



TRANSPORTATION PLAN

Henry County supports safe, efficient, and connected mobility by investing in strategic transportation improvements that serve current needs, guide future growth, and strengthen access to jobs, housing, and regional destinations.



How can we plan for a safe, efficient, and connected transportation network?

Transportation plays a critical role in Henry County's quality of life and economic development, shaping everything from job access and housing location to community growth potential. Like many rural communities, the County's layout has been historically defined by agricultural roots, resulting in a network consisting of high-speed highways and dispersed local roads, largely built between the 1970s and 1990s. The County's existing road network offers strong regional connectivity, but safety improvements are needed. Public engagement highlighted priorities for improving road conditions, enhancing safety – particularly near busy intersections at schools and in the Collinsville area, and expanding multimodal options like sidewalks, trails, greenways, and transit. By focusing on safety, accessibility, and multimodal investments, Henry County can create a transportation system that supports future growth, quality of life, and economic opportunities.



Expand Access to Alternative Transportation Options



Enhance Transportation Safety Across All Modes



Integrate Transportation with Land Use, Economic Development, and Housing



Elevate the Role of Key Corridors and Gateways

Detailed public engagement results and community data analysis are available in *Part 2 Our Home* and *Part 3 Our Voice*.

Support and Collaboration in Transportation Planning

Partners

In Virginia, counties generally don't own or maintain their roads – most public road infrastructure outside of independent cities fall under the state-maintained highway system managed by VDOT. Counties partner with VDOT to plan, improve, and transfer roads into the state system as needed. VDOT provides technical expertise, reviews transportation plans, and helps design and manage projects. Many Counties in Virginia rely on VDOT for engineering support and for overseeing construction. Additionally, VDOT plays a major role in helping localities secure and manage state and federal transportation funding.

Local Planning District Commissions also play a key role in county-level transportation planning – primarily through planning efforts across localities within a region. When it comes to transportation, PDCs develop regional transportation plans, set project priorities, and ensure that local efforts align with broader regional goals.

Plans

In Virginia, four important tools guide transportation planning and funding at different levels: the Six-Year Improvement Program (SYIP), VTrans, the Secondary Six-Year Plan (SSYP), and Comprehensive Plans. Each plays a specific role in how transportation projects are identified, prioritized, and funded.

Virginia's Statewide Transportation Plan (VTrans) is the long-range transportation plan for the entire state and sets the long-term vision for transportation statewide. It sets high-level goals and priorities – such as improving safety and reducing congestion. VTrans identifies needs and priorities over a 20+ year period and helps guide decisions about which types of projects should be funded in the future. Visit the VTrans [website](#) to learn more, and see the **Community Profile** to view Henry County's most recent VTrans needs.

The *Six-Year Improvement Program (SYIP)* is Virginia's statewide six-year capital improvement plan for transportation. It includes all the state-funded transportation projects – from road widenings to bicycle/pedestrian facilities. The SYIP is updated every year by the Commonwealth Transportation Board (CTB) and is based on priorities identified in VTrans, local input, and available funding. To view the most recent SYIP, visit the VDOT [website](#) to view the projects throughout Henry County and statewide.

The *Secondary Six-Year Plan (SSYP)* is a county-level six-year plan for road improvements on the secondary road system – which includes most local and rural roads. The SSYP focuses on smaller-scale projects – including paving gravel roads and minor safety improvements. The SSYP is adopted by the Henry County Board of Supervisors and updated annually.

Lastly, *Comprehensive Plans* guide long-term growth and development and include a transportation element that identifies local transportation needs, goals, and projects to pursue. When pursuing state and federal funding for transportation projects, agencies typically look to the Comprehensive Plan to ensure the project or need has been identified.



TRANSPORTATION PLAN WORK PLAN

How can we expand access to alternative transportation options?

- Expand Bicycle and Pedestrian Infrastructure
- Enhance Existing Public Transportation Access and Service

As Henry County responds to changing population needs, evolving transportation preferences, and ongoing economic development efforts, alternative modes of transportation are becoming increasingly vital to promoting access, enhancing quality of life, and improving community connectivity. As with most rural areas, private vehicle use remains the primary means of travel. However, several emerging factors point to the need for a more diverse and flexible transportation system, particularly through expanded bicycle and pedestrian infrastructure, as well as expanded transit service. By creating seamless connections between transit services, shared-use paths, sidewalks, and bike routes, the County can expand and improve overall mobility.

The County's existing public transportation coverage is limited, with most service confined to areas immediately surrounding the City of Martinsville. While the Piedmont Area Regional Transit (PART) system offers valuable service within this core area, its reach does not extend into many of the County's outlying or underserved communities. During public engagement, residents consistently expressed a strong desire for expanded and more accessible transit options. Much of the County's geography is defined by low-density, rural development patterns, which make traditional fixed-route bus service difficult to implement efficiently. At the same time, many residents across the County face barriers such as limited access to personal vehicles, higher rates of poverty and unemployment, and long travel distances to jobs and essential services. These conditions point to the need for more flexible solutions such as microtransit, which can offer on-demand or deviated-route service to connect people with employment centers, healthcare facilities, grocery stores, and schools. Alternatively, strategic service expansion into centralized areas such as Ridgeway, the County's historic small towns, and other activity centers, can help bridge the transportation gap between rural neighborhoods and key destinations, especially as the County continues to pursue workforce development and job creation.

Public engagement revealed widespread support for enhanced walking and biking infrastructure throughout Henry County. This community input aligns with findings from the Henry County Active Transportation Plan, underscoring the need for a safe, well-connected network linking residential areas to destinations such as schools, job centers, and recreation. While the County has several high-quality facilities, including the Dick & Willie Passage, bicycle and pedestrian infrastructure remains fragmented beyond a few concentrated areas. Residents expressed particular enthusiasm for extending the Dick & Willie Passage and emphasized its value as both a recreational amenity and a functional transportation corridor. Many noted the importance of improving connections to nearby neighborhoods and between regional destinations like Philpott Lake and the City of Martinsville, thus strengthening its role as the backbone of a broader non-motorized transportation system. In addition, areas such as Collinsville and Bassett, which see the most pedestrian activity outside of Martinsville, have limited sidewalk coverage and elevated safety concerns. Addressing these gaps with continuous, ADA-compliant, and context-sensitive infrastructure can significantly improve accessibility, enhance mobility options, and support healthier, more connected communities.





Henry County Active Transportation Plan (ATP)

Developed with funding from the U.S. Department of Transportation's Thriving Communities Program, the Henry County Active Transportation Plan (ATP) is the primary planning document as it relates to active transportation. **This section of the Transportation Plan is a supplement to the Henry County ATP.**

The Henry County ATP presents a comprehensive strategy to improve infrastructure for non-motorized modes of transportation – including walking, biking, and wheelchair mobility – throughout the County. When making decisions about funding, capital projects, or further planning, both the ATP and the Comprehensive Plan should be considered in tandem to ensure a consistent, coordinated approach to transportation investments.

