Objective T.1.2:

Strengthen the transportation system by improving public transit, expanding pedestrian and bicycle infrastructure, and supporting multimodal travel.

Pedestrian & Bicycle Infrastructure

Policy T.1.2.1:

Evaluate roadways and rights-of-way to identify opportunities for pedestrian and bicycle facilities.

Policy T.1.2.2:

Conduct audits to identify missing or deteriorated sidewalks, prioritizing connections to schools, parks, and community destinations.

Policy T.1.2.3:

Map key walking and biking routes linking neighborhoods, schools, parks, and commercial areas.

Policy T.1.2.4:

Develop initiatives to complete sidewalk segments that improve access to high-traffic destinations.

Policy T.1.2.5:

Expand non-motorized facilities in existing neighborhoods and incorporate pedestrian improvements into Town projects.

Policy T.1.2.6:

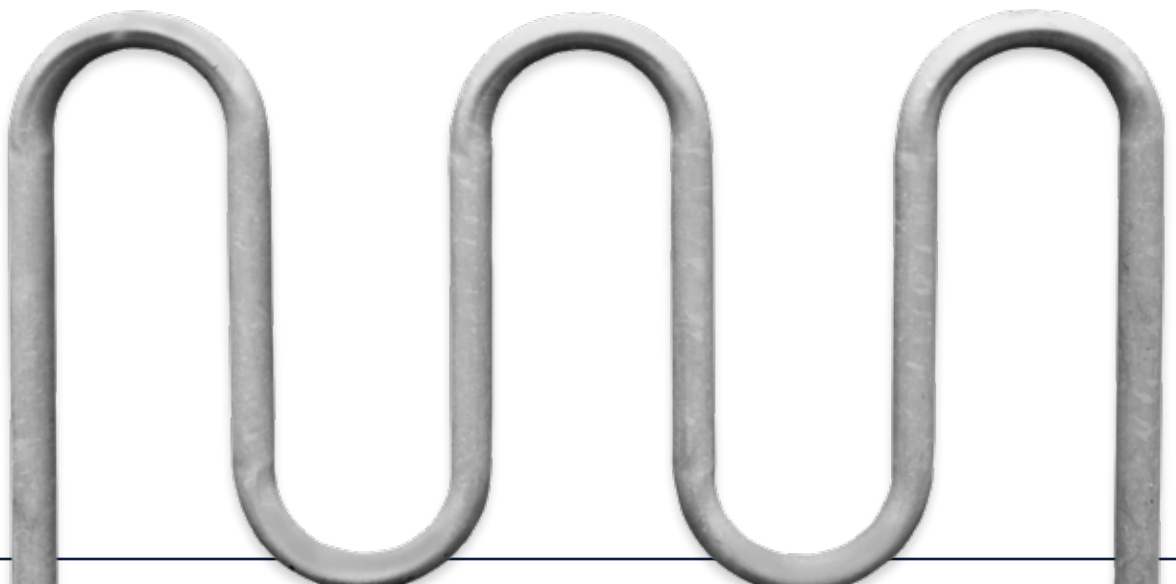
Extend the Huckleberry Trail to Downtown, connecting Christiansburg High School and the Aquatic Center.

Policy T.1.2.7:

Enhance crosswalks, signal timing, signage, and other safety features for pedestrians and bicyclists.

Policy T.1.2.8:

Apply for federal and state funding dedicated to sidewalk gaps and accessibility improvements.



Policy T.1.2.9:

Promote funding strategies such as grants, voluntary utility bill round-ups, and cost-sharing.

Policy T.1.2.10:

Encourage property owners to fill sidewalk gaps during redevelopment.

Policy T.1.2.11:

Create incentives for bicycle amenities such as parking and storage.

Policy T.1.2.12:

Promote bicycle and pedestrian safety through education, outreach, and infrastructure improvements.

Policy T.1.2.13:

Encourage transportation options, including electric-assist bicycles, that improve mobility and accessibility in areas with steep terrain and support travel for residents of all ages and abilities.

Public Transit

Policy T.1.2.14:

Maintain and enhance bus services throughout Town and improve connections to regional transit systems.

Policy T.1.2.15:

Improve amenities at bus stops to increase comfort and convenience.

Policy T.1.2.16:

Advocate for strategic regional transit planning to expand services and improve connectivity.

Policy T.1.2.17:

Coordinate with the Town of Blacksburg and Montgomery County to support long-term expansion of public transit.

Policy T.1.2.18:

Support accessible transportation services, including paratransit, by coordinating with regional transit providers and community organizations that serve seniors and individuals with disabilities.



Passenger Rail

Policy T.1.2.19:

Collaborate with the New River Valley Passenger Rail Station Authority to support station operations and maintenance.

Policy T.1.2.20:

Position Christiansburg as a regional entry point by enhancing connectivity and efficient operations.

Policy T.1.2.21:

Integrate multimodal options such as bus service, pedestrian access, and bike facilities near the station.

Policy T.1.2.22:

Extend the trail system to the station and advocate for widened sidewalks in the Cambria area.

Policy T.1.2.23:

Improve wayfinding, signage, and transit information around the station.

Policy T.1.2.24:

Encourage economic growth near the station by promoting retail, services, and hospitality businesses.

Policy T.1.2.25:

Collaborate with regional partners to evaluate the potential need for additional passenger rail station or platform infrastructure as service expands in the New River Valley.