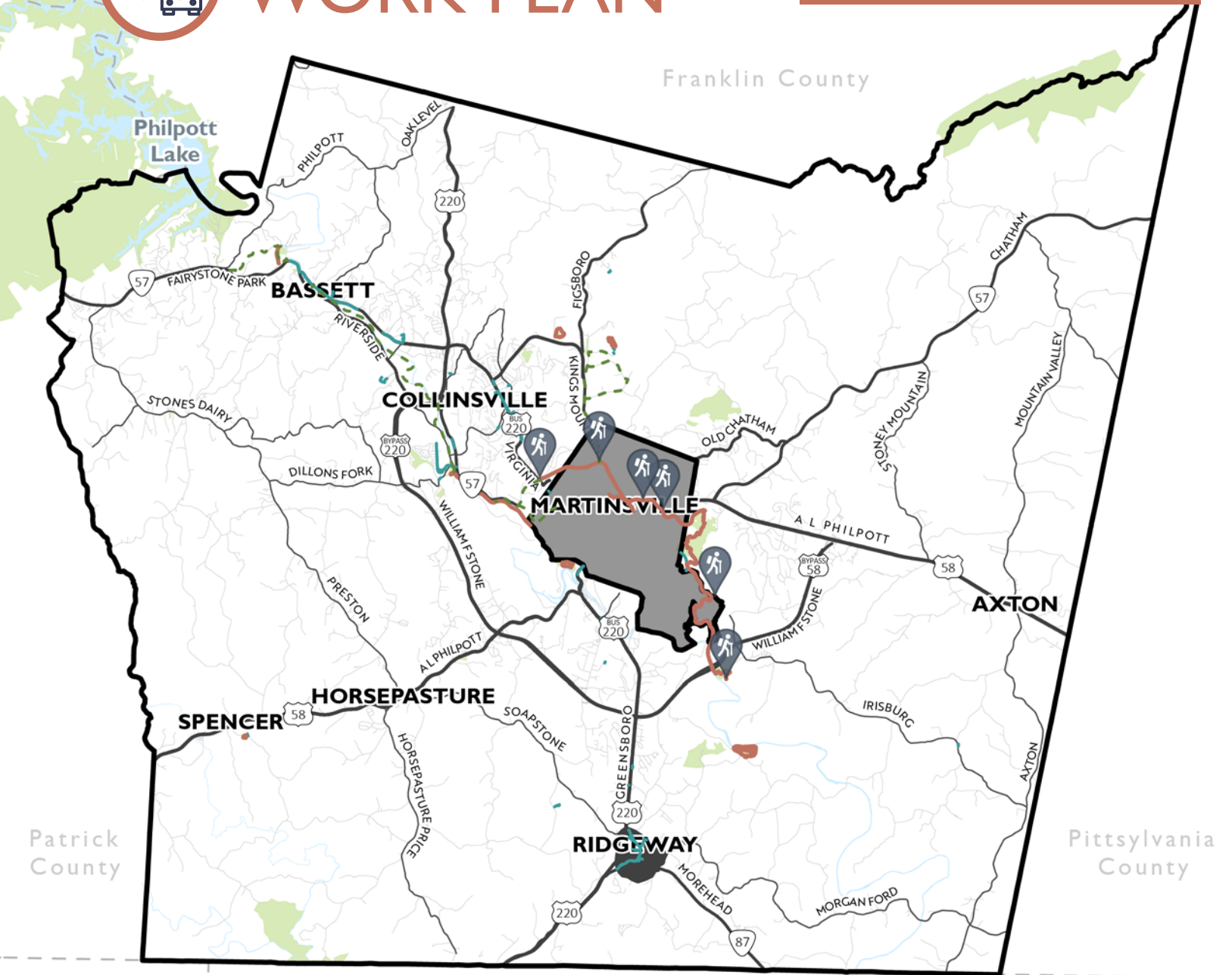
Community feedback underscored the need for greater safety, improved connectivity, and expanded access – particularly in rural and underserved areas. Residents emphasized concerns such as incomplete sidewalks, high-traffic corridors lacking pedestrian facilities, and limited public transit options.

The ATP includes a robust existing conditions analysis, examining demographics, crash data, transit coverage, road characteristics, and equity indicators. It identifies key gaps in the current system and highlights areas where investments could have the most impact. The plan outlines priority projects – including trail and sidewalk expansions or extensions and improved bicycle infrastructure. Additionally, the ATP includes a detailed implementation plan.



TRANSPORTATION PLAN WORK PLAN

Active Transportation Network Map



Legend

- Henry County
- Town of Ridgeway
- City of Martinsville
- Water Features
- Conserved Lands
- Sidewalks
- Existing County Trails
- Dick & Willie Passage Extension
- Dick & Willie Passage Trailheads

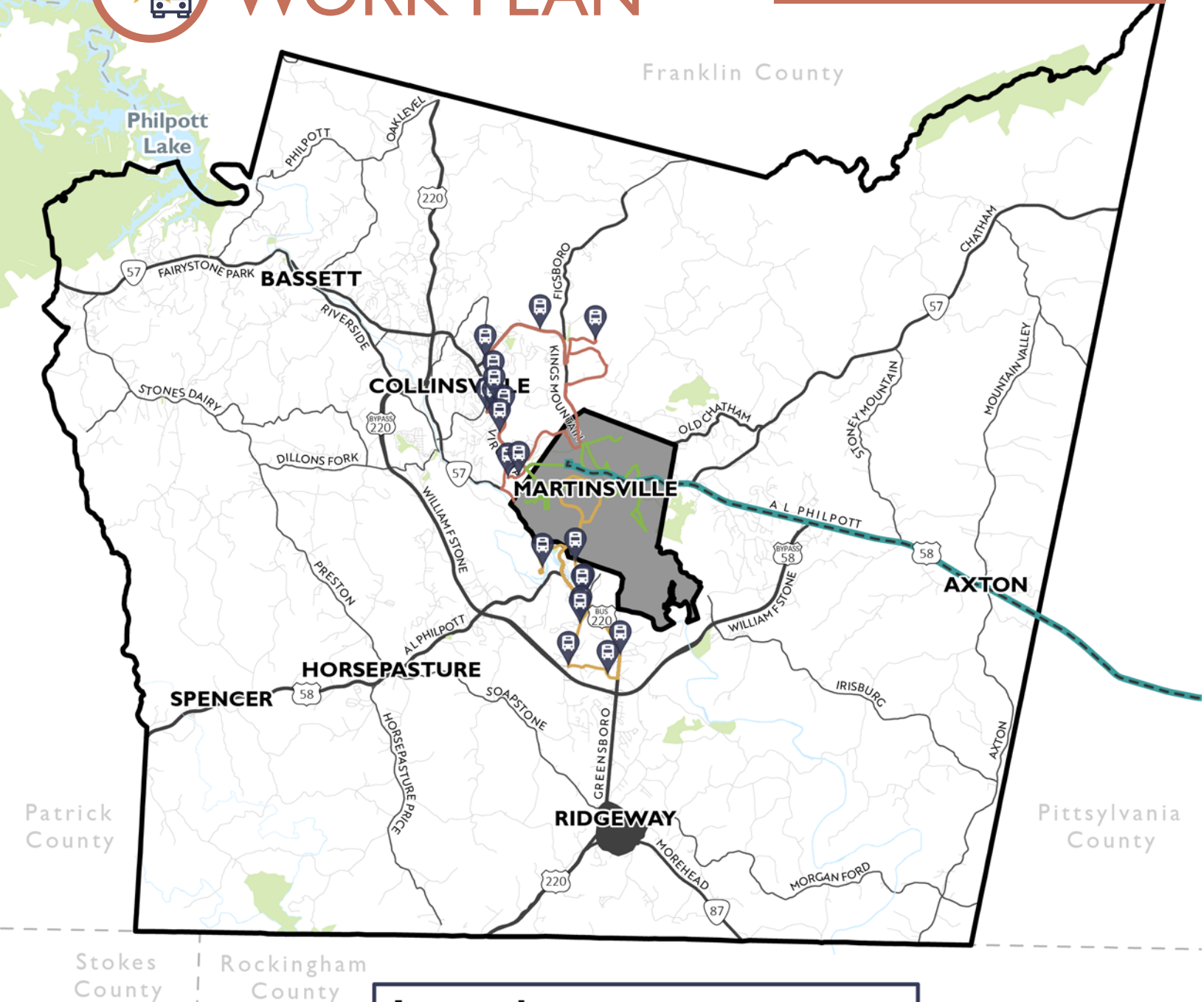


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TRANSPORTATION PLAN WORK PLAN

Public Transportation Map



Legend

- Henry County
- Town of Ridgeway
- City of Martinsville
- Water Features
- Conserved Lands
- PART Bus Stops

Virginia Breeze - Capital Connector

Piedmont Area Regional Transit (PART) Routes

- Martinsville Route
- South County Route
- North County Route



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TRANSPORTATION PLAN WORK PLAN

How can we expand access to alternative transportation options?

#	Actions	Indicator(s) of Success	Type	Time Frame	Cost Estimate	Responsible Party & Partners
TP 1	Implement the Strategies identified in the Henry County ATP.	Initiation or completion of at least five strategies from the ATP within 5 years of Comprehensive Plan adoption; initiation of at least one priority project within 5 years of Comprehensive Plan adoption.	Policy; Capital	Catalyst	\$-\$\$\$	Engineering Department, Planning Department
TP 2	Apply for funding through the Virginia Department of Rail and Public Transportation (DRPT) to conduct a transit feasibility study for Henry County. The study should evaluate service models, demand, cost, and recommendations for improved or expanded service; consider pursuing a microtransit pilot program in one or more priority locations.	DRPT grant secured and feasibility study completed; launch of a microtransit pilot program within two years of study completion or improvement to existing service; measurable increase in transit access in pilot areas.	Policy	Catalyst	\$	Engineering Department, Planning Department
TP 3	Work to implement the Network Recommendations in the Needs Assessment in the Henry County ATP.	Number of sidewalk, trail, or multi-use path segments built or upgraded; designation of UDAs to pursue funding.	Capital	Near Term	\$-\$\$\$	Engineering Department, Planning Department
TP 4	Collaborate with VDOT and Office of Intermodal Planning and Investment (OIPI) to apply to relevant funding programs to support trail extensions, bike lanes, sidewalk gaps, and safety improvements in areas with pedestrian activity.	Number of grant applications submitted and awarded; number of completed grant-supported projects.	Policy	Near Term	\$	Engineering Department, Planning Department, OIPI, VDOT
TP 5	Encourage developers to incorporate bike/pedestrian infrastructure into new residential and commercial projects.	Updates to regulatory standards (zoning) to require non-motorized infrastructure and access.	Policy	Near Term	\$	Engineering Department, Planning Department

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TRANSPORTATION PLAN WORK PLAN

How can we enhance safety across all modes of transportation?

- Target Safety Improvements at Intersections and Corridors with High Crash Rates
- Implement Traffic Calming Measures

Addressing the safety of transportation systems is fundamental to transportation planning. When safety is prioritized, communities can reduce preventable harm and improve mobility for all users. In addition, safety is often a key criterion in state and federal funding decisions, meaning that communities with clear safety goals and data-driven strategies are better positioned to secure transportation grants. For rural counties like Henry, where high-speed corridors intersect with activity nodes and infrastructure in rural areas is often limited, planning for safety is essential to addressing risks and building a more connected network.

The County's roadway system serves a wide range of travel needs from high-speed rural highways to local collectors, and is essential for connecting residents to their daily destinations. Recent data, along with feedback from public engagement, reveal ongoing safety concerns across the County's roadway network. Public engagement also highlighted the need for improvements such as safer crosswalks, enhanced lighting, traffic calming measures, and ADA-compliant pedestrian infrastructure in various locations.

These trends highlight the need for a coordinated safety strategy which addresses both infrastructure issues and driver behavior. To reduce crash frequency and severity, Henry County should focus on targeted improvements in high-crash areas, particularly near schools, industrial centers, and areas where pedestrian and transit activity is increasing. Safety strategies should include corridor-level studies, consideration of intersection redesigns, and speed management measures. Further, coordination between Henry County, VDOT, the West Piedmont Planning District Commission, and the City of Martinsville will help to take advantage of available opportunities to improve safety. Working collaboratively on corridor management, microtransit service expansion, and land use integration will position the County to respond more effectively to transportation challenges. Furthermore, collaboration will increase success in pursuing and leveraging various funding opportunities to improve roadway safety.

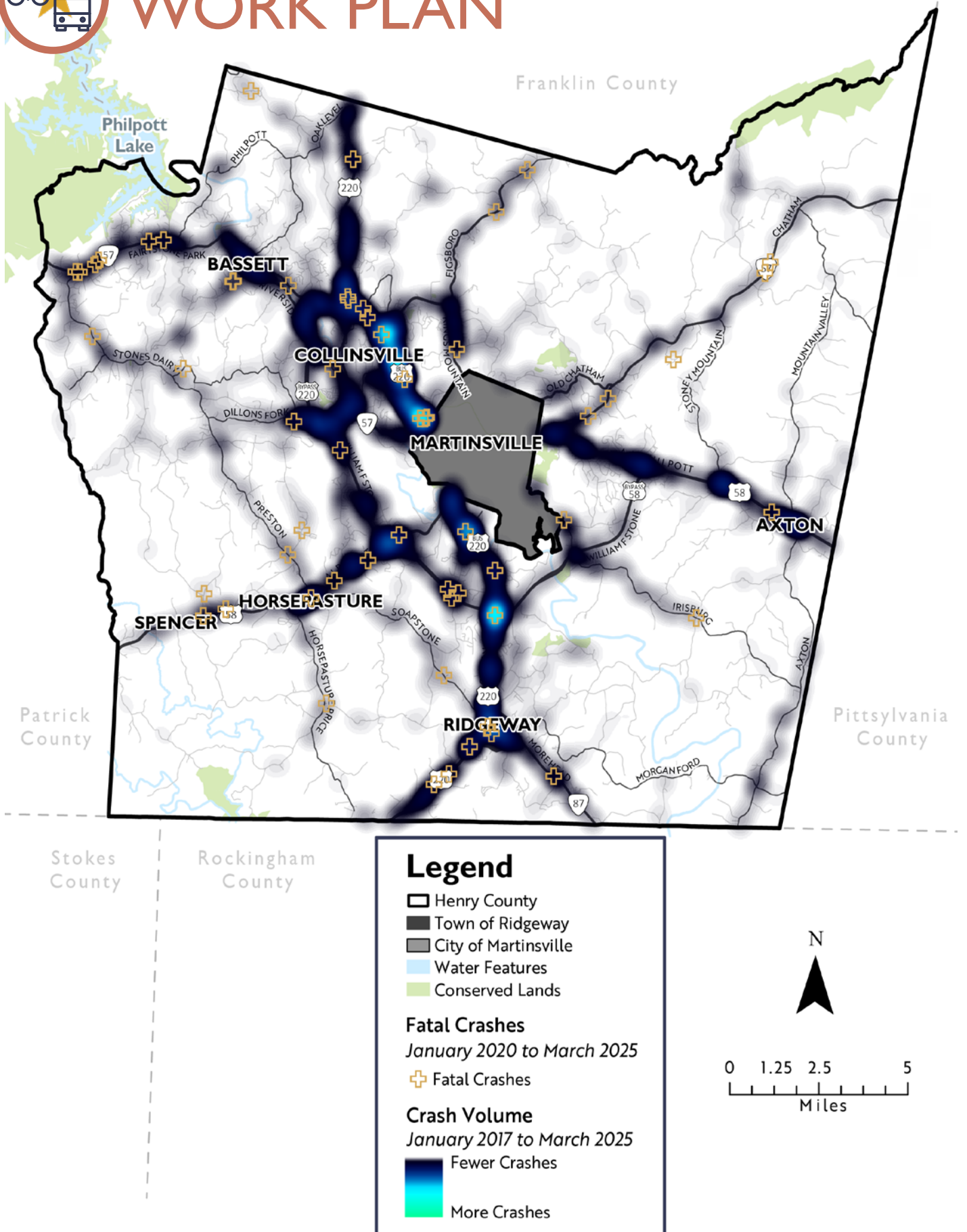
By investing in strategic safety improvements that are grounded in data, community input, and available funding opportunities, Henry County can reduce roadway risks and improve the safety of all users. To support implementation, Henry County should pursue funding through state and federal safety programs. As of 2025, these include:

- » The SMART SCALE program, which SMART SCALE is Virginia's data-driven process for evaluating and prioritizing transportation projects based on factors like safety, congestion mitigation, accessibility, land use, environmental impact, and economic development.
- » The Safe Streets and Roads for All (SS4A) program, which funds local safety action plans and project implementation focused on reducing roadway fatalities and serious injuries.
- » The Highway Safety Improvement Program (HSIP), which supports data-driven infrastructure projects that address proven safety needs.
- » The Transportation Alternatives Program (TAP), which can fund sidewalk, crosswalk, and trail improvements with demonstrated safety benefits.
- » The BUILD (RAISE) Grant Program, which supports multimodal projects, particularly surface transportation infrastructure projects with significant local or regional impact.



TRANSPORTATION PLAN WORK PLAN

Crash Map





TRANSPORTATION PLAN WORK PLAN

How can we enhance safety across all modes of transportation?

#	Actions	Indicator(s) of Success	Type	Time Frame	Cost Estimate	Responsible Party & Partners
TP 6	Coordinate with VDOT to continue to improve the safety of US 220 and US 58.	Number of safety improvements implemented.	Capital	Ongoing	\$\$\$	Engineering Department, Planning Department, VDOT
TP 7	Improve pedestrian safety in historic small towns, Collinsville, and other areas with pedestrian activity through traffic calming, high-visibility crosswalks, ADA-compliant curb ramps, and similar improvements.	Number of pedestrian safety enhancements installed; reduction in pedestrian-involved crashes.	Capital	Near Term	\$\$	Engineering Department, Planning Department
TP 8	Study rural roadway segments and intersections with a history of severe or fatal crashes to develop safety improvements.	Reduction in crashes in treated segments or intersections; projects completed with federal or state funding.	Capital	Near Term	\$\$-\$\$\$	Engineering Department, Planning Department, VDOT
TP 9	Coordinate with VDOT and the West Piedmont Planning District Commission to apply for funding through various state and federal programs to support high-priority safety improvements across the County.	Number of applications submitted and grants awarded.	Policy	Ongoing	\$	Engineering Department, Planning Department, VDOT, WPPDC
TP 10	Develop a safety plan or similar document to align with SS4A requirements to position the County for implementation-level grant funding; consider partnering with the City of Martinsville to streamline efforts and encompass the entire County.	Completion of a safety plan; identification of high-risk corridors and intersections; Use of the plan to secure SS4A or other grant funding.	Policy	Catalyst	\$	Engineering Department, Planning Department

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TRANSPORTATION PLAN WORK PLAN

How can we better integrate transportation with land use, economic development, and housing?

- Encourage Mixed-Use, Compact Development through UDAs
- Ensure New Development Considers Network Connectivity

A community's transportation network plays a major role in shaping land use by influencing access to jobs, housing, schools, and services. Over time, this relationship encourages development to concentrate around accessible corridors and key nodes within the County. These interwoven patterns of growth highlight the critical importance of maintaining a well-planned, connected, and maintained road network to support efficient land use patterns.

In an auto-dependent transportation network like Henry County has, the ability to easily reach employment centers, schools, and retail areas plays a major role in where people choose to live and work. When it comes to housing, proximity to major roadways and a well-connected local road network can significantly reduce commute times, improve daily convenience, and increase access to jobs and services, making certain areas more desirable for residential development. Similarly, for businesses, particularly those reliant on customer access, freight deliveries, or employee commuting, being located near major corridors and intersections is critical. These factors make transportation access a key driver of land use patterns and economic development.

Coordinated transportation and land use planning enables more efficient, resilient development patterns that support economic diversification and improve quality of life. This is particularly important in areas where aging infrastructure, limited funding, and shifting demographics require targeted, high-impact investments. Ensuring that roadways serve not just as conduits for vehicles, but also as functional spaces for housing access, commerce, and community identity, is central to long-term success. This also includes improvements such as landscaping, lighting, signage, and wayfinding systems that enhance the visual character of corridors, reinforce a sense of place, and help residents and visitors navigate key destinations within the community. These design elements, especially when implemented along key corridors or areas with high visibility, can significantly contribute to the County's identity and attractiveness, while supporting revitalization and economic development.

Urban Development Areas (UDA) provide localities like Henry County with an effective tool to coordinate land use and transportation investments, while encouraging compact, walkable, and infrastructure-efficient growth. UDAs are designated areas which should be sufficient to meet the locality's growth needs for the next 10-20 years, and where development should be planned to promote transportation efficiency, mixed land uses, and a variety of housing options. This can include strategies like reprogramming road segments, improving access management, and enhancing multimodal options, all of which help to support nearby development. While the Comprehensive Plan provides a broad, County-wide framework, small area planning at the UDA level allows for more targeted prioritization of area-specific opportunities and challenges. Given its concentration of pedestrian activity, existing development density, and recurring safety issues, Collinsville is a strong candidate for designation as a UDA. The County should also consider the historic small towns, as areas to utilize UDAs to support job creation, housing affordability, and encourage community revitalization without relying on large-scale expansions of the road network.

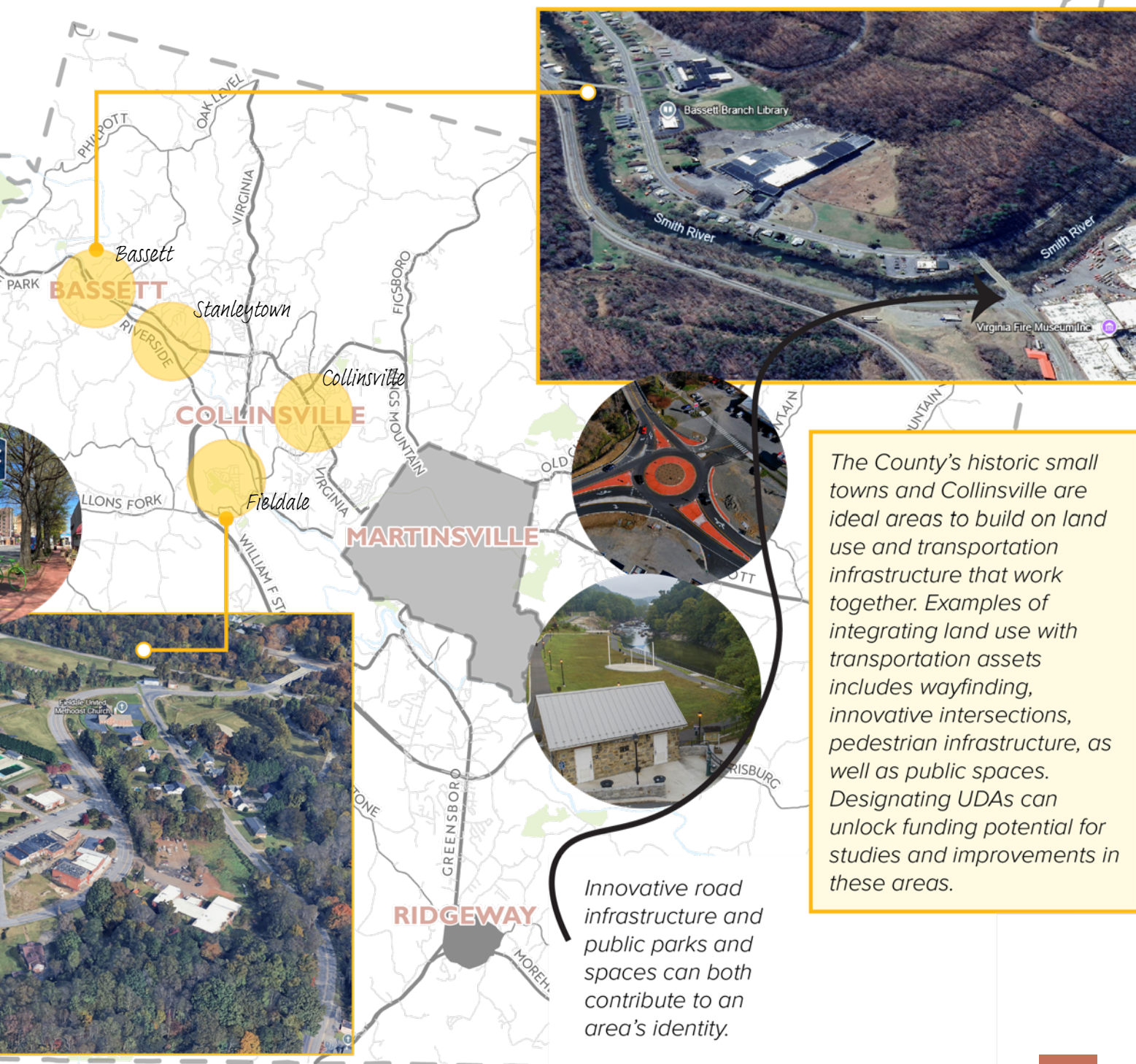
Gateway signs let you know you've arrived to an area. Wayfinding signage further support unique identity and identify key assets and areas.



Urban Development Areas (UDA)

Pursuant to Code of Virginia § 15.2-2223.1, localities are authorized to designate Urban Development Areas or similarly defined growth boundaries. These designations promote transportation-efficient land use patterns that reduce pressure on the transportation network and encourage pedestrian-friendly, mixed-use communities. UDAs also open doors to state planning assistance and funding programs, including Growth & Accessibility Planning (GAP) Technical Assistance and Smart Scale funding.

The Code of Virginia requires UDAs to incorporate traditional neighborhood design principles, which may include, but are not limited to pedestrian-friendly road design, interconnection of new local streets with existing streets and roads, and enhanced connectivity of road and pedestrian networks.





TRANSPORTATION PLAN WORK PLAN

How can we better integrate transportation with land use, economic development, and housing?

#	Actions	Indicator(s) of Success	Type	Time Frame	Cost Estimate	Responsible Party & Partners
TP 11	Designate and implement Urban Development Areas (UDAs) in strategic locations such as Collinsville, or other historic small towns or key growth corridors.	Official designation of one or more UDAs; increased walkability and infrastructure efficiency within designated areas.	Policy	Catalyst	\$	Engineering Department, Planning Department, VDOT
TP 12	Develop small area plans within UDAs to guide transportation and land use improvements – including street connectivity, mixed-use development, and public realm design.	Adoption of small area plans for targeted communities; increased public and private investment in those areas; inclusion of specific transportation projects tied to plan recommendations.	Policy	Medium Term	\$	Engineering Department, Planning Department
TP 13	Prioritize transportation improvements that directly support areas targeted for housing and economic growth, particularly near major corridors, job centers, and other activity nodes.	Number of transportation projects funded and completed in high-priority areas.	Capital	Near Term	\$\$	Engineering Department, Planning Department
TP 14	Promote infill and redevelopment along key transportation corridors by offering incentives such as expedited permitting, and infrastructure upgrades.	Amount of redevelopment activity along existing corridors; number of incentives given for infill development along key corridors or identified areas.	Capital	Ongoing	\$	Engineering Department, Planning Department
TP 15	Collaborate with economic development partners to market locations with strong transportation access as priority sites for business attraction and expansion.	Number of sites actively marketed with access-focused messaging; leads or expansions attributed to corridor location advantages.	Policy	Ongoing	\$	Engineering Department, Planning Department, EDC, Public Information
TP 16	Identify and prioritize gaps in the existing road network that limit connectivity between residential neighborhoods, schools, and employment centers, particularly in new designated UDAs.	Miles of new or upgraded local roads and interconnections; improved access and connectivity of new development to existing roadways.	Policy; Capital	Long Term	\$\$-\$\$\$	Engineering Department, Planning Department

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TRANSPORTATION PLAN WORK PLAN

How can we elevate key corridors and gateways as economic and regional backbones?

- Implement Right-Sizing and Streetscape Enhancements
- Strengthen Regional Gateways and Corridors

Annual Average Daily Traffic (AADT) measures how much traffic a road carries by calculating the average number of vehicles that travel on that road each day over the course of a year. It provides a basic indication of the traffic volume or vehicle load on a roadway. While AADT does not capture seasonal or weekday fluctuations in traffic, it remains one of the most commonly used benchmarks to gauge how busy a road is. Based on the most recent data, Henry County's most frequently and heavily traveled road segments include: Route 220; Route 58 between William F. Stone Highway and Axton Road; 220 Business (Virginia Avenue) between Collinsville and Martinsville; and Route 174 (Kings Mountain Road) between Martinsville and Figsboro Road.

Henry County's commuter patterns highlight the importance of these road segments and corridors. A significant portion of residents commute outside the County for work, with many traveling to nearby cities such as Martinsville, Danville, and even into parts of North Carolina. Conversely, more than 7,000 workers commute into Henry County for work. A significant portion of the jobs within Henry County are located along or near the County's busiest road segments. Improving transportation efficiency along these corridors is essential to supporting the local workforce, as well as attracting new businesses.

Where appropriate, reprogramming segments can improve safety, reduce maintenance costs, and enhance the overall travel experience. Reprogramming, or "right-sizing," refers to reprogramming the allocation of space within the roadway itself to better balance expected traffic volumes, with land use, and community goals regarding beautification and alternative transportation. This often includes adjusting the number or width of travel lanes thus repurposing excess road space. Freeing up this extra space within the road right-of-way allows for the installation of landscaping and accommodation for alternative transportation users. Reprogramming is especially useful in areas where traffic patterns have changed due to economic shifts, significant population change, or new development. Since VDOT owns and maintains most roads within the County, particularly those which could most benefit from reprogramming, Henry County will need to collaborate with VDOT on roadway design and project goals.

Efforts should focus on developing boulevard-style improvements along key corridors – such as Route 57 through Stanleytown and Bassett, as well as Route 220 Business through Collinsville – to calm traffic and enhance the pedestrian environment, while preserving the unique character of these communities and maintaining efficient vehicle travel. Streetscape improvements such as wider sidewalks, landscaping, improved lighting, and wayfinding signage can also support placemaking and encourage economic development. These areas serve as important repositories of local history and character, and in some cases are gateway corridors into the County, where thoughtful design can leave a lasting impression on visitors. Improving these corridors will foster community identity and signal renewal.

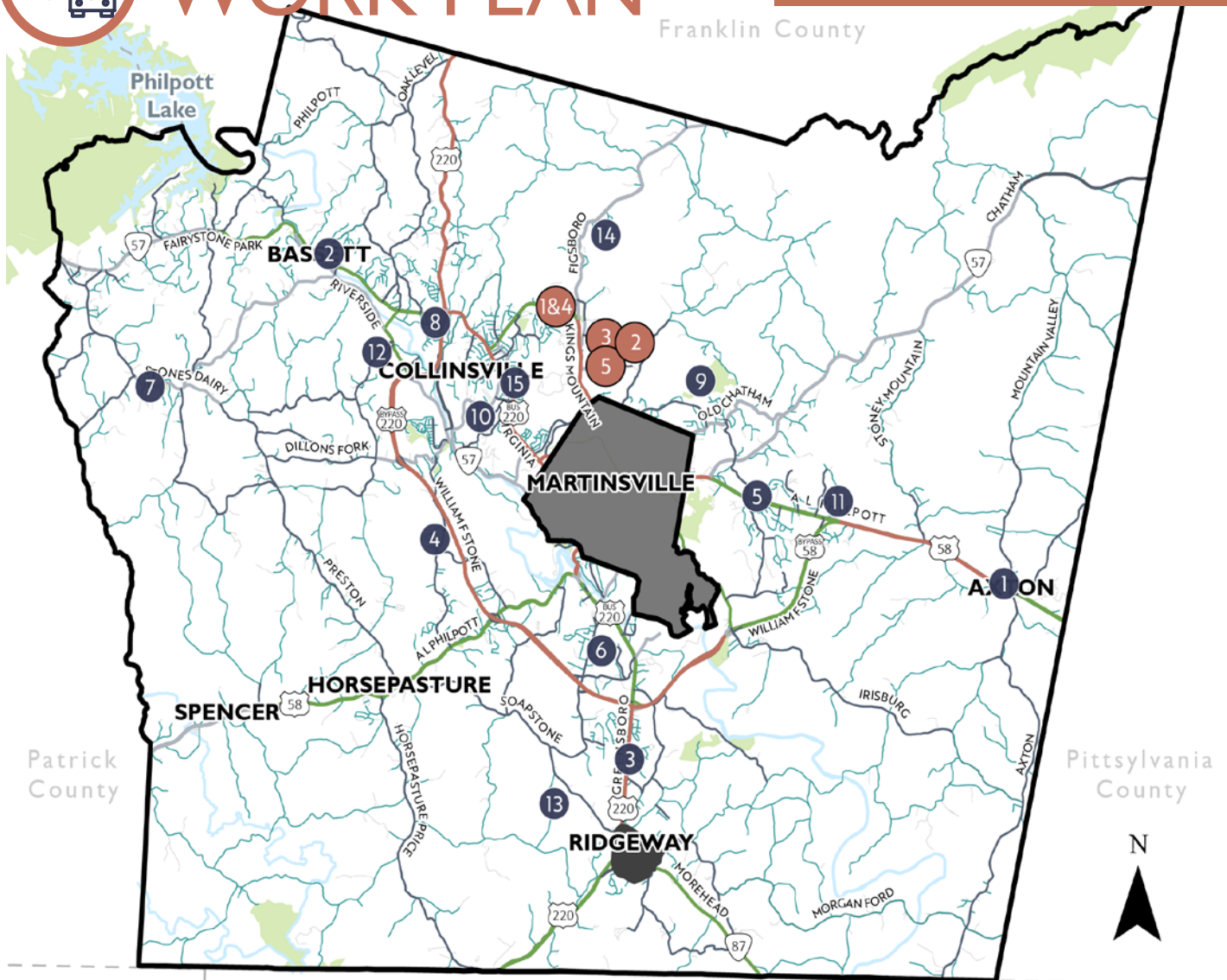
A particular emphasis must also be placed on Route 220 as an economic and transportation backbone running through Henry County. Working with VDOT to prioritize investments in this corridor is critical for the safety of commuters, as well as improving their access to jobs outside the County. It is also important to support new industry, accommodate increased regional traffic and tourism, and improve the overall mobility of vehicles through the County. Segments of Route 220 and other high-visibility corridors also serve as regional gateways, offering ideal locations for aesthetic enhancements, signage, and transportation improvements which shape perceptions of the County and its economic potential.

Given limited transportation funding and the unlikelihood of entirely new corridors or major roadways being constructed in the foreseeable future, Henry County must work with VDOT to take a strategic, targeted approach to corridor improvements. Many of these corridors connect Henry County internally, and to the overall region, contributing to mobility and the County's economic opportunities. Strategic improvements to high-volume corridors and key intersections and access points will ensure the County's road network functions reliably as residential, commercial, and industrial activity increases.



TRANSPORTATION PLAN WORK PLAN

AADT and Major Employers Map



Legend

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Miles

- Henry County
- Town of Ridgeway
- City of Martinsville
- Water Features
- Conserved Lands

- 2022 Average Daily Traffic (ADT)**
Traffic Volume, Vehicles per Day
- 0 - 650
 - 651 - 2,500
 - 2,501 - 6,000
 - 6,001 - 12,000
 - 12,001 - 19,000
 - No Data

Top 5 Largest Employers in Henry County 3rd Quarter (July, August, September), 2024

- 1 Henry County Public Schools (HCPS)
- 2 Cpfilms, Inc.
- 3 Monogram Management Services
- 4 County of Henry
- 5 Keeco

HCPS Facilities

- | | | |
|------------------------------------|--|----------------------------------|
| 1 Axton Elementary School | 6 Rich Acres Elementary School | 11 Laurel Park Middle School |
| 2 Campbell Court Elementary School | 7 Sanville Elementary School | 12 Bassett High School |
| 3 Drewry Mason Elementary School | 8 Stanleytown Elementary School | 13 Magna Vista High School |
| 4 G.W. Carver Elementary School | 9 Meadow View Elementary School | 14 Career Academy |
| 5 Mount Olivet Elementary School | 10 Fieldale-Collinsville Middle School | 15 Center for Community Learning |



TRANSPORTATION PLAN WORK PLAN

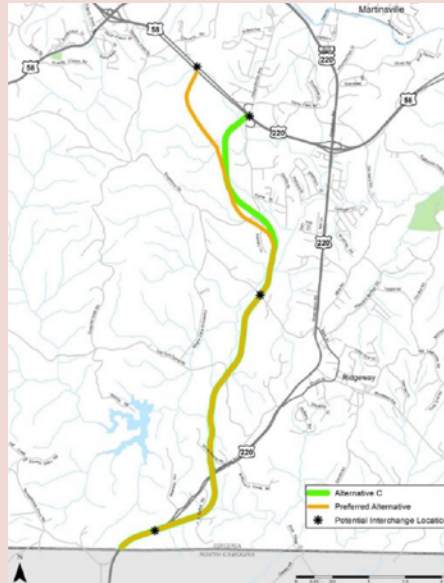
Martinsville Southern Connector (MSC) and the Blue Ridge Innovation Corridor (BRIC)

The Martinsville Southern Connector (MSC) was first studied as part of long-range interstate planning efforts for I-73, intended to provide a high-capacity, limited-access route around the City of Martinsville. In 2024, the Commonwealth Transportation Board (CTB) formally rescinded the location approval for the I-73 corridor in Virginia, effectively ending long-term planning for a new interstate connection through the area.

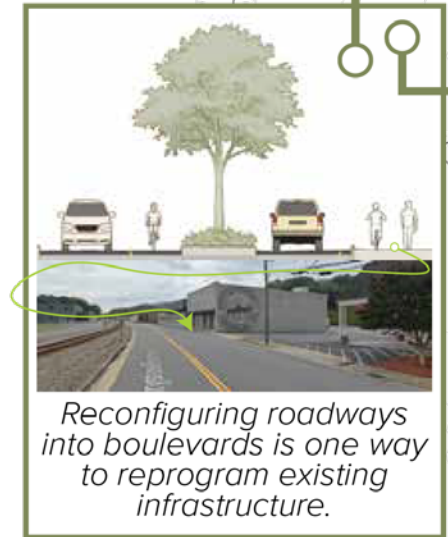
However, the CTB reaffirmed the Modified Alternative C alignment, securing the MSC's location decision for three years. The MSC has remained under consideration because of its potential to relieve congestion on U.S. 220 Business through Martinsville and Collinsville, improve freight movement, and strengthen access to regional job centers.

The CTB's reaffirmed decision preserves the project's viability and positions it for future design and funding, though Henry County cannot advance it alone. Continued coordination with VDOT, the CTB, and the General Assembly is essential to move the project forward.

The MSC also plays a broader role in the Blue Ridge Innovation Corridor (BRIC), which seeks to link Danville, Martinsville, Roanoke, and Blacksburg as a regional hub for advanced manufacturing and innovation. The BRIC initiative aims to transform the region into a hub for advanced manufacturing, research, and innovation. To learn more, visit the [BRIC website](#). With the I-73 corridor no longer advancing, U.S. 220 has become the backbone of north-south mobility. Targeted investments, including the MSC, are critical to supporting BRIC's vision and Henry County's economic future.



Potential improvements to Route 220 include widening key segments to ease congestion, adding dedicated turn lanes, and reconfiguring intersections to enhance traffic flow and safety.

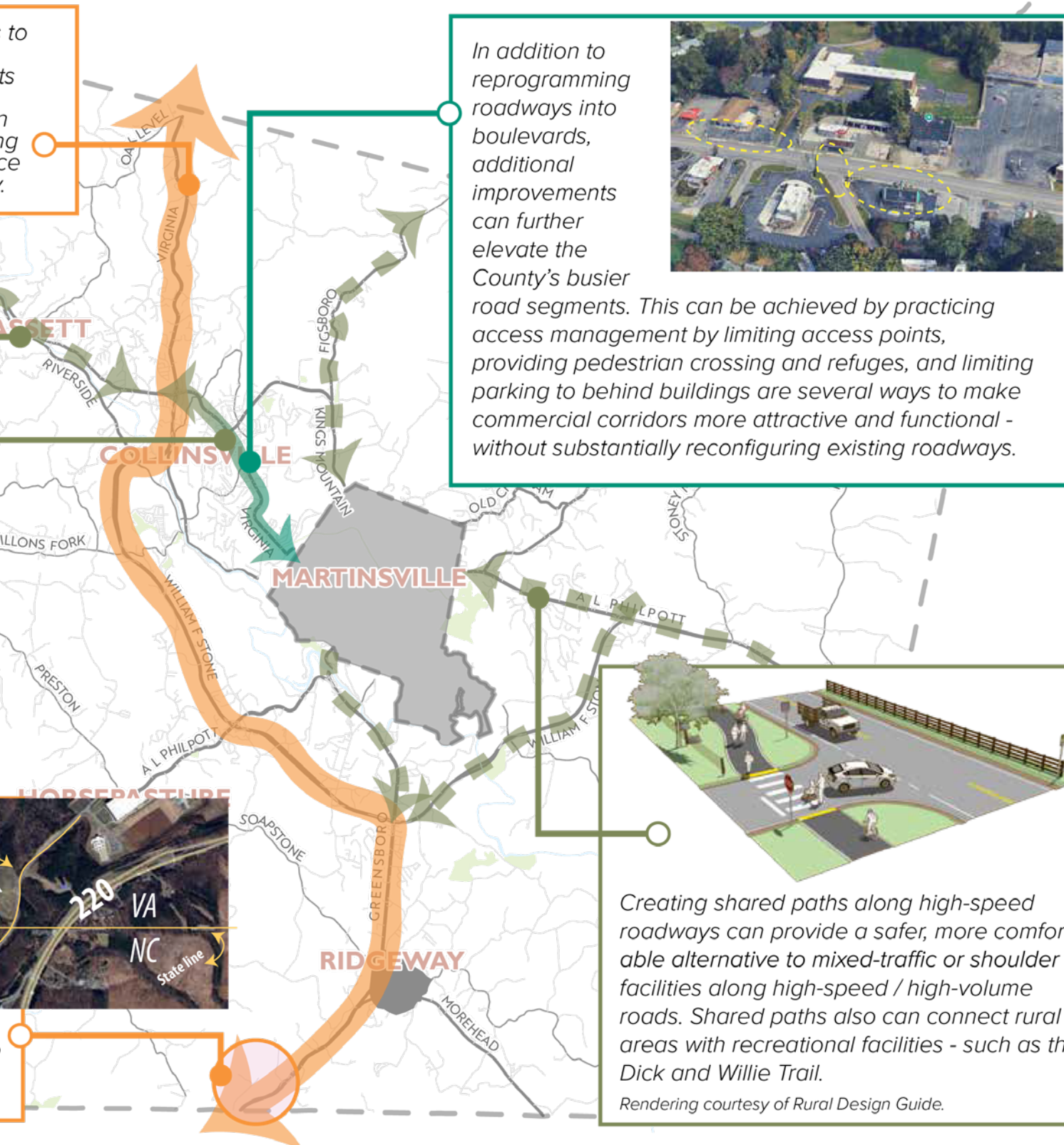


Reconfiguring roadways into boulevards is one way to reprogram existing infrastructure.

Efficient and direct access to key corridors is essential to attracting investment. To ensure the center remains competitive, improved access to Commonwealth Crossing directly from Route 220 should be a priority, as the center is strategically placed to leverage both the Virginia and North Carolina markets.



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TRANSPORTATION PLAN WORK PLAN

How can we elevate high-volume corridors and gateways as economic and regional backbones?

#	Actions	Indicator(s) of Success	Type	Time Frame	Cost Estimate	Responsible Party & Partners
TP 17	Continue advocating for the advancement of the Martinsville Southern Connector by coordinating with VDOT and other relevant partners, and urging General Assembly and CTB action to secure funding.	Project remains listed in Henry County's Comprehensive Plan and WPPDC's regional transportation plans; formal CTB reaffirmation of project location maintained within the three-year window; legislative or CTB action advancing project funding.	Capital	Catalyst	\$\$\$	Engineering Department, Planning Department VDOT
TP 18	Coordinate with VDOT, and the North Carolina Department of Transportation (NCDOT) as needed, to improve access to Commonwealth Crossing.	Successful collaboration with both DOTs on a study or design for improvements; funding earmarked and/or secured through grants for construction of improvements.	Policy	Catalyst	\$\$\$	Engineering Department, Planning Department VDOT, NCDOT
TP 19	Partner with VDOT to identify and prioritize corridors for right-sizing and boulevard improvements based on current traffic volumes, as well as land use context and crash data.	Formalized list of priority corridors; implementation of right-sizing projects on at least one major corridor.	Policy	Catalyst	\$\$\$	Engineering Department, Planning Department VDOT
TP 20	Consider designating gateway corridors (e.g., entrances into historic small towns, Collinsville, and along Route 220) to enhance with coordinated signage, landscaping, and other beautification efforts to reinforce community identity and improve aesthetics.	Number of gateway enhancement projects completed; positive community feedback; increase in development or economic activity near gateway areas.	Capital	Near Term	\$\$	Engineering Department, Planning Department
TP 21	Coordinate closely with the City of Martinsville on studies and projects to improve corridors and gateways at the County/City border.	Completion of shared corridor or gateway improvement studies; implementation of at least one collaborative improvement project (e.g., signage, lighting, road improvements).	Capital	Medium Term	\$\$	Engineering Department, Planning Department, City of Martinsville



TRANSPORTATION PLAN WORK PLAN

#	Actions	Indicator(s) of Success	Type	Time Frame	Cost Estimate	Responsible Party & Partners
TP 22	Collaborate with VDOT to conduct studies for identified corridors, to better understand their limitations and improvement opportunities.	Number of corridor studies successfully initiated and completed; identification of actionable transportation improvements through these studies; use of study results to secure funding and implement short- or long-term improvements.	Policy	Near Term	\$	Engineering Department, Planning Department, VDOT
TP 23	Leverage state and federal transportation programs to fund right-sizing, streetscape, and gateway improvement projects.	Number of applications submitted; amount of funding secured; number of projects advanced through grant funding.	Capital	Near Term	\$	Engineering Department, Planning Department, VDOT, WPPDC
TP 24	Coordinate with economic development stakeholders to align transportation improvements with targeted economics development zones, particularly along Route 220, access points and the County's industrial parks, and other high-traffic employment corridors.	Economic development and/or business growth in targeted areas; employer feedback on access and visibility; inclusion of transportation upgrades in economic development proposals and new developments.	Capital	Ongoing	\$\$	Engineering Department, Planning Department, EDC



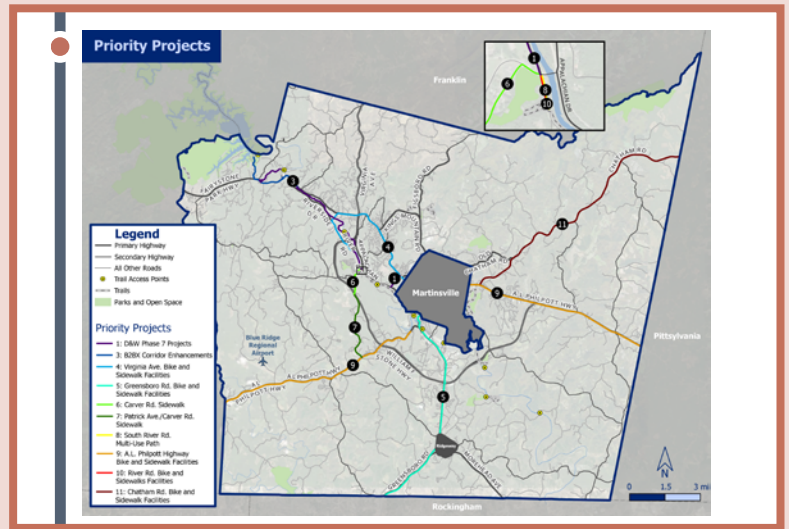
TRANSPORTATION PLAN PRIORITY PROJECTS

Priority transportation projects are those identified as essential to addressing Henry County's current and future mobility needs. These projects were selected based on analysis and alignment with state and local goals, as well as previous planning efforts. To be considered a priority, a project typically meets one or more of the following criteria:

- » It has been evaluated in a prior County, Regional, or State transportation plan.
- » It addresses a VTrans-identified need, particularly mid-term needs. See the Community Profile or visit the VTrans website to learn more about these needs.
- » It responds to issues or opportunities identified in this Comprehensive Plan or other planning documents, such as the Henry County Active Transportation Plan.
- » It supports broader transportation goals – including safety, access, connectivity, and economic development.

These projects are not ranked but are recognized as equally important for guiding future investments and funding applications. Cost estimates are included where available, often drawn from past or current funding applications. While the Comprehensive Plan is a long-range planning document that guides growth and investment over the next 20 years, this list and accompanying map warrant more frequent review and update. The County should continue close coordination with VDOT, WPPDC, and the City of Martinsville to update this list as needed.





Henry County Active Transportation Plan (ATP) Priority Projects

In addition to the priority projects included in this plan, the Henry County ATP also provides priority projects specific to active transportation. The ATP priority projects were derived from comments and ideas that were received during public engagement for that plan, and combined with considerations from the challenges presented by the existing conditions. When pursuing grant funding, allocating resources, and starting transportation initiatives, Henry County should consider both the Comprehensive Plan and the ATP's priority projects list(s).

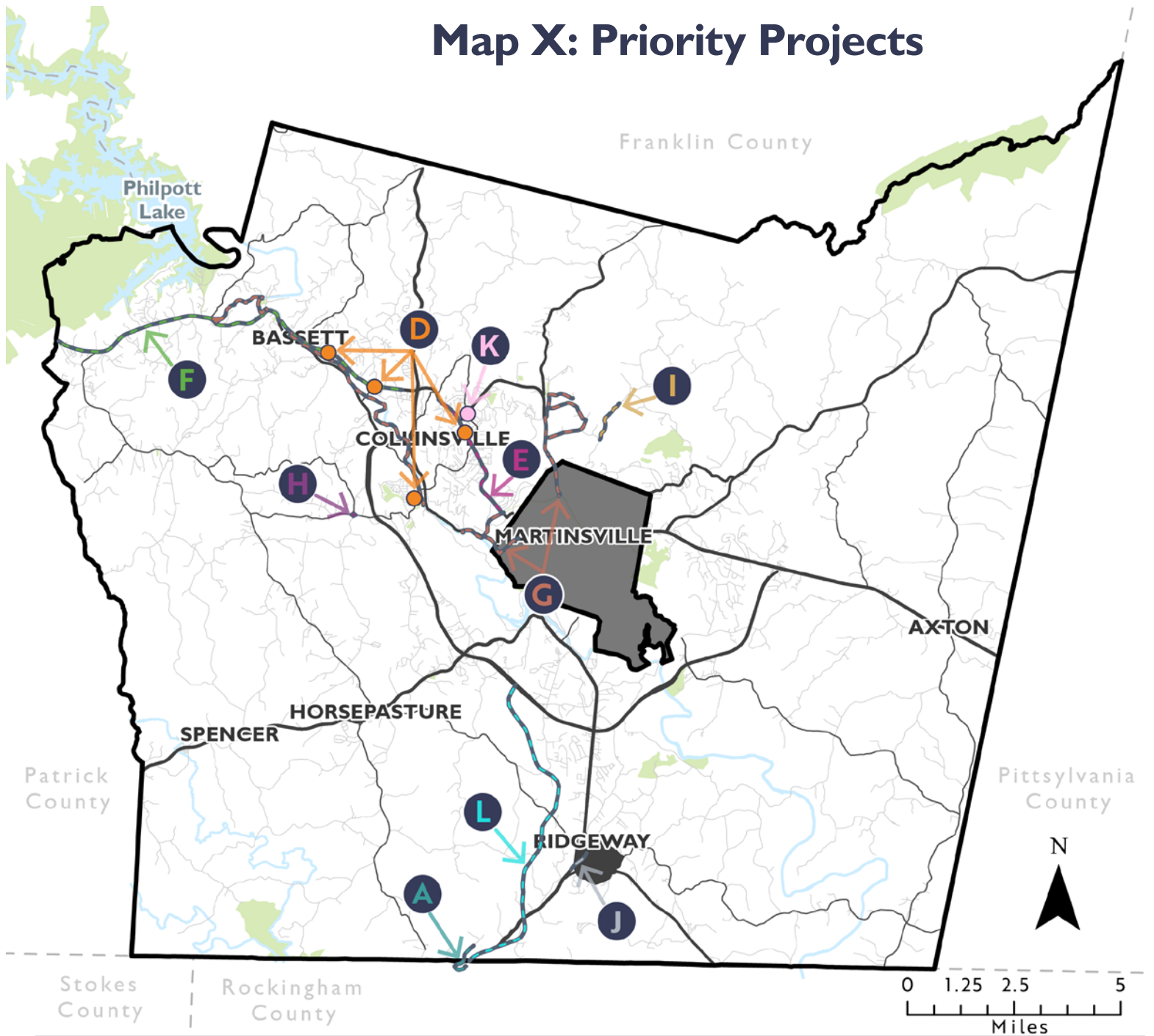


TRANSPORTATION PLAN PRIORITY PROJECTS

ID	Project Name	Brief Summary	Project Type	Cost Estimate	Source
A	Commonwealth Crossing Access	Improve access to Commonwealth Crossing Business Centre, particularly from Route 220. Coordinate with both VDOT and NCDOT to determine needed improvements and feasibility to reconfigure access between Commonwealth Crossing Boulevard and Route 220.	Capital; Safety, Operations	\$\$\$	Public Engagement
B	Transit and/or Microtransit Feasibility Study	Conduct a feasibility study to assess existing public transportation services and evaluate possible improvements to increase access and service to areas that are underserved.	Policy / Study; Alternative Transportation	\$	Public Engagement
C	Safety Action Plan	Develop a safety action plan that aligns with the SS4A program to assess, identify, prioritize, and fund high-risk corridor and intersection improvements. Following completion, pursue construction funding for improvements.	Policy / Study; Safety	\$	Comprehensive Plan Analysis; Planning Best Practices
D	Pedestrian Infrastructure	Construct sidewalks, crosswalks, signals, and other pedestrian infrastructure within designated areas – such as the historic small towns (Bassett, Fieldale, and Stanleytown) and Collinsville according to the Henry County Alternative Transportation Plan.	Capital; Alternative Transportation	\$\$\$	Henry County Active Transportation Plan, Public Engagement
E	Route 220 Business Corridor Study – Implementation	Conduct a study to analyze existing conditions and to identify short- and long-term solutions to improve the corridor's safety, traffic, and multimodal concerns. Upon completion, pursue implementation of findings based on prioritization.	Policy / Study; Safety, Operations, Alternative Transportation	\$	Public Engagement
F	Route 57 (Fairystone Park Highway) Corridor Study	Conduct a study to analyze existing conditions and to identify short- and long-term solutions to improve the corridor's safety, traffic, and multimodal concerns. Upon completion, pursue implementation of findings based on prioritization.	Policy / Study; Safety, Operations, Alternative Transportation	\$	Public Engagement

ID	Project Name	Brief Summary	Project Type	Cost Estimate	Source
G	Dick and Willie Trail – Phase 7	Completion of the D&W Trail Phase 7 project.	Capital; Alternative Transportation	\$\$	Henry County Active Transportation Plan
H	Dillon's Fork Road	Close one driveway entrance on SB The Great Road to Robert's Best Way and one driveway entrance on EB Dillon's Fork Road to Rangeley 102 Market & Deli. Convert the existing two-way stop-controlled intersection at Dillons Fork Road and The Great Road to a four-legged roundabout.	Capital; Safety	\$17,970,000 (per VDOT SYIP)	FY26 Draft Six-Year Improvement Program
I	Barrows Mill Road Improvement	Improve 0.85 mile of Barrows Mill Road through widening roadway surface and improving vertical and horizontal alignment.	Capital; Safety	\$54,000,000 (per VDOT Smart Portal)	Smart Portal; FY24 and FY26 Smart Scale Application
J	Route 220 and Route 87 Improvement	Reconstruct the intersection of U.S. Route 220 and State Route 87 (Morehead Avenue) using a Signalized Continuous Green T design.	Capital; Safety	\$36,596,000 (per VDOT Smart Portal)	Smart Portal; FY 22, FY24, and FY26 Smart Scale Application
K	Kings Mountain Road and Daniels Creek Road –Intersection Improvement	Work with VDOT to identify the needed intersection improvement at Kings Mountain Road and Daniels Creek Road, and pursue grant and funding opportunities for design and construction.	Capital; Safety	\$\$\$	Henry County
L	Martinsville Southern Connector	Continue advocating for the advancement of the Martinsville Southern Connector by coordinating with VDOT, the WPPDC, the City of Martinsville, and regional stakeholders, and advocating for General Assembly and CTB action to secure funding.	Capital; Safety, Operations, Economic Development	\$745,000,000 (per VDOT)	Henry County

Map X: Priority Projects



Legend

- Henry County
- Town of Ridgeway
- City of Martinsville
- Water Features
- Conserved Lands

Priority Transportation Projects

- A:** Commonwealth Crossing Access
- D:** Pedestrian Infrastructure
- E:** Route 220 Business Corridor Study - Implementation
- F:** Route 57 (Fairystone Park Highway) Corridor Study
- G:** Dick & Willie Passage Expansion - Phase 7
- H:** Dillon's Fork Road Roundabout
- I:** Barrows Mill Road Improvement
- J:** Route 220 and 87 Improvement
- K:** Kings Mountain Road and Daniels Creek Road - Intersection Improvement
- L:** Martinsville Southern Connector

County-wide Projects*

- B:** Transit and/or Microtransit Feasibility Study
- C:** Safety Action Plan
- *Not pictured*